The Territory Prospers

PEOPLE TO KNOW
Alfred Billings
Butch Cassidy
Patrick Connor
Ida Cook
Mary Elizabeth Cook
Mary Jane Dilworth
Pardon Dodds
Ulysses Grant
Thomas Corwin Iliff
George W. Martin
Duncan McMillan
Robert G. McNiece
John R. Park
John Wesley Powell
Lawrence Scanlan
Joseph F. Smith

WORDS TO UNDERSTAND
abandon
cataract
cholera
junction
retire
sustain

California's Governor Stanford takes a mighty swing to drive in the golden spike. He missed the spike, but it was driven in by a railroad worker. The news of the "Wedding of the Rails" at Promontory Summit was sent speeding over telegraph lines across the nation.

1869
John Wesley Powell explores the Green and Colorado Rivers.

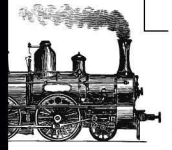
1872
Park City's Ontario Mine opens.

Timeline of Events

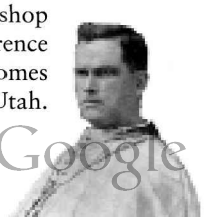
1869 | 1870 | 1871 | 1872 | 1873

1870
Tintic mines open in Eureka.

1873
Bishop Lawrence Scanlan comes to Utah.



1869
May 10 The transcontinental railroad joins at Promontory Summit.
June 25 Trains first bring immigrants to Utah.



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Chapter 10

Setting the Stage

The new transcontinental railroad changed transportation in dramatic ways. It was the end of isolation for Utahns. Thousands of immigrants started coming by train instead of wagon.

Why did people keep coming to the desert by the mountains? Some came to get land and raise a family. Some came to open businesses of all kinds. Others came to get jobs on the railroad and in the mines. Just as in previous years, people of various religions came to open schools and churches.

Many people stayed in Salt Lake City, but others spread out across the territory. Farming, ranching, and mining were still the main occupations, but people earned money at a wide variety of jobs.

1875
Silver Reef and Frisco mines open.

1877
Brigham Young dies. Settlers start Vernal.
Coal mines open near Price.

1878
Moab trading post opens. The first telephone call in Utah is made.

1879
The Hole-in the-Rock group arrives at Bluff.

1884
Navajo Indian Reservation is created.

1889
Iosepa begins near Tooele.
Utah gets its first electric streetcars.

1890
Utah's Free Public School Act is passed.

1892
The Silver King Mining Co. begins in Park City.

1896
The Humbug Mine opens in the Tintic Mining District.

1875 — 1880 — 1885

1886-1901
Buffalo Soldiers serve in Utah.

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The Railroad Revolutionizes Transportation

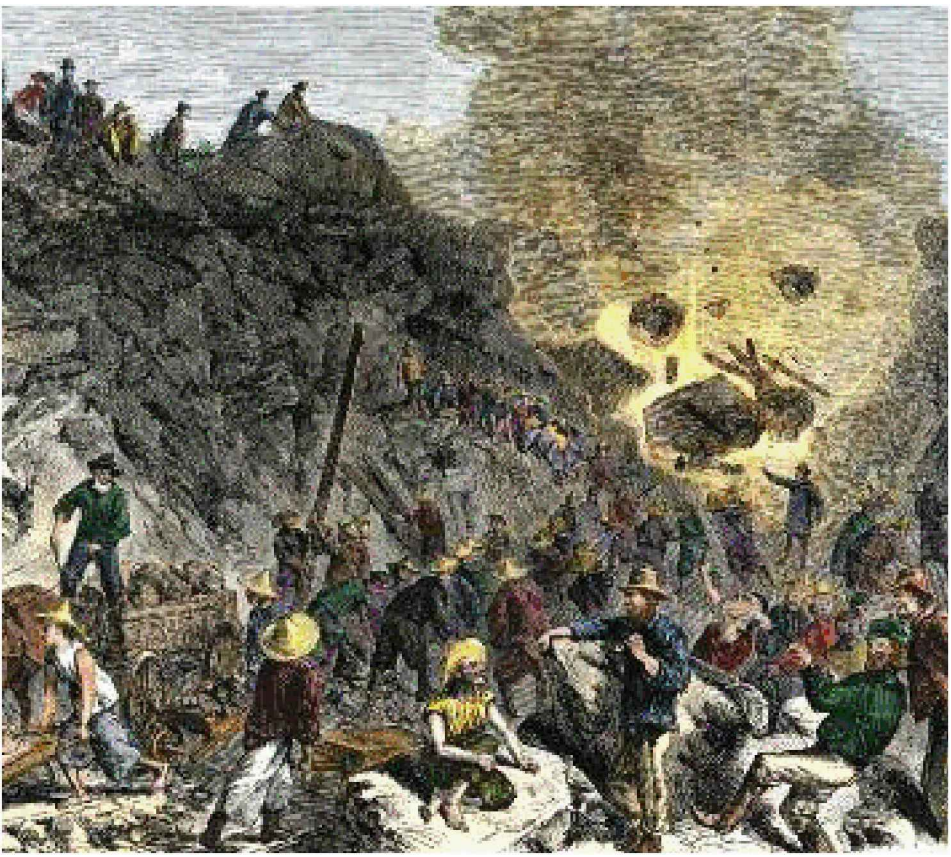
Alongside the railroad track, other workers set tall telegraph poles in the ground and strung wire from pole to pole. It was the telegraph that announced the amazing feats of the railroad.

As the Civil War ended in the East, the U.S. Congress looked for ways to bring the nation together. One of the ways was to build a railroad that would go all the way across the country. The people of Utah looked forward to the coming of the railroad. Many of them had ridden trains in the East and knew of their speed and convenience. They could see the great advantage in having people travel to and from Utah by train instead of walking across the plains.

The Union Pacific started clearing land and laying tracks west from Omaha, Nebraska. Another railroad company, the Central Pacific, started working eastward from Sacramento, California. It only made sense that the tracks would join in Ogden or in Salt Lake City.

It took an army of workers to lay all those miles of track. Most of the workers were immigrants. The Union Pacific hired thousands of immigrants from Ireland and other countries, and the Central Pacific hired thousands from China.

Dynamite blasted rock through mountains as the railroad crept toward Utah. What can you learn about immigrant labor from this picture?



At first, much of the Union Pacific track was laid on flat prairie land, but the route of the Central Pacific passed through the high Sierra Nevada. The work was hard and dangerous. The hot deserts were a problem, and the cold winters in the mountains were almost unbearable. Many workers died from the cold and from accidents while setting off dynamite to blast through mountains.

As the Central Pacific raced across the Great Basin of Nevada faster than expected, the Union Pacific approached the Rocky Mountains and sought help from Brigham Young. Young obtained a contract for $2 million from the Union Pacific to build a roadbed from Echo Canyon through Weber Canyon, with a promise that the tracks would run through the canyon to Ogden and then south to Salt Lake City. The sixty miles in the mountains were some of the roughest of the route, but with plenty of immigrant workers, the road was built. When it reached Ogden, great crowds cheered and bands played. Banners waved the message:

"Hail to the Highway of Nations!
Utah Bids You Welcome!"

But, the railroad did not go south to Salt Lake City. Instead, U.S. President Ulysses Grant decided the railroad should follow old trails north of Ogden and the Great Salt Lake, which upset Utahns.

Brigham Young got a contract to help the Central Pacific. Utah men earned money by cutting down trees and selling them to make railroad ties. Utah people sold grain, hay, potatoes, and meat to both railroad companies. They also hired on as laborers.

The race was on to see which railroad could gain the most land. Surveyors from both companies passed each other, as did graders who prepared the roadbed that would be used for the tracks. Finally, the tracks met at the top of Promontory Summit, just north of the Great Salt Lake. Both railroads later went to Ogden.

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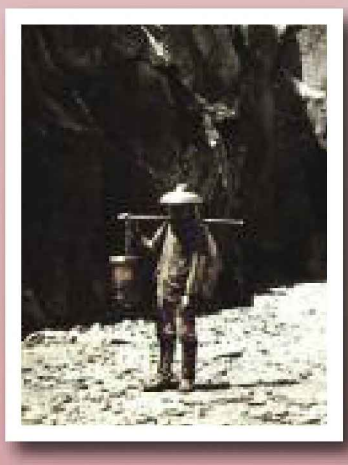
Tracks Meet at Promontory Summit

On a cold and windy May 10th, 1869, a group of dignitaries and workers gathered around a lonely stretch of desert land where tracks from the two railroad lines met. Puffing steam, two shiny, brightly colored railroad engines faced each other on the tracks. About 5,000 people were camped out along the northern shore of the Great Salt Lake, waiting for the historic event.

California's Governor Leland Stanford took a swing with a sledgehammer to drive in the last railroad spike, made of gold. He missed. He swung again and missed again. Another official tried, and he also missed. Finally a railroad worker took over. He had driven many railroad spikes, and he didn't miss. With one swing he drove the golden spike in. The news was sent by telegraph across the nation.

In Utah, there were cheers, bands, and banners. Thousands were there to watch the driving of the spike, and photographers took pictures. Across the nation, others celebrated. A magnetic ball dropped from a pole on the top of the Capitol in Washington, D.C.; in Chicago a seven-mile procession paraded through the streets; in small towns across the nation citizens rang church bells.

Chinese Workers



Chinese workers came to the United States with plans to earn money and then return home. Most came from South China, where there was little work and no one had enough to eat.

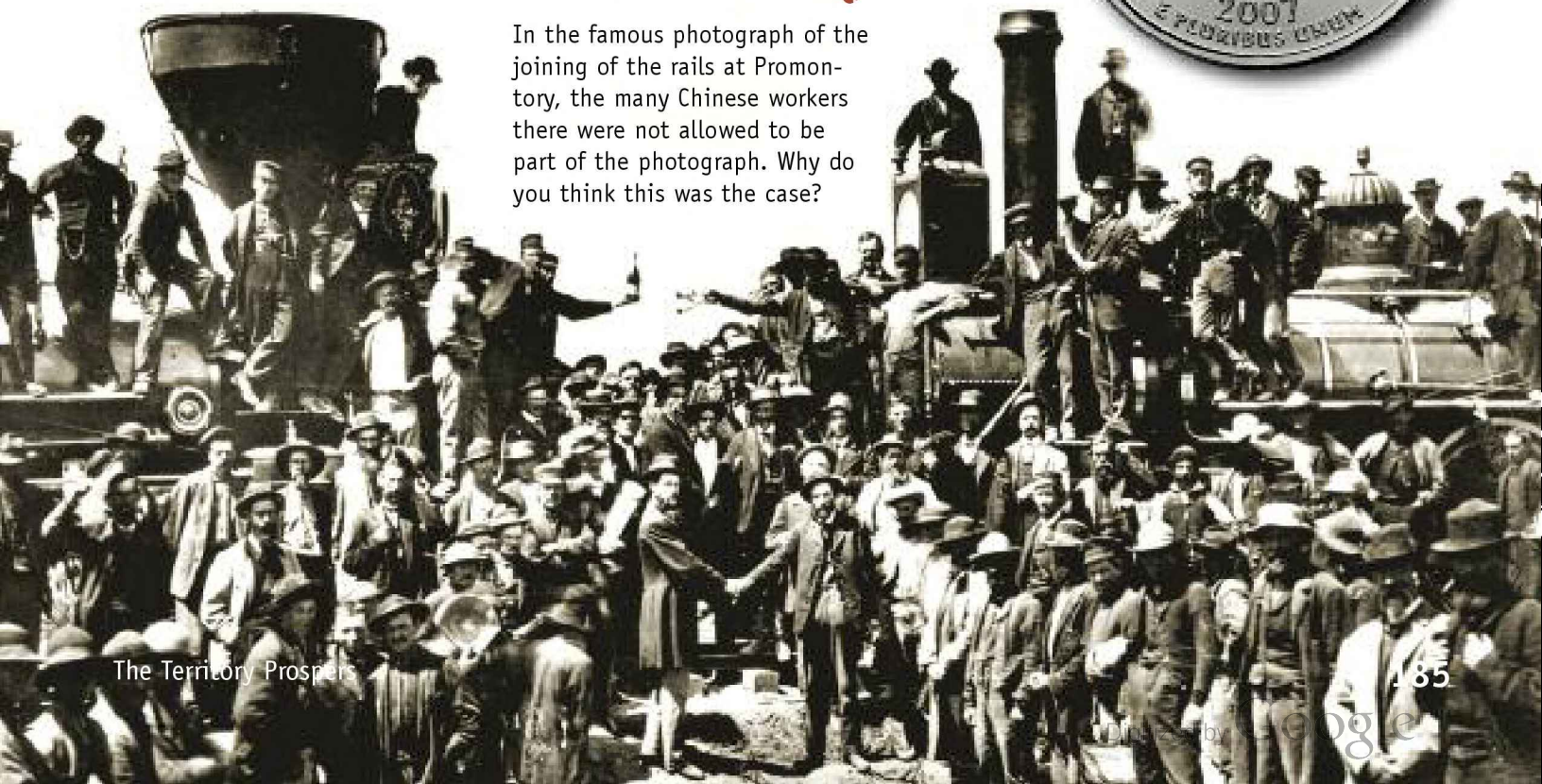
Almost 11,000 Chinese were hired by the Central Pacific Railroad to blast through granite tunnels in the Sierras and lay track. Almost 2,000 Chinese men were killed or critically injured by blasting accidents, avalanches, ***cholera,*** or harsh winter storms.

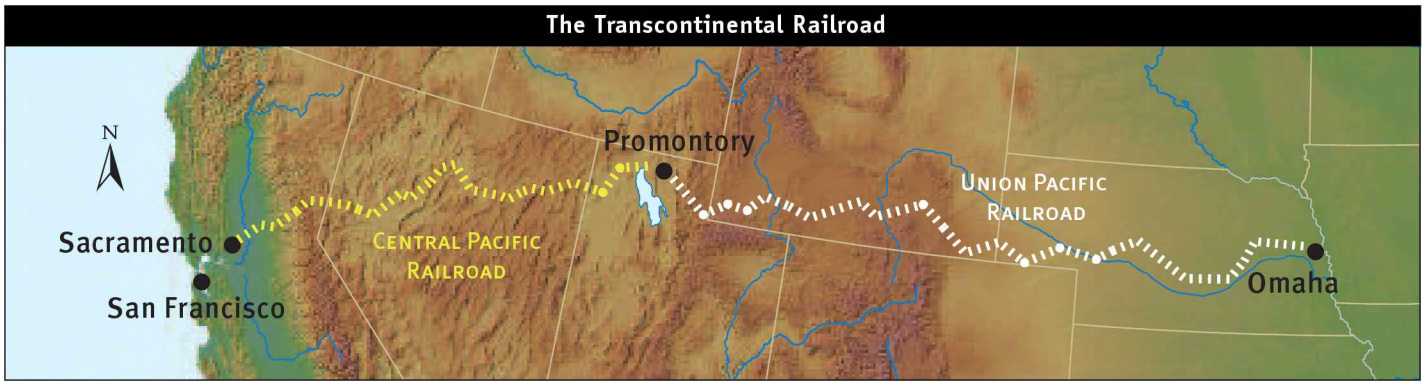
After the tracks were completed, some Chinese men stayed in Utah to work on the railroad. Others opened laundries and restaurants, and some worked as cooks in mining camps. Chinese immigrants lived in Salt Lake City, Ogden, Park City, Corinne, Mercur, Pleasant Valley, Fort Duchesne, and Silver Reef.

Special Education students at Syracuse Jr. High helped with the winning design of the Utah Quarter. What does the scene on the quarter depict? What date was the quarter issued to the public?

What do you think?

In the famous photograph of the joining of the rails at Promontory, the many Chinese workers there were not allowed to be part of the photograph. Why do you think this was the case?





Which railroad started in Sacramento, California, and worked its way east? Which railroad started in Omaha, Nebraska, and laid track going west? Since the companies started at about the same time, why do you think the Central Pacific covered less distance than the Union Pacific? How did the geography of the land influence the building of the railroad?

The Railroad Changes Utah

Trains were very important for moving raw materials from mines to manufacturing centers. At first, heavy ore was dumped into wooden wagons and pulled by horses or oxen. After tracks came to the mines and between towns, it became much easier to ship ore to smelters. Smelters separated minerals from the dirt and rock and melted it into metal bars. The minerals were then shipped to manufacturing places in Utah and other cities. Trains carried large amounts of minerals and manufactured goods to buyers outside of Utah. In July, only a few months after the joining of the rails, the first shipment of ore left Ogden for San Francisco.

Agriculture

New markets for farm produce opened up, and Utah began sending large quantities of wheat and fruits to people in other parts of the country. That December, Utah beef was sent by refrigerator car to San Francisco. In 1870, the first train to go all the way from the Atlantic to the Pacific came through Utah. That December, Utah farmers shipped 60,000 pounds of dried peaches to the East.

Local Businesses

The railroad also put stress on local Utah businesses. Some goods came in by rail much cheaper than they could be made in Utah. As a result, some Utah manufacturers and cooperatives went out of business. Others adjusted to the new competition. Home manufacturers had a hard time and were forced to improve production.

Settlers and Tourists

Passenger trains also changed daily life in Utah. The first settlers to come by train arrived in June, a month after the event at Promontory. Families could take the train and save almost three months of travel time. Tourists also came on the trains. Some came just to take a look at the Utahns and see what they looked like! Actors and actresses came to appear on stage at the Salt Lake Theater. Even the famous author, Mark Twain, took a long train ride to Utah.

How Long Did it Take?

How many days did it take pioneers to travel across Nebraska to the Salt Lake Valley? What advantages besides speed were there to taking the train instead of covered wagons?

The 1847 advance pioneer company	100 days
Other wagon companies	80 days
A handcart company	90 days
A stagecoach	14 days
A train	2 days

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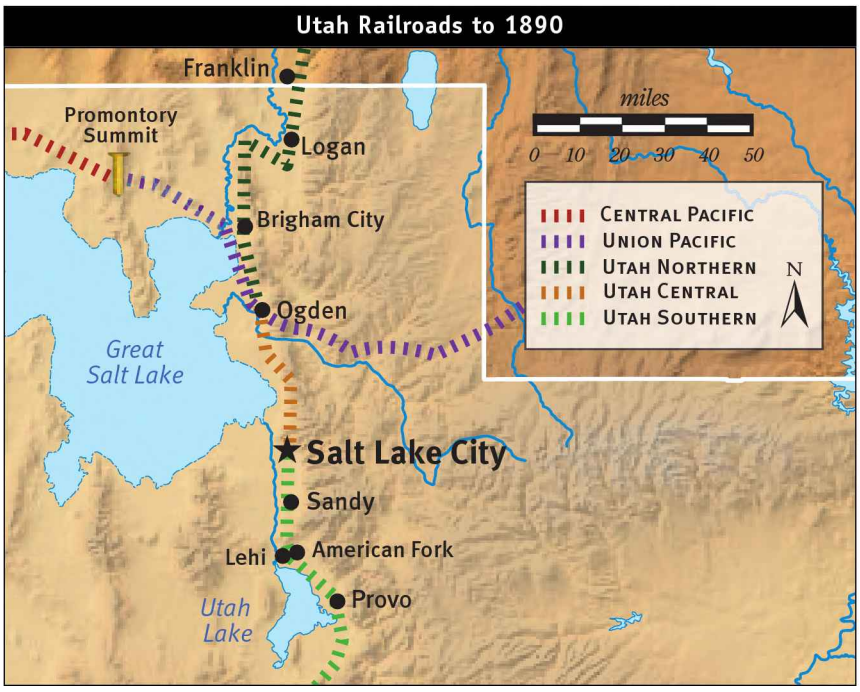
Connecting Utah Towns

To bring the benefits of the railroad to Utah towns, the Utah Central Railroad was built from Ogden to Salt Lake City. The connection brought farm produce to markets. It carried mineral ores and manufactured goods. By 1870, two passenger trains ran each day between the two cities.

The Utah Southern Railroad was built from Salt Lake City south to Sandy, Lehi, American Fork, and Provo. Milford and the mines near there were also joined by the railroad to the main lines in Salt Lake City. Branch lines went to nearby communities and mines.

The Utah Northern Railroad ran from Ogden to Mendon, Logan, and into Franklin, Idaho, carrying passengers. Other railroad lines connected mines with smelters and manufacturing centers in other places.



Railroad Towns

Corinne

The train city of Corinne, located near Promontory, was a place where people could run their own businesses and get away from the restrictions of religious leaders. They built a railroad station, hospital, sawmill, blacksmith shop, stores, saloons, and homes. The people of Corinne hoped the new city would be chosen as the ***junction*** for new north and south railroad tracks, which would bring new business. It was a bitter disappointment when Ogden was later made the junction railroad city.

> "One bar room and chop house and adjoining, one grocery. One saloon with convenience apartments, . . . one corn depot minus the corn; one lumber yard fenced with sage brush, one new depot without the Telegraph, one blacksmith shop; one tenement of easy Virtue; and one Pin Chong tea dealer."
>
> —Salt Lake Daily Telegraph, *describing Corinne, 1869*

Ogden

The town of Ogden may have changed the most after the railroad came. The Ogden Union Depot and extensive train yards, covered with many tracks, were built there. Many railroad workers lived near the train yards. Businesses opened to sell food and clothing and other items to railroad workers. Utah's black community had its beginnings in Ogden. Most blacks worked for the railroads when they first came to Utah.

With the growth of the livestock industry, Ogden became a large livestock-shipping center. The smell and sound of hundreds of animals let visitors know they were near the stockyards. Cows were shipped to stockyards in other cities. They eventually became steaks, roasts, and hamburger.

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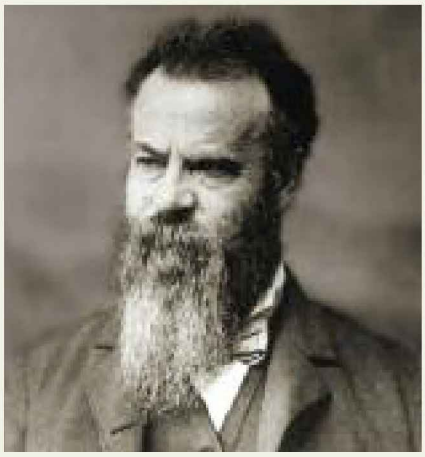
Brave Men in Wooden Boats

The Story of John Wesley Powell, 1869 *(From a work by Peter Z. Cohen)*

Just ten days after the transcontinental railroad tracks were completed near Promontory, Major John Wesley Powell rode a train westward, bringing four wooden boats across the wide, dry plains at the swift speed of about twenty miles per hour. Nine other men, waiting for him at a bridge in Wyoming, helped lower the boats into the Green River. They would try to ride the river southward into a vast area marked "Unexplored" on all official maps. Powell set out to collect samples of rock, plants, and animals on the journey and make notes of what he saw. On May 29, 1869, the men began their adventure.

On May 30 they bravely followed the river into a tall, red-bottomed canyon they named the Flaming Gorge. Rowing excitedly through foaming "railroad speed" rapids, they got safely past, and through several more canyons as well. But in June a boat got caught in the wrong current. It crashed over a drop and broke against an island, leaving three men clinging to wet stone, glad to be alive. Men in the other boats had witnessed the event and lowered another boat by ropes into the river. The lightest man of the crew, rowing alone, risked his life and reached the three. Safe again, they greeted each other like long-lost brothers. One of their boats and a third of their supplies were gone.

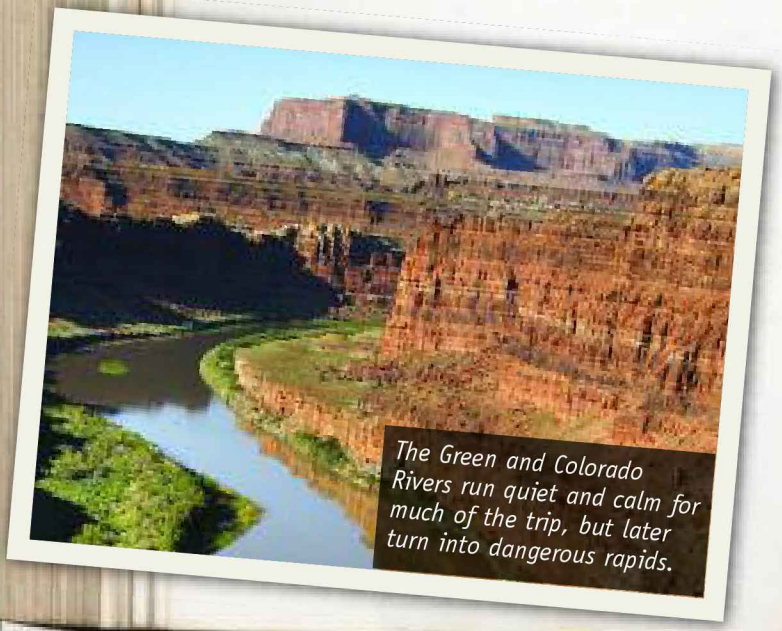


The men traveled on, sometimes climbing canyon walls over 2000 feet tall, to make scientific surveys and collect rock samples. When the water looked too dangerous they built rocky trails above the water and, using all their strength, held onto ropes tied to the boats bucking along in wild water below.

Practically starving, the men hiked off on a wilderness trail to find a Ute Indian village, hoping to find food supplies. They found very little and returned with one less crew member. He said, "Gentlemen, I've been nearly killed too much." Then he left to follow the trail another 250 miles to Salt Lake City and was never heard from again.

The others voted to float onward, carrying just some rotting ends of ham and damp sacks of rice, beans, dried apples, and flour. There was not much time to hunt and fish because they had to keep moving if they were to find their way out before winter. Steering through more rock canyons of many different colors, the men moved on. Because Major Powell wanted measurements and samples of rocks and plants, they struggled to scale the high rock cliffs, sometimes in temperatures of 110°.

The men floated through more rough canyons and more dangerous rapids. They named one quiet river the Dirty Devil because it was so full of mud. Then one evening they paused—gazing ahead, they saw



The Green and Colorado Rivers run quiet and calm for much of the trip, but later turn into dangerous rapids.

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their river roaring into the hugest, most mysterious canyon ever.

The next day, toughening their courage with jokes, they aimed their boats onward again. Soon the river took charge. A dozen hand signals could not have been enough. Many times, like tiny ants in a churning ditch with walls a mile high, they were swept into stormy ***cataracts*** that broke their oars and made them cling desperately to the boats that rolled over and cracked, but refused to sink. The last of their scientific equipment was quickly broken.

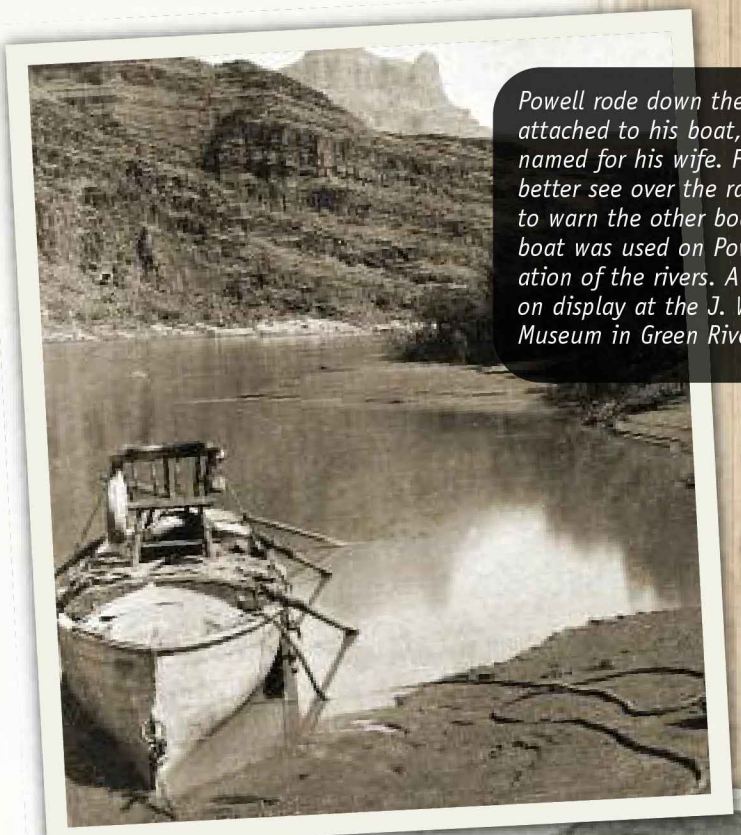
On August 27 the wet, exhausted, and hungry men rowed into a calm pool in a side canyon and watched with horror as the main river loudly plunged down a ferocious S-shaped chute. All night they talked and thought about which risks to take. Should they abandon the trip and climb out of the canyon into the desert wilderness, or continue down the river? Death was likely to be the outcome of either choice.

In the morning Powell and his men ***abandoned*** all their hard-won measurements and samples. They shared the last bits of their food. They gave each other brief messages for relatives in case someone survived. Then, with moist eyes, they separated. Three men began to climb the side canyon, hoping to reach shelter and food somewhere on the land above.

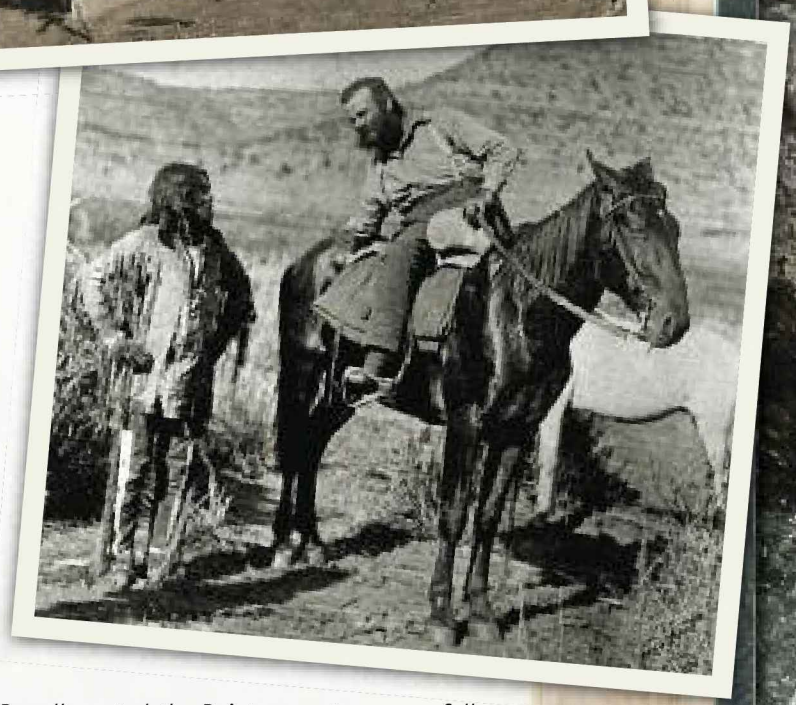
Major Powell and the others then dared to wrestle the river through its next drop. First one man traveled the distance safely. Then the others followed, discovering they could go through its growling with little trouble. That very same day they emerged from the Grand Canyon and drifted beneath calm skies to a pioneer settlement. There they ate their fill at the table of strangers, who couldn't believe the men had survived the rapids. Searchers went out for the other three men, but could not find them.

Never one to shy away from danger, the first man to travel all the way down the Green and Colorado Rivers through the Grand Canyon did not stop. Major Powell later led two more expeditions down the rivers. He explored all over the West and then argued for laws to conserve the land and the waters flowing through it.

Today, Utah's beautiful Lake Powell, created by the Glen Canyon Dam on the Colorado River, is named for John Wesley Powell.



Powell rode down the river on a chair attached to his boat, the Emma Dean, *named for his wife. From there he could better see over the rapids and was able to warn the other boats of hazards. This boat was used on Powell's second exploration of the rivers. A full-size replica is on display at the J. W. Powell History Museum in Green River.*



Powell wanted the Paiute man to appear fully dressed for this photograph, so he instructed him to wear a suit of leather clothes instead of the traditional breechcloth Indian men usually wore. Notice that Powell had lost part of his right arm in the Civil War.

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Settlements Spread Out

While business and industry were expanding in part of the territory, the eastern side remained as home to the Utes. Then, in the 1870s and 80s, new communities were started for different reasons.

Vernal, 1877

Captain Pardon Dodds was in charge of seeing that the Ute Indian Reservation ran smoothly. Several years after he ***retired,*** Dodds built the first cabin in Ashley Valley, near today's Vernal. Later, the David Johnston family moved onto "the Bench." They described the land as "a large barren cactus flat with an abundance of desert lizards, scorpions, and snakes." Despite the unappealing description, other settlers followed.

In 1879 the White River Utes in Colorado came to Ashley Valley to convince the Uintah Utes to join them in killing all the white people in the area. Instead, the Uintah chiefs advised the settlers to build a fort for safety. Settlers took apart their log cabins and used the logs to build the fort. They rebuilt cabins inside the fort and moved inside. The winter was full of fear and extreme cold:

> The winter was severe, killing most of the animals. The humans also suffered. Much of their grain had been gathered from the ground, since grasshoppers had knocked it from the plant stocks; it became moldy. Diphtheria took its toll. It was March before they could get out of the valley for supplies.
>
> —*Utah History Encyclopedia*

Later, the U.S. Postal Department named the town "Vernal," which means "spring" or a "new beginning." The people dug irrigation ditches, raised grain and alfalfa, cattle and sheep.

In Vernal, the Atwood family and other cowboys earned a living raising food and cattle.

Moab, 1878

During the 1800s, the land next to what is now Moab served as the Colorado River crossing along the Old Spanish Trail. In 1855 Alfred Billings led missionaries from Salt Lake City to establish a trading post, give aid to the Indians, and grow grain. They hoped to make money by selling supplies to travelers attempting to cross the river. They called the place the Elk Mountain Mission. Later that year Utes attacked, killing three missionaries and wounding Billings. They also burned crops in the field. The rest of the missionaries abandoned the post.

About 1877, two trappers came and claimed the valley. After a while, other settlers arrived and settled the land surrounded by rock cliffs. William Pierce, one of the new settlers, called the town Moab after desert land in the Bible. Some say Moab is a Paiute word meaning "mosquito water."

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Hole-in-the-Rock Pioneers Settle Bluff, 1880

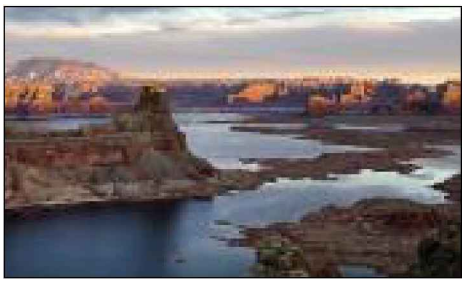
After the Black Hawk War was over, settlers were called to settle on the plateaus of southeastern Utah. The San Juan Mission was one of the hardest assignments. A group of Mormons were directed to leave Parowan and Cedar City and settle along the San Juan River on the other side of the territory.

In 1879, a group took wagons over the mountains to Escalante, then attempted to reach the Colorado River over a thousand feet below. To get down the steep gorge, men took six weeks to cut away rock, move boulders, and widen a path through the cliffs. At one point they drilled holes into the side of the cliff and then drove heavy oak stakes into the holes to provide a ledge for the wagons to cross on. This "Hole-in-the-Rock" trek took sheer courage.

At the bottom of the canyon the group ferried across the river and traveled another ten weeks in cold weather. Reaching their destination at last, they built shelters and tried to stay alive at a place they called Bluff. They dug irrigation ditches and tried to tame the river that kept flooding them out, but they were not successful. Many of the settlers gave up and left, but some turned to raising livestock. Fighting for grazing rights against other ranchers and Indians, settlers started Monticello. Blanding was settled later.

Linking the Past to the Present

Today, the last 300 feet of the Hole-in-the-Rock trail in Glen Canyon is submerged under Lake Powell.



Iosepa, a Hawaiian Community, 1889

Another town was started south of the Great Salt Lake. Hawaiian converts first came in the 1870s as a result of LDS missionary efforts. Joseph F. Smith, who had walked across the plains with his mother, was only fifteen years old when he left Utah for a church mission to Hawaii. He converted many people there and encouraged them to move to Utah.

Smith organized the purchase of a ranch west of Tooele as a gathering place. Converts from Hawaii, Samoa, Tahiti, and New Zealand came to the settlement to be closer to church headquarters. The people built homes, dug irrigation ditches, farmed, and fished.

The community was called Iosepa (yo SEE paa) or "Joseph" after their beloved missionary and friend. The town prospered, but the barren desert and Utah culture were very different from the tropical islands the people were used to.

Almost thirty years later, when it was announced that an LDS temple would be built in Hawaii, most of Iosepa's people returned to the island to help build it. Some, however, moved to Salt Lake City and other places, leaving Iosepa a ghost town.

One boy, twelve-year-old Alf Callister, recorded in his journal that when the first group left Iosepa, the women walked away from their homes, tears flowing, crying, "Goodbye Iosepa, goodbye."

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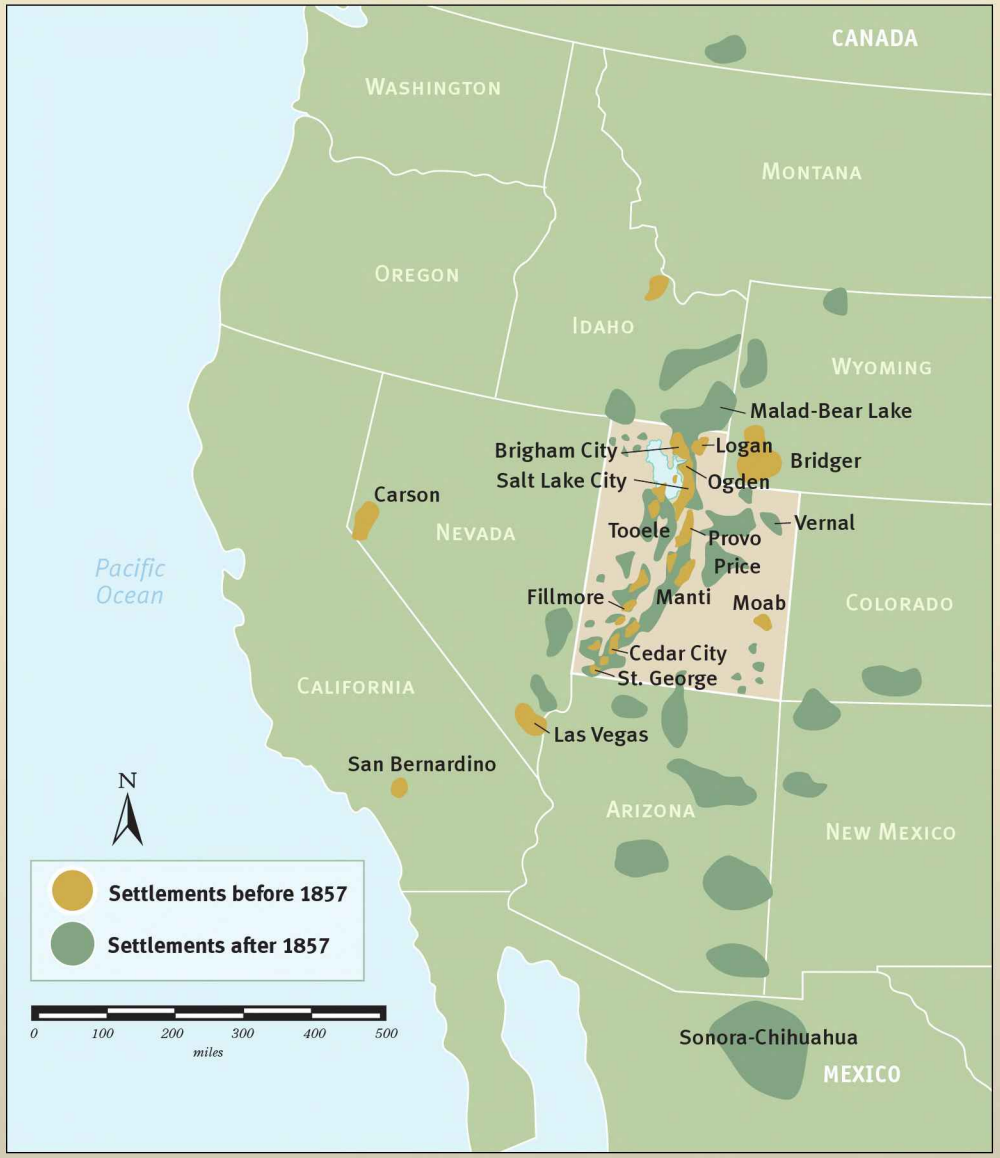
Early Mormon Settlements



The map shows a general placement of towns in the Utah Territory as well as in the surrounding regions. Mormons were sent to colonize Arizona, for instance, as well as present-day Idaho, Nevada, New Mexico, and Colorado. There were farming towns, mining towns, and Indian missions. Colonies in Canada and Mexico were places where polygamous families could live without persecution.

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Settlements Founded 1870 to Early 1900s

Bear Lake Region (most in today's Idaho)

Georgetown	1870
Randolph	1870
Woodruff	1870
Garden City	1877

Sanpete and Sevier Valleys

Freedom	1870
Chester	1870
Arrapeen (Mayfield)	1871
Annabella	1871
Vermillion	1871
Hillsdale	1871
Sterling	1872
Hatch	1872
Central	1872
Venice	1872
Prattville	1873
Burrville	1873
Koosharem	1874
Greenwich	1874
Elsinore	1874
Redmond	1875
Aurora	1875

Southern Utah

Orderville	1875

Canyonlands

Cannonville	1874
Escalante	1875
Fremont	1876
Thurber (Bicknell)	1879
Teasdale	1879
Carcass Creek (Grover)	1880
Pleasant Creek	1881
Caineville	1883
Hanksville	1883
Henrieville	1883
Loa	1885
Lyman	1885
Torrey	1886
Tropic	1890
Fruita	1892

Uinta Basin

Vernal	1877
Jensen	1877
Mountain Dell	1878
Maeser	1878
Mill District	1878
Naples	1878
Glines	1880

Eastern and Central Utah

Castle Valley	1877
Castle Dale	1878
Ferron	1878
Orangeville	1878
Huntington	1878
Price	1878
Wellington	1879
Moab	1879
Green River	early 1880s
Helper	early 1880s
Colton	early 1880s
Soldier Summit	early 1880s
Bluff	1880
Scofield	1880
Clear Creek	1880
Emery	1881
Cleveland	1885
Coal City	1885
Castle Gate	1888
Monticello	1888
Sunnyside	1899
Elmo	1902
Blanding	1904
Hiawatha	1909

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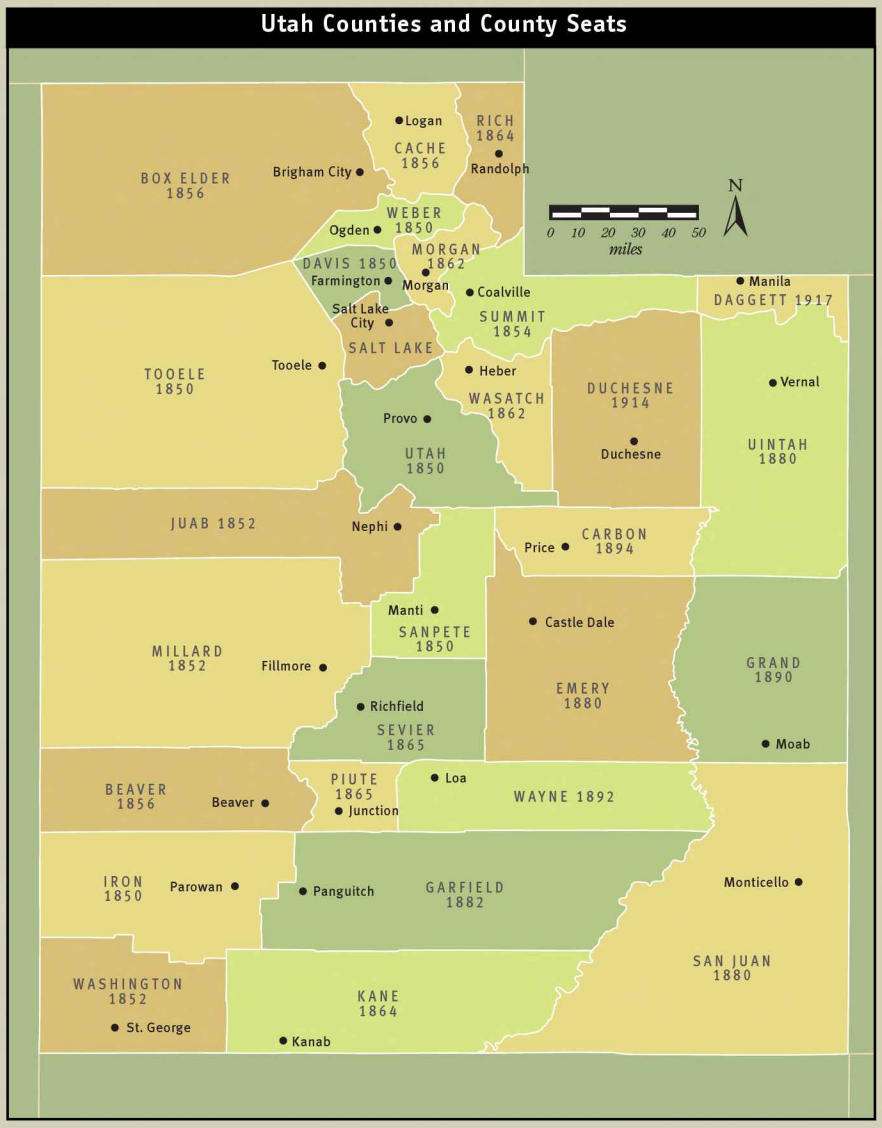
Activity | Counties Reflect Early Settlements

The list below shows when Utah counties were organized, though their boundaries changed over the years.



1850 Salt Lake County
Weber County
Davis County
Utah County
Tooele County
Sanpete County
Iron County

1852 Juab County
Millard County
Washington County

1854 Summit County

1856 Beaver County
Box Elder County
Cache County

1862 Morgan County
Wasatch County

1864 Kane County
Rich County

1865 Piute County
Sevier County

1880 Emery County
San Juan County
Uintah County

1882 Garfield County

1890 Grand County

1892 Wayne County

1894 Carbon County

1914 Duchesne County

1917 Daggett County

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1. Which counties were organized during the first decade after the pioneers arrived?
2. Which counties were organized after Utah became a state in 1896?
3. When was your county organized?

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