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A Historical Study of the Influence of the Railroad Upon Ogden, Utah, 1868-1875

Alma W. Hansen

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A HISTORICAL STUDY OF THE INFLUENCE OF THE RAILROAD UPON OGDEN, UTAH, 1868-1875

A Thesis
Presented to the
Department of History
Brigham Young University
Provo, Utah

In Partial Fulfillment
of the Requirements for the Degree
Master of Science

by
Alma W. Hansen
August, 1953
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He also wishes to express his gratitude to Dr. Ariel S. Ballif for his encouragement and constructive criticism.

Recognition is given to librarians for help in providing books or material aid. Appreciation is also expressed to those individuals with whom personal interviews were held, who were able, from their own experiences, to describe vividly early Ogden conditions.

Especial acknowledgment is made to his wife, Martha, and to his children, Garth, Joyce, and Reed, for their encouragement and understanding which made possible the completion of this thesis.
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CHAPTER I

OGDEN BEFORE THE RAILROAD, 1848-1868

Pre-Mormon Ogden.—The choice of this area by the pioneer settlers for the establishment of a community came about naturally. The Indian tribes had used the general area as a gathering place and wintering grounds for years. The trappers and traders had wintered there, and in the early summer of 1826 a great rendezvous of the Rocky Mountain Fur Company was held at the Ogden Camp site.\(^1\) When the Mormon settlers came they found that Miles Goodyear had already established a home with some corrals and a garden. Goodyear's biographers said:

The choice was no doubt largely influenced by the magnificence of the surrounding panorama. Goodyear was that sort. But the spot also had an economic importance. Water was always plentiful, even in dry seasons; the soil was rich; winters were not too severe; trout, grouse, waterfowl, deer, elk, and mountain sheep were to be had for the taking. The place was also ideally located for trading purposes, being at the junction of two well-traveled Indian trails, while the Weber's mouth a few miles to the west, had long been a wintering place for hundreds of Shoshone Indians. It was within reasonable distance of Fort Hall, his principal base of supplies, and was also on a logical emigrant route advocated by Fremont.\(^2\)


\(^2\)Charles Kelly and Maurice L. Howe, Miles Goodyear (Salt Lake City: Western Printing Co., 1937), p. 52.
Mormons settle the area.--Most of these same things the Mormons found, and of special importance was the supply of good water and fertile soil. In the canyons of the nearby mountains they found a goodly supply of timber with which to build, and after some prospecting, mineral deposits of various kinds were found in the mountains.

Early in October, 1847, William Weeks, Hazen Kimball, William Gardner, and another man named Babcock, with their families and teams left Great Salt Lake City and moved north to Goodyear's holdings. This was considered a rash move. The High Council in Great Salt Lake City, the governing body of the Saints in the Salt Lake Valley, requested them to return. Though these men promised to return, they did not keep their word. The Marshal, John Van Cott, and nine men were sent, October 24, 1847, to bring them in. These men were a bit disgruntled and seemed not to have been in harmony with the colonizing policies of the Church leaders. They had not learned that the right of the individual to choose where he would settle was not in keeping with Latter-day Saint conception of group responsibility—a conception without which the Mormon colonization of the intermountain region would probably not have been successful.

During November, 1847, the leaders at Salt Lake City undertook to purchase the Goodyear holdings, in accord with the advice and instructions given by Brigham Young before he left for Winter Quarters. After contact with Goodyear an agree-

3A History of Ogden, p. 16.
ment was reached and the property at the junction of the Weber and Ogden Rivers changed hands. Goodyear moved to California in December. Then on January 12, 1848, Alexander and Jesse Brown, sons of Captain James Brown, moved into the Goodyear cabin and took care of the place until the following March when their father moved with his family to the new home on the Weber River. He was accompanied by three other families.

The first families at Ogden settled along the main streams of water, first on the Weber and then on the Ogden. As with other pioneers, their first years here were filled with the struggle for existence. The spring of 1848 found Captain Brown and his sons busily engaged in meeting the threat of starvation. They are credited with the first plowing of land at Ogden. They planted five acres of wheat, the first in Weber County, also corn, potatoes, cabbage, turnips, and watermelons. From this planting were harvested one hundred bushels of wheat, seventy-five bushels of corn, besides a fair return on the other crops. During the same season, Mary Brown, wife of Captain James Brown, was busily engaged in the production of the first Utah-made cheese from the milk cows purchased with the Goodyear property. These supplies were used unstint-

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4_Ibid., p. 17. From the 9 to the 25 of November, 1847, negotiations were carried on. Finally on November 25, Henry G. Sherwood and Captain James Brown turned over $1,950 to Miles Goodyear for his land claim, the improvements he had made, seventy-five cattle, seventy-five goats, twelve sheep, and six horses. Goodyear kept most of his horses, and the traps, furs, and skins he had gathered.

ingly in aiding others to live through the next winter. Some of them together with meat from the Goodyear herd were sent to the parent settlement at Great Salt Lake City.

As the colonizing of Ogden and the surrounding area progressed, definite areas of settlement developed. James Brown and his sons with a few other families settled on or near the Goodyear fort, which according to Andrew Jenson "was situated at or near the intersection of what is now Twenty-eighth Street and the Weber River." The river overflowed its banks in the spring of 1850 and the cabins were moved to higher ground about forty rods southeast from the Goodyear fort.  

Another group under Lorin Farr established a fort and settlement about a mile and a half northwest of the mouth of Ogden Canyon. A third group settled about Twelfth Street and Washington Boulevard at Mound Fort. The fourth group under Erastus Bingham started a settlement still further north at Lynne, now known as Five Points.

Each of these settlements became centers of growth and in time there developed some rivalry among them as to which one should be the hub of the area. However, in 1856 they were all advised by Brigham Young to support the settlement at Ogden. Lewis W. Shurtliff's journal recalls the instructions of Brigham Young which included a startling statement about

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7Ibid., December 20, 1934.

8Hunter, op. cit., p. 90.
Lewis found his folks at Bingham's Fort, and all well. Nearly everyone in the County was moving into Ogden. All the little forts around were vying with each other in growth, each ambitious to become the central city. President Brigham Young, looking into the situation, advised all to move into Ogden. "Here," he said, "a large city will be built up, and railroads will make it a city of importance." This seemed then to be a very extravagant statement, but his wisdom and foresight have since been verified.⁹

Ogden grew rather slowly in spite of the fact that many of the emigrants who joined the Mormon Church and came to Utah were directed to this area to settle. One reason might be found in the fact that there were many other settlements in Weber County. Several were being settled at the same time, and each attracted families to settle outside of Ogden. This was a help to Ogden, because the families of these settlements produced foodstuffs for both man and beast as well as other products which they brought into Ogden to exchange for materials they needed. Thus the growth of the various communities in Weber County contributed to the business growth of Ogden.

Early business.—With the growth in population there also developed a need for business institutions. Ogden was an inland town and had no direct contact with any centers of trade. This isolation kept the merchandising business on a local basis, and the scarcity of money forced the people to carry on their businesses mainly through a system of barter.

⁹W. W. Henderson (ed.), "The Salmon River Mission, Extracts from the Journal of L. W. Shurtleff," Utah Historical Quarterly, January, 1932, p. 14. On July 1, 1953, the writer was in conversation with Haskell H. Shurtleff, son of Lewis W. Shurtleff, at his home in Ogden, Utah, when the above incident was referred to. He said, "I'm sure I've heard father tell that a dozen times."
Each year greater effort was made to meet the needs of the people. The Ogden City Council authorized many business undertakings in the early period, some of which carried on indefinitely. Others were limited at the time the licenses were granted, particularly those dealing with the sale of spirituous liquor. Other examples of the short-term license are one for Ephriam Ray to "sell a small lot of goods," and one for David Nelson "to sell goods for three months."

The tithing office of the Church of Jesus Christ of Latter-day Saints served as a center of business, because the pioneer Saints paid tithes in "kind" and there had to be a place to handle the materials. Hunter says that: "Until 1863 most of the mercantile trading was carried on in the Church tithing office."

Another writer on early Ogden commerce said:

The erection of Farr's grist and saw mills on the Ogden River, and Daniel Burch's mills on the Weber River in 1850, had been an initial impulse toward self-sufficiency, and the location of a few small stores during the next twelve years was also important to the community, but until 1863 no true commerce developed in Ogden.

Between 1850 and 1863 the City Council issued forty-two business permits. Thirty-six dealt with the manufacture and/or sale of spirituous liquors; the number is high because the majority of the permits were for short periods of time.

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10 Ogden City Council Minutes, Books A and B, passim; hereafter cited as Council Minutes.
11 Council Minutes, Book A, December 12, 1863.
12 Hunter, op. cit., p. 398.
13 A History of Ogden, p. 45.
Included in the number were the renewal permits issued to the better established places, which, as stated in the Council Minutes, were for the sale of spirituous liquors for "medicinal purposes." One permit, issued on October 18, 1851, had to do with the "control of Cold Watter Kanyon," mainly for the timber. This is an example of the control of the natural resources by the Church leadership. Two other permits dealt with the sale of "goods." There were also two for the establishment of butchery and meat markets and one permit was granted for the establishment of a tannery. This list does not include blacksmith shops, furniture stores, doctors, or other service professions or occupations which were established in this period. (See Table 1, page 8.)

The list of businesses shown in Table 1 indicates that there were some established early in the history of Ogden that continued to serve the community uninterrupted for twenty to thirty years.

The blacksmith, furniture, undertaker, attorney, and medical professions were all permanently established before 1863. The general mercantile business was carried on by one or more persons through the years.

No attempt was made to include and show the places handling spirituous liquors.

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14 Council Minutes, Books A and B, passim.
TABLE 1
BUSINESSES IN OGDEN AND WEBER COUNTY, 1848-1868*

1848  Blacksmith Shop, run by Artemus (or Ithamar) Sprague
Cheese making, supervised and made by Mary B. Brown.

1850-51  Merchandise store, run by DeVorsen in Farr's Fort.
Saw mill and Grist mill, built by Lorin Farr.
Ferrin's Saw mill, followed later, second in Ogden.
Men's Clothing maker, announced by
   Almira M. Jordan Benson.
1850,  Blacksmith Shop established by Winthrop Farley
at location of present 24th Street and Adams Avenue.
He continued in that location until 1878, when he
moved down the hill between 23rd and 24th Streets on
Washington Boulevard.
Other Blacksmith Shops were operated during the early
period. This was an important business, not only for
shoeing horses and oxen, but for the making of wagons,
tools, even threshing machines, etc.

1852  First physician, Dr. William Ludlow McEntyre. Served
the people of the area until in the 1880's.
Experiments in making sugar, with parsnips, squash,
carrots, etc.
Sugar cane molasses made in 1851, developed much more
in 1852.

1853  First attorney, Gilbert Belnap, served the area 20
years.
Confectionery started by Elizabeth Reeder.

1854  Two stores, reported by Wilford Woodruff, one recently
built by Capt. James Brown.
Saw mill, Bledgett and Baker at North Ogden.
Saw mill, Daniel Burch at Riverdale.
Lime kiln, David Garner at North Ogden, early 1850's.

1855-56  Several mercantile stores at Bingham's Fort.

1857  First undertaker, James Gale. Served area 25 years.

1858  Saw mill, Wheeler and West.

1859  Tannery, C. W. West and Francis A. Hammond.

1860-61  Mercantile store started by Richard Ballantyne.
Men's and children's clothing, Samuel F. and Sarah
   Dixon Walker.
TABLE 1--Continued

<table>
<thead>
<tr>
<th>Year</th>
<th>Description</th>
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<tbody>
<tr>
<td>1862</td>
<td>Furniture store, Peter A. Boyle. The beginning of the present Boyle's Furniture Company of Ogden. Butchery and meat market, Nathan Leavitt.</td>
</tr>
</tbody>
</table>

*Sources:*
- Council Minutes, Books A, B, and C.
- A History of Ogden, pp. 45-46.
- Andrew Jenson, "Building Utah and Her Neighbors,"
- Deseret News, serially during 1934-35.
- Hunter, op. cit., chap. xx.
Business development 1863-1869.--The year 1863 is used by many writers to mark the beginning of commerce and the establishment of permanent stores in Ogden. This date cannot be taken too literally because these had been started previous to 1863, as shown in Table 1; but during this year, due to the influence of mines in Idaho and Montana, there was a marked increase in the amount of commerce and the number of people connected with it. Trade with the mines continued unabated until several years after the railroad came through Ogden.

Also during 1863, a number of men who became prominent in the business circles of Ogden bought land and established stores. William Jennings, sometimes spoken of as "King of the Merchants of Mormon Utah," was among the first when he started a branch of his business in Ogden. He was followed by Jonathan Browning, James Horrocks, Arthur Stayner, Chauncey W. West, William Pidcock, and Samuel Horrocks. This first group was followed by others in the next few years. N. S. Ranshoff, influential Jewish merchant, started a branch with Henry Tribe as manager. In the fall of 1866 David H. Peery moved to Ogden, having disposed of property and other business in Virginia. He soon increased his capital and moved into prominence as a successful Ogden merchant and financier.

Ogden was joined with other Utah towns and the outer world by the telegraphic line of the Deseret Telegraph Company.

KINDS OF BUSINESS IN OGDEN, UTAH, 1869

<table>
<thead>
<tr>
<th>Kind of Business</th>
<th>Number</th>
<th>Kind of Business</th>
<th>Number</th>
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<tbody>
<tr>
<td>Attorney</td>
<td>1</td>
<td>Grocery</td>
<td>6</td>
</tr>
<tr>
<td>Baker</td>
<td>1</td>
<td>Hardware</td>
<td>2</td>
</tr>
<tr>
<td>Blacksmiths</td>
<td>6</td>
<td>Hairdressers &amp; barbers</td>
<td>3</td>
</tr>
<tr>
<td>Boarding houses</td>
<td>4</td>
<td>Hotel</td>
<td>1</td>
</tr>
<tr>
<td>Boots and shoes</td>
<td>1</td>
<td>Milliner &amp; fancy goods</td>
<td>1</td>
</tr>
<tr>
<td>Butchers</td>
<td>2</td>
<td>Paint shop</td>
<td>1</td>
</tr>
<tr>
<td>Cabinet makers</td>
<td>1</td>
<td>Photographer</td>
<td>1</td>
</tr>
<tr>
<td>Clothing &amp; gents' goods</td>
<td>3</td>
<td>Physicians</td>
<td>3</td>
</tr>
<tr>
<td>Cooper</td>
<td>1</td>
<td>Restaurants</td>
<td>2</td>
</tr>
<tr>
<td>Drugs</td>
<td>4</td>
<td>Saddles &amp; harness makers</td>
<td>2</td>
</tr>
<tr>
<td>Dry goods</td>
<td>6</td>
<td>Stoves and tin ware</td>
<td>2</td>
</tr>
<tr>
<td>Feed stables</td>
<td>2</td>
<td>Tanner</td>
<td>1</td>
</tr>
<tr>
<td>General merchandise</td>
<td>12</td>
<td>Watch maker</td>
<td>1</td>
</tr>
<tr>
<td>Grist mills</td>
<td>2</td>
<td>Woolen factory</td>
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Early regulation of business.—The small number of business establishments in Ogden during the first few years precluded the necessity for legal regulations on the part of the City Council. Seven years after the first permanent settlers moved to Ogden, the Council took steps to regulate business. On October 27, 1855, an ordinance to regulate meat

16Whitney, op. cit., II, 171.
markets was passed. The following year, October 25, 1856, a bill was passed for "Regulating Brokers and Commission Merchants," which prohibited anyone from opening a store, broker's office, or commission agency within the city without first obtaining a license from the Mayor for that purpose.

The next regulating ordinance was one pertaining to the issuing of business licenses. This one required every person, firm, company or corporation to secure a license before starting any trade, business, or profession. It was adopted November 28, 1865.

The absence of additional regulations in a community which produced many rules and restrictions on the use of land and other natural resources, underscores the limited amount of business activity which was carried on during the first years of Ogden's history.

Ogden as a freighting center.—John Farr, son of Lorin Farr, said that freighting was a stimulus to the growth of Ogden, that long caravans of freight wagons were often seen along the streets. Haskel H. Shurtliff, son of Lewis W. Shurtliff, described the freight caravans and stagecoaches as follows:

I have seen long lines of freight wagons strung out through Ogden with from two to eight or ten yoke of oxen or mules. The first freight wagon, sometimes called a prairie schooner, was a large one holding several tons of freight, and on behind this would be a smaller wagon with freight—sometimes two trailers on the larger outfits. I also remember the stagecoaches with four and sometimes six or eight horses on, come swinging into Ogden with the horses on the gallop. Sometimes the drivers would circle two or

17Council Minutes, Book A, October 27, 1855.
three times right there in the street just to show off a little. The stage station was located on the east side of Washington Boulevard, called Main Street then, about where Nyes Clothing Store now stands. There was a large rock barn located there where they kept the horses. Later, another stage station was put up on the southeast corner of the intersection of Twenty-Fourth Street and Grant Avenue.

After about 1858, when a road was opened through Weber Canyon to Echo, Ogden had direct contact with express and freight routes to the East. The Weber Canyon road was "a great convenience to all heavily loaded teams and freighters, as well as to all the people north of Salt Lake City," because of the more gradual descent.

Freighting and the stagecoach lines increased their business as the mines were developed in Idaho and Montana. This gave to Ogden new business interests and the city grew as a freighting center.

The Ogden Standard-Examiner, July 18, 1934, reported an interview with Wilbur Shaw, seventy-four years old at that time, in which he said, "Ogden used to be a great outfitting point for the freight wagons going north to Idaho and Montana mining camps before the railroads were built up there. We used to do lots of work for the teamsters."

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18 Haskel H. Shurtliff, personal interview, July 20, 1953.


Though the mining activities in Idaho and Montana were several hundred miles away, much foodstuffs and other materials were freighted there from Ogden. The freighting to the mines, as far as Utah was concerned, was export business, but the exports from all parts of Utah were greatly exceeded by the imports, as this early report indicates:

In the years preceding the completion of the Pacific Railroads, the imports of Utah, according to the most careful estimate possible, were between 10,000 and 12,000 tons per annum. The exports were almost nothing. The overland emigration, the stage lines, and the troops, bought the farmer's grain and surplus stock, and these were almost the only cash reserves of the Territory. 21

Naturally the freight and stage business through Ogden added to the business within the city. There was the need of supplies for the animals, accommodations for travelers, repair of equipment, shoeing of horses, mules, and oxen, etc. But Ogden remained basically an agricultural town. There were no industries or other conditions to bring about any real changes in the nature of the community until the coming of the railroad.

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CHAPTER II

COMING OF THE RAILROAD

Attitude of the Mormon leaders.—At this point considera­tion should be given to the attitude of the Mormon Church leaders on a transcontinental railroad and the probable change of conditions that it would bring about. The records of these early leaders of both Church and civil affairs in Utah give proof of their desire to reduce as fast as possible the isolation of the Salt Lake Valley from the rest of the nation.

The Utah Legislature in 1851-52 memorialized Congress in favor of three projects which would link the Salt Lake Valley and the rest of the nation:

First, a national highway—a graded and macadamized national turnpike road over South Pass to Great Salt Lake City, then to Sacramento, California, "for the interest of the over­land emigration to and from the gold mines in California, as well as to Oregon and Utah."

Second, a telegraph line from the east through Salt Lake City to San Diego, San Francisco, or other suitable place on the west coast. They urged as reasons for the construction of such a line the isolation of the intermountain west, and the moral effects in preserving the Union. It would bind the "east and west by an 'electric' stream—annihilate the distance,
and make the freemen of Maine, and Oregon, Florida and California immediate neighbors."

Third, a National central railroad from some eligible point on the Mississippi or Missouri River to some suitable point on the Pacific Coast. The memorialists pointed out that in addition to the needed change in transportation and the benefits that would result from it, the people of Utah were able to serve such an undertaking "by being situated as to amply supply the builders of said road with materials and provisions for a considerable portion of the route."¹

Further evidence of the Latter-day Saint attitude toward such national undertakings is found in the work of the Mormons on the construction of the telegraph lines in 1861. Much of the work of building the first transcontinental line from Wyoming through Utah into Nevada was done by Mormon labor. Many poles for the line and other supplies were freighted out to the workmen along the way.²

When the Mormon pioneers crossed the plains in 1847 they were constantly reminding themselves of the hope for a railroad to follow. It was a topic of conversation in the camps at night. "A portion of our labours was to seek out the way for the railroad across the continent," said George A. Smith.³ Brigham Young said that every day as they traveled

³Roberts, op. cit., IV, 247.
they "looked for a track where the rails could be laid with success."\textsuperscript{4} Milando Pratt said that his father made and recorded observations of latitude, longitude, and altitude of various points; also that detours of exploration were made "looking for the most feasible places for the iron horse to penetrate."\textsuperscript{5}

The Pacific Railroad Act was signed by President Abraham Lincoln on July 1, 1862. The Union Pacific Railroad Company was organized at Chicago, September 2, 1862, but did not start construction work until December 2, 1863. The Central Pacific Railroad Company of California was organized June 28, 1861, to build the western portion of the Pacific Railroad. Construction on this end was started January 8, 1863.\textsuperscript{6}

Settling on a route.—The construction of a transcontinental railroad was a long accepted idea by 1862. Army engineers had made a number of surveys over various routes as early as 1853, and volumes of data had been compiled. Two routes, a central and a southern, became the choice of the two major sections of the United States. The central route directly west from Missouri through Utah Territory to California was favored by congressmen from the northern states. The

\textsuperscript{4}Ibid., IV, 248.

\textsuperscript{5}Milando Pratt, "Youngest Contractor on the Pacific Railroads," Deseret News, May 10, 1919.

\textsuperscript{6}Erle Heath, Seventy-Five Years of Progress (San Francisco: Southern Pacific Bureau of News, 1945), p. 3.
southern route, extending west across Texas and into California was favored by representatives of the South. Bitter rivalry between these two groups prevented any action until after the withdrawal of the representatives from the southern states at the beginning of the Civil War. This opened the way for the choice of the central route.

Once the central route was settled on, the location of the line in relation to Great Salt Lake became very important. On this question General Grenville M. Dodge, Chief Engineer of the Union Pacific Railroad, said:

Reconnaissance made in 1862, 1863, 1864, had demonstrated that a serious question would arise in reaching the Humboldt Valley from the western foot of the Wasatch Mountains in the Salt Lake Basin. Should the line go north or south of the Lake? The Mormon Church and all of its followers, a central power of great use to the transcontinental roads, were determinedly in favor of the south line. . . . But our explorations in an earlier day unqualifiedly indicated the north side, though an exhaustive examination was made south, and only one line run north, it being our main line to the California state line surveyed in 1867.

The explorations by parties south of the lake, and the personal examination of the chief engineer, determined that it had no merits compared with the north line, and on such report the north line was adopted by the company and accepted by the government. 7

The survey by the Central Pacific Company came after the Union Pacific had determined and filed its line, but the finding of the Central Pacific was anxiously waited by the officials of the Union Pacific, according to General Dodge. The line south of the lake would pass through Salt Lake City, "the only commercial capital between the Missouri River and

Sacramento," which the leaders of the Mormon Church were working to get. "However, the engineers of the Central Pacific, Clements and Ives, took a strong ground, or stronger than we, in favor of the north line, and located almost exactly on the same ground the Union Pacific had occupied a year before...."8

When the decision for locating the transcontinental railroad around the north end of Great Salt Lake was made, the people of the Mormon Church were advised by their leaders to take advantage of the opportunities for labor and business. Saints who were settling Utah and other parts of the west were capable workers; according to Dodge, "they were competent to construct the line two hundred miles east or west of the lake."9

Growth of business.--The final location of the transcontinental railroad line was of great importance to Ogden. This quiet agricultural city of 1,500 to 2,000 people was in a strategic place to reap both the benefits and the problems brought by the railroad.

Reports out of Ogden indicate that the citizens of Ogden were not asleep, but that their business grew with the approach of the railroad. One correspondent to a Salt Lake City newspaper, said of Ogden in February, 1869:

Very busy on the main street here. A crowd of wagons every day. We expect to be the hub of the railway universe. At any rate there is a constant "hubbub." We talk about lines running east and west, north and south, two or three

8Ibid., p. 516.  9Ibid., p. 515.
lines in almost every direction. . . . 10

Two other reports convey the same impression:

Our thriving city is much crowded with transients and others at the present time, and business seems to be quite brisk, and the aspirations and hopes for the future of many hopefuls range pretty high. . . . The post office here is being considerably enlarged, and increased facilities for the public accommodations are going into operation.11

The contractors are still rushing forward the work on the "highway," and the call to those who want work is, "come and help us." . . . The city is assuming larger proportions, and a more important position continually, commercially and otherwise. . . . Every vacant spot of land on Main Street, or just in the rear of it, is eagerly sought after, and secured by purchase, or by lease, by business men, if such is available. The prospect is, that soon we will have to say, "give us room that we may extend our business for the accommodation of Mr. Public."12

Local contractors and laborers.--Brigham Young led out in the work for the railroad. In May, 1868, he entered into a contract with a superintendent of construction on the Union Pacific for grading and other work on the road between the head of Echo Canyon and the terminus of the line, not yet located. The contract amounted to about $1,000,000, and gave employment to 500 to 600 men.13 This was one of the largest contracts for railroad construction taken by the Mormons. Through Weber Canyon they found very difficult grading work because of the tunneling, bridge-work, and blasting that had to be done. Mayor Lorin Farr and others from Ogden area did valiant work

10"Correspondence," Salt Lake Daily Telegraph, February 18, 1869.
11Ibid.
12Ibid., February 25, 1869.
13Hubert Howe Bancroft, History of Utah (San Francisco: The History Co., 1889), p. 753.
on this contract.

The superintendent urged that the work begin immediately and promised to have the line surveyed ready for work. Men were gathered at various points along the canyon, but weeks passed before the survey was made. This delay caused increased costs to the contractors and much discomfort to the workers because of the severity of the weather, but in spite of these drawbacks the job was completed. Bancroft said that "it was acknowledged by all railroad men that nowhere on the line could the grading compare in completeness and finish with the work done by the people of Utah."\(^{14}\)

From Ogden the one great Central Pacific contract was taken by Lorin Farr, Ezra T. Benson, and Chauncey W. West. Under their direction the road-bed from near Humboldt Wells, Nevada, to Ogden, Utah, a distance of two hundred miles, was built. Fifty-three miles of their work—that part extending from Promontory to Ogden—were never used, because the Union Pacific had reached Ogden first and then pushed on to the west paralleling the Central Pacific road-bed.\(^{15}\)

Under the lead of the contractors mentioned above, many other local men joined together in groups and took subcontracts.\(^{16}\) All of the local groups came into Ogden to get

\(^{14}\)Ibid.


\(^{16}\)"Reminiscences of the Long Ago," Ogden Standard, May 9, 1919. John Davis of West Warren recalled that he and ten or twelve men took a subcontract from Farr, Benson, and West to do grading work west of Kelton. Later he with another group took a subcontract to grade across 800 feet of marshy ground west of Perry, Box Elder County, on the Union Pacific line.
supplies and repairs on equipment, thus adding to the business at Ogden. As James M. Thomas reported, the days of the railroad construction were great days for Ogden.17

There also were many men who worked in the canyons getting out timber for ties for the railroad. Lorin Farr was associated with one such group, C. W. West and two Bingham boys formed another, and Horatio B. Scoville a third group. These workers with others furnished the ties for the railroad from about Fort Bridger on down.18

A dispatch of September 27, 1868, from Sharpsburg, at the mouth of Weber Canyon, describes the transformation of the canyon where a swarm of men were working. It reports further that "wagon-makers, in and about Ogden, are reaping their harvest," and adds:

Ogden is now head quarters of the eastern terminus (that is to be) of the Central Pacific Railroad. Contraband scrapers, shovels, &c., are in request. . . . The streets are alive with men and teams, and "the railroad" is all the cry. The line is located through the southwest part of the city.19

The city, the railroad, and Mormon culture all receive a boost in this December report, which originated in the Ogden Tithing Office:

The recent spell of fine weather is being taken advantage of by the farmers and others here, and an immense amount of fall plowing and scraping is being done on the railroad through this county. Fields and workshops, many

17Ibid.
18Lester S. Scoville, personal interview, July 2, 1953.
19"Correspondence," Salt Lake Daily Telegraph, September 30, 1868.
of them, are deserted for the railroad. Of course blacksmiths and some other mechanics are busy at work making and repairing wheelbarrows, and fixing plows, scrapers, and other implements of industry. Ogden City and this office are literally crowded with men on business in relation to the railroad. The whole presents a scene that is a fitting emblem of our bee-hive State. In fact, the general cry and watchword are "Hurrah for the Railroad." The energetic contractors here are fully employed, pushing forward the great work. Further north of this the two lines are traveling with great speed. Indeed, it is surprising to witness how much has been accomplished within the past few days. A real jolly set of fellows are making the work light and easy, as the jokes and songs go round. One thing is remarkable as one travels over the works along the line, and that is the absence of the obscene jest, the profane and vulgar oath, which are so common to modern "civilization."20

It can readily be seen that Ogden was a lively place in 1868 and 1869. Such an impact of business, with its accompanying increase of money in circulation and increase in population, was bound to cause important changes among the people of the region.

The two railroad companies continued to push their respective tracks as rapidly as possible. They even sent grading crews ahead to do patch work grading, because the two companies were fighting for mileage and the cash and land subsidies which went with it. The Union Pacific extended its patch grades as far west as the Humboldt region in Nevada. The Central Pacific patch grades reached Echo Canyon.21

Joseph Hall, a correspondent to a Salt Lake City newspaper, describes the laying of the tracks as they proceeded.

20"Correspondence," Salt Lake Daily Telegraph, December 4, 1868.

21A History of Ogden, p. 48.
down Weber Canyon. Said he:

... We commenced our pedestrian march up the canyon. The track layers were soon in sight, and it was indeed surprising to see with what rapidity the rails were laid. From published reports we were prepared for and expected to see much accomplished by this corps of operators, but certainly our most sanguine expectations were more than realized. To hear of it is one thing, but to see it is another, and it must be seen to be appreciated. In the morning they commenced a few rods west from Devil's Gate, and by 4 o'clock p.m., they were within a few rods of Sharp & Young's camp. Scores of horse and mule teams are constantly at work, hauling ties, yet it seems all they can do to keep out of the way of the track layers. ... 22

He also tells of some of the delays caused by the weather. While visiting at the camp a snowstorm prevented any work for at least a day or more.

A Salt Lake Telegraph reporter described some of the technical problems encountered in Weber Canyon:

... There is a high, steep bluff just above the Devil's Gate, on Messrs. Sharp & Young's contract, which for a long time has appalled the graders. On the 24th inst. a blast of 645 pounds of powder were placed in a shaft of 30 feet depth which loosened 10,000 to 15,000 cubic yards of cement, doing the labor of a hundred men for weeks in a few moments.

To convey some idea of the amount of work being done in Weber Kanyon, permit me to inform you that within a distance of but 1,600 feet near the lower end of Sharp & Young's work, there are some 150,000 cubic yards of materials to move—not less than 30,000 yards of which is cement, as hard to move as solid rock. The most handsome and durable culvert probably on the U.P.R.R. line has just been completed, about two miles above the upper tunnel. It is a credit to the workmen as also to the contractors. It is some 50 feet long by 10 feet high, with expansive wings, steps at ends, and all of a beautiful salmon-colored sandstone. ... 23

22"Correspondence from Ogden," Salt Lake Daily Telegraph, March 4, 1869.

23Ibid., September 30, 1868.
Railroad reaches Ogden.—The City Council of Ogden took official notice of the coming of the railroad on March 6, 1869, when they made provision for a committee to prepare for a public demonstration on the arrival of the Union Pacific Railroad cars. Finally the already excited city of Ogden was electrified by the actual appearance of the iron rails and the awesome, puffing steam engine pulling railroad cars. On March 8, 1869, "at 2:30 p.m. the good folks of Ogden held a celebration to welcome the advent of the iron horse into their city. Bands were out and salutes were fired." Thus a contributor to a Salt Lake City newspaper describes the event. Then he tells of the approach of the track-layers into Ogden:

At forty minutes past eleven this morning the track-layers of the Union Pacific Railroad hove in sight of Ogden. When first seen they were a mile and a half or so from the bridge, and at the rapid rate at which they were slapping the work through they would in all probability reach Ogden by 2 p.m. today. By the time this paper is in the hands of subscribers, the great iron way will have been completed to Ogden, and the citizens of that favored burg will have feasted their eyes upon the snorting, puffing monster.

Further describing the celebration at Ogden, the correspondent also said:

At the foot of the street west of West's Hotel, hundreds of school children are in procession, and scores of citizens are now running to meet the iron horse, whose neigh is echoed from every mansion and cottage in this city, carrying in their gleeful songs, "Welcome, thrice welcome to Utah, constructors of the great highway of

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24Council Minutes, Book B, p. 7. Cost to the City of $66.45 for the demonstration was finally approved by the Council on April 27 (Council Minutes, Book B, p. 12).

25"Correspondence from Ogden," Salt Lake Daily Telegraph, March 9, 1869.
nations." While others are heard to say, "Iron horse, long looked for, welcome." So you see we are all today in great glee, anticipating a more interesting time to-morrow, when we anticipate President Young and many other notables from your city to say welcome to the veterans of the Railroad.

Governor Leland Stanford, President of the C.P.R.R., has just arrived. The same correspondent sounded a note of warning that pointed to future difficulties with the railroad:

I stated in yesterday's correspondence that Ogden was the city, the place, but I overheard railway men say, "Ogden is not the place for us. We must go where we can control our own municipal affairs, and where the monopoly shall belong to ourselves."

The correspondent then suggested a point three miles north of Ogden, on Broom's Bench, as the place for a railroad town. The question continued to grow in importance until Ogden was officially designated the terminus of each of the two transcontinental railroad lines in 1874.

The contest for mileage and a junction of the lines between the two railroad companies was finally settled when Congress on April 10, 1869, fixed the junction point at Promontory. The lines were almost complete to that point by the time the junction point was set; so preparations went forward for a fitting celebration on May 10, 1869. Ogden was

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26Ibid.

27A History of Ogden, p. 48.

28Dale L. Morgan, The Great Salt Lake (New York: Bobbs-Merrill Co., 1947), p. 295, says: "The tracklaying was complete, except for the final ceremonious lengths, on April 29, 1869. For eleven days the construction workers cooled their heels at Promontory, and then on May 10, 1869, with all the great personages present, the Golden Spike joined the two halves of the continent."
History of Ogden, p. 48. Brigham Young sent Stenhouse to Ogden with his newspaper because Ogden was destined to be a great city in the future and needed a capable newspaper man to represent its interests. He had wide reputation throughout America, and journalistic contacts with hundreds of editors, being personally acquainted with many. Thus he could do much for the good of Utah and his own enterprise by moving to Ogden. (Tullidge's Histories, II, 167.)

CHAPTER III

THE ENIGMA OF THE JUNCTION

With fitting ceremonies the rails of the Union and Central Pacific Railroads had been joined at Promontory Summit, Utah, 1,064 miles west from Omaha and 690 miles east from Sacramento. The first trains to make the trip between Omaha and Sacramento started May 12, 1869, and regular passenger and freight service commenced three days later. Thus the East and the West were bound together by a single line of track; and by that same track the isolation of the intermountain area was carried away.

Junction at Promontory.--Promontory Summit soon proved to be entirely unsatisfactory as a junction point. A place that lacked so many natural resources necessary to service railroad trains or a depot, that had not attracted any settlers, could not hold the junction. Before the change was made to a more suitable place the passengers of both lines endured many inconveniences of travel and some discourtesies from the workers.

Such an incident is described by W. L. Humason, who made the trip from Connecticut to California shortly before the Central Pacific Company had secured sleeping cars for their line. At Ogden they had to wait for a change of train
to take them to Promontory. It was midnight and they were still on the Union Pacific line, but no sleeping cars were available. They took seats and early the next morning were at Promontory. To their dismay they found that no connection could be made with the Central Pacific passenger train until evening. Humason recorded that the failure to connect was due to a "quarrel or misunderstanding between the superintendents of these two roads." He also stated that an official of the Central Pacific had met them at Ogden and had "done all in his power" to prevent the long wait.

In spite of some indignant remarks from the passengers, they were informed by the officials of the Union Pacific that they were at the end of their line, and the company had nothing more to do with them. They were ordered to get off, and as Humason said: "Out we were turned into the hot sun with no shade, no house, surrounded by no comforts—nothing but sand, alkali and sage brush."\(^1\) To this description of Promontory Junction must be added the fact that there was no water.

Such was the desolation amid which the transcontinental railroad lines had been told to establish their junction. It was here that all passengers and all freight were transferred from one line to the other. There were no through trains or through cars between Sacramento and Omaha during the first few years of operation, except an occasional special or "deluxe"

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Through the rest of the spring and summer of 1869, the railroad companies continued to transfer their passengers and freight at Promontory, while the need for a more suitable junction became increasingly evident. The question of where will the junction be located was naturally repeated many times.

Prospects for the junction at Ogden.--Ogden was in a favorable location, with abundant land and other resources, especially good water. But the people of Ogden heard many rumors about being left out in the cold--rumors so persistent that the transplanted Salt Lake Daily Telegraph tried to quiet the fears of the people. It pointed out that reports about the Union Pacific putting in switches at Taylor's Mill (now Riverdale) and Deseret (now Uintah) "to the neglect of Ogden," were not true. The switches referred to were put in as a convenience for the contractors in the construction of the railroad. The article continues:

The unsettled condition of affairs, as to the possession of the distance between Ogden and Promontory by the Union Pacific Railroad or the Central Pacific Railroad, has been the sole reason why something has not been done up to the present at Ogden. If the matter were settled--and we have reliable authority that it will be in another ten days--the companies would know what to do. Something will be done immediately; and whether Ogden becomes the point where the lines of the two companies meet or not, there will be at least a switch at Ogden in a very short time, and that at Taylor's Mill, put down by the party of construction will be removed.³

²Heath, op. cit., p. 9.
³"The Pacific Railroad and Ogden," Salt Lake Daily Telegraph, June 8, 1869.
The article then speaks of the courtesies the officers of both companies had extended, and says further that Ogden would not be by-passed:

We should not, however, have been surprised if a switch had been put in here long ago had the citizens of Ogden been like people elsewhere. Then they would have clamored loudly concerning it; but the "Mormons" have a peculiarity of quietly minding their own business. The people of this city will be happy to extend any necessary assistance to facilitate both companies in coming to this point; but they have too much good sense to press their counsel and demands upon those whom they believe fully capable of attending to their own business.4

While the people of Ogden were anxiously but quietly waiting the settling of the junction question, the Ogden newspaper quoted a lengthy San Francisco Times discussion of the conflict between the Union Pacific and Central Pacific over the line between Ogden and the Promontory. The Central Pacific company had reduced freight rates. To "neutralize" the effect of the reduction, the Union Pacific company "established a special tariff of thirty cents per ton per mile between Ogden and the Promontory," making the cost of sixteen dollars per ton for the fifty miles. The cost on the Central line would be less than a third as much for the same distance, about the same as the Union company east of Ogden, for the rates there "are moderate." The article points out that in addition to the freight discrimination:

... the company is running its trains in such a manner that they always fail to connect with the Central's passenger trains going east, so that passengers from California are detained nearly twenty-four hours, awaiting

4Ibid.
The article adds that the spirit about such transactions did not promise any good for the trade between California and Utah, and that the Union Pacific Company had shown no disposition to work out an agreement for the transfer of the line between Promontory and Ogden to the Central Pacific Company. If any "serious obstacle" should arise to the completion of the negotiations for the transfer of the line, then the Central Company would be justified in completing their own line to Ogden. A good grade had been made most of the way into Ogden and it would not take long to complete a track. The business with Utah was a prized possession and the western interests could not allow the Eastern Company to control the business relations with Utah by exhorbitant freight rates between Ogden and Promontory. The newspaper at Ogden commented that the "trade of this Territory is worth looking after," and that California, like the East, is beginning to realize it.

In a San Francisco Bulletin interview with Brigham Young, the Mormon head was asked what the effect would be on the Utah Central Railroad, then under construction, if the Union Pacific carried out its threat to move their switch, sidetrack and office from Ogden. Said President Young, "If the Union Pacific will not give us a station at Ogden and connect with us, the Central will finish their graded road from

Promontory to Ogden and connect with us."  

Junction moved to Ogden. -- The need of changing the junction place of the two railroads continued to aggravate itself and the people all through the summer of 1869. It was so important that it brought a group of high officials of each company, including Union Pacific President Oliver Ames, to Utah, about the middle of September. One object of the meeting was the "removal of the point of junction of their respective roads from the Promontory before winter." Ogden was the point decided upon.

Steps to implement this decision added to the Ogden boom. By the end of October the Union Pacific had installed one switch and was about to transfer the one from Deseret at the mouth of Weber Canyon. Later in the month the Salt Lake Telegraph, now back in the territorial capital, reported that Ogden was a bustling and lively place and that prospects were even brighter. The erection of the necessary railroad buildings and the employment of a large number of men, added to its natural advantages, would soon make it a place of importance. "We look for lively times in Ogden, with lots of business in a very short time."  

A Corinne, Utah, newspaper on May 24, 1870, said that

6"A Talk with Brigham Young," Salt Lake Daily Telegraph, June 4, 1869.

7Whitney, History of Utah, II, 305.

8Salt Lake Telegraph, November 30, 1869.
six months before that date Ogden was chosen as the place of junction, and the newly-founded Ogden Junction reports much evidence of the effect of the transfer in its January 1, 1870, issue:

Matters at the Railroad Junction are very lively just now, and in a short time hence they will, of course, be much more so. The arrival and departure of trains, the hurry and bustle of the passengers, the loading and discharging of freight, give to things an air of real business, such as has not existed at Ogden heretofore.

Many buildings have within the few past weeks been erected, and many more are in progress. Among which we may mention the following, their dimensions being furnished to us by Col. A. H. Seley, who superintends their construction: One large building containing six rooms, including warehouses, offices, 32 x 130 feet; with rooms and platforms on each side, and at each end of the building; a very large shed, under which to discharge and to ship freights, 12 x 400 feet. These two buildings belong to both the U.P. & C.P. Companies.

The U.P. Co's Express Office, two stories, 20 x 40 feet; the passenger house, 20 x 65 feet; eating house, two stories, 24 x 90 feet, and contains 16 rooms, 4 below, and 12 above; the baggage house, two stories, 20 x 30 feet; lodging house, one large story, 20 x 50 feet; and the car department, two stories, 20 x 35 feet; the Master Mechanics house, 20 x 30 feet; and the engine house, 40 x 157 feet.

D. O. Calder & Co's., warehouse (Agents for the Chicago, and Northwestern Railway; Utah Central Railroad, and Gray's Kanyon Coal Co.) 30 x 60 feet, and the U.C.R.R. bridge that crosses the Weber River, is over 700 feet long. In addition to the buildings above mentioned, there are numerous others in great variety. Many of them up, and the balance in course of erection, and wide awake men seem anxious to establish themselves in business as near the Junction as possible. Some of them having already done so, and as far as we can learn, they are thriving. The number of engines plying in and out, and about the terminus daily, at present is ten.

Corinne battles for the junction.—The junction was actually being worked at Ogden, but there was an undercurrent of uncertainty as to how long it would be left there. Other

9"On Progress in Ogden," Ogden Junction, January 1, 1870.
forces were at work trying to get the junction established at some other point.

Corinne, the Gentile city and chief competitor for the railroad junction, had been established March 23, 1869, by the builders of the Union Pacific Railroad, with the apparent intent that it become the railroad center and trading city, to the exclusion of Ogden. It was located on the Bear River about six miles northwest of Brigham City, and became the most important point on the railroad for contact with freighters from Idaho and Montana, and for a short period by boat with the mining interest in Tooele County.¹⁰ These activities were looked upon by the Gentiles as a basis for a thriving city. Many were attracted there by the idea that it was to become the Gentile capital, and it became the fountain of much anti-Mormon propaganda. Their newspapers carried much of this idea.

It was difficult for the editors of Corinne to say anything complimentary about Ogden or the Mormons. They seemed to be unable to reconcile themselves to the fact that Corinne, the city of the Gentiles and the creation of the Union Pacific Railroad, had been, by the initial selection of Ogden, "left out in the cold"--a fate which they had so often predicted for their rival. After January 1, 1870, the charges of the Corinne press did not go unanswered, for the Ogden Junction, first permanent newspaper in Ogden, started publication then. The flavor of the inter-city competition can be savored in the following two editorial excerpts of early 1870. The first is from

¹⁰Morgan, op. cit., p. 299.
the Ogden Junction, on "Our Town":

Considerable jealousy is exhibited towards Ogden by some other towns whose prospects are not quite so bright as those of the Junction City, and crops out now and then in disparaging remarks about the kind of men who are locating here, or the disorder which is anticipated as the city grows. Now we beg to inform the public in general that Ogden is the best governed and most orderly town along the whole line of the great railroad.

The business men who have taken up their abode here conduct themselves as gentlemen and respectable citizens, keeping the laws and supporting city ordinances and regulations. And they will bear testimony to the peace and good order which prevail here. Many of them who have no sympathy with the religious principles of the people here, express their satisfaction and admiration at the wholesome measures of our city government, and the efficiency of our public men. They feel themselves and their property safe under the care of the wide-awake police force. They have learned that the residents of this country are an honest and quiet people, and know that our officers have sharp eyes for suspicious characters, and resolute hands for all necessary work in their line. Although from its situation at the junction of the railroads, Ogden is a stopping place for many transients, we have no rowdiness or riot. A case of drunkenness is very seldom brought before our city courts, and deeds of violence are of extremely rare occurrence.

Since the publication of the JUNCTION, which commenced with the new year, we have had occasion to record but three cases of assault--only one of which was serious--and one of attempted burglary which proved abortive. Our roads and side-walks are being greatly improved, and the whole aspect of the city is changing for the better. Fruit is plentiful here in its season, of good variety and splendid quality. There are magnificent locations for residences both on the bench and the bottoms, commanding picturesque views of mountain, kanyon, valley, lake and river. Passenger and freight trains arrive daily from the East and West, and come and go twice a-day on the Utah Central. Trade, everywhere dull at present, is brisker in Ogden than in any other town within a radius of several hundred miles in any direction. . . . Ogden is a fact. Its continued growth and improvement is certain, and before long, it will occupy a position of eminence and importance as the great centre of trade in the Rocky Mountains.11

The editor at Corinne disagrees:

In our early days, say six months ago, we made sure predictions that before summer of 1870 commenced our city

11"Our Town," Ogden Junction, March 26, 1870.
would take the lead of every other point on the Pacific Railway, in trade and business. Ogden was then twenty years old, and in addition was chosen as the place of Junction. In December last the depot and eating-house of the Promontory passed by here on its way to the swamps of Weber Valley. Some of our people being of a nomadic temper also moved thither with the fragmentary outfit, but of the few who went from Corinne to Ogden only those prospered who, seeing the shakey [sic] prospects of the place, again came back to this city. Otherwise we have not heard of a single instance wherein a dollar has been made by such an imprudent move. All who could afford it have returned and are now doing profitable business, while the Ogden merchants generally contemplate removal to Corinne as rapidly as they can.

The junction, as we have often observed, is merely a lunch station where passengers change cars and then move on without knowing that a village more stupid than Sleepy Hollow lies under the foothills two miles distant.

Understanding of the Corinne viewpoint requires familiarity with the zeal of the anti-Mormon faction in Utah in this period, and the high hopes entertained that Corinne would become the center from which the Mormon power in Utah would be overthrown. It was a rough community, whose paper even boasted of the number of prostitutes in the place.

National implications.--Was the question of the railroad junction tied into the question of polygamy and other questions that had been raised by the Gentiles about the Mormons? Was the Union Pacific Railroad still trying to set up a city and a junction with it where they could control everything? Apparently the answer to these questions is a definite yes. However, the time of decision was approaching.


The junction question was not settled and the question may be justly asked, why not? Part of the answer is likely found in the forces at work opposing the settlement. Representative William A. Wheeler from New York probably came to the crux of the matter in a speech on the floor of Congress, April 30, 1870, when he said:

The obtaining of these lands is rendered necessary by reason of the fact that at this junction extensive shops will be erected and hundreds of workmen will be employed, and necessarily must have homes in the immediate vicinity. We have now an opportunity without expense to the Government to introduce a little of the Gentile element into the Mormon Kingdom. The establishment of a Gentile city under the very shadow of the walls of great Salt Lake City will, in my judgment, be more effectual in destroying polygamy than any thunderbolts of war which we may forge here.14

The Congressman was speaking in favor of Senate Bill 580, which was a bill to settle the question of the junction on the transcontinental railroad, and which was passed on the above date. The Bill provided that the common terminus of the Union Pacific and Central Pacific Railroads "shall be definitely fixed and established on the line of the railroad as now located and constructed northwest of the station of Ogden." It was to be located within section thirty-six of township seven, of range two, north and west of the principal meridian and baseline of the survey in the Territory of Utah. The Bill authorized the companies to "enter upon, use, and possess said section. . . ." Then it designated six other sections of land that were granted to the railroad companies with certain limi-

tations for the benefit of schools in the Territory. It ended with this significant provision, "that no rights of private persons shall be effected by this act."\textsuperscript{15}

The passage of this bill by Congress for settling the question of the junction of the first transcontinental railroad companies is an example of the confusion that follows decisions made without knowing all the facts. Section thirty-six of township seven of range two West, Salt Lake meridian, is located immediately north of the Utah General Supply Depot and between highway Utah 84 and the Harrisville Brick Yard. Thus, Congress placed the junction in an area already settled, since Harrisville had been settled in the early 1850's, and since the rights of private persons were not to be effected by the act, the companies would have had to purchase the land if they had followed the rule of Congress. But they were not inclined to purchase land for a junction that was so far away from a supply of good water. As a result of these circumstances the bill of Congress became practically non-effective.

Reactions at Ogden.--The Ogden City Council considered some action on the junction question when on August 15, 1870, a proposal was made for a mass meeting of the citizens of Ogden and Salt Lake City to learn their feeling in regard to fixing a permanent junction at Ogden. Apparently nothing came of this proposal.

The problem of the junction is clearly outlined in an

\textsuperscript{15}Ibid.
editorial that appeared in the Ogden newspaper in August, 1870:

The point for the established junction of the Union Pacific and Central Pacific railroads has been a debatable question about long enough. Various localities have been pitched upon as the identical spot, followed by a rush for "the sure thing this time," shanty towns have sprung up like mushrooms and perished as quickly, and while business has thereby been very much unsettled, no one has been benefited except a few land-sharks and swindling speculators.

This indecision, and shifting of the terminal point, must be as inconvenient to the Railroad Companies as it is depressing to general business.

At Harrisville, the point selected by Congress there is no water to be obtained. The land is all taken up, and what water can be conducted there is now insufficient for the use of actual settlers. In Ogden there is an abundance of good water, free for the Companies' use. No water can be taken from the Ogden River and conducted to Harrisville, because every drop is used and needed for irrigation on intermediate lands.

The Ogden site is a most eligible and suitable one, and the Companies will always regret it, if they are foolish enough to relinquish it.

The Utah Central terminus is established at that point, forming the third person in this lineal "trinity in unity," which is another reason why the junction of the two great lines should remain in its present position.

Why cannot the U.P. sell out the five miles of road to the C.P., and do away with a spirit of hostility and rivalry which ought to have ceased, at any rate, when the roads were completed?

Ogden is favorable to the Companies and desires to accommodate them as far as possible. The Junction has been established here for some time, and only folly, or unjust rivalry, which is the same thing, would suggest the establishment of permanent works, for the end designed, in any other place, particularly in Harrisville.

Influence of other railroads.--The building of two other railroads helped to bring the advantages of the junction to Ogden. The first of these, the Utah Central, was started soon after the Union Pacific rails reached Ogden. A correspond-

16"Fix the Junction," The Ogden Junction, August 17, 1870.
ent to a Salt Lake City newspaper reported late in March, 1869, that the City Council of Ogden had commenced to negotiate for the purchase of two blocks of land "on the west side of the city, for a site on which to build the depot for the branch railroad" to be run from Ogden to Salt Lake City.17

The Utah Central Company was organized and ground broken at Ogden, May 17, 1869. Tracklaying was started at Ogden, September 22, 1869, and the line was completed at Salt Lake City, January 10, 1870, with fitting ceremonies.18 Business was good on this line as indicated by a report in the Ogden paper which referred to the "large freight business," and the "weight of goods" shipped daily from Salt Lake City.19 A month later the same paper carried another article about improvements made by the Utah Central at Ogden. The ticket office was described as the neatest and best one for several hundred miles east or west, and with better accommodations than at any station in the mountains.20

The second local railroad that influenced Ogden was the Utah Northern, a narrow gauge line organized August 23, 1871. Construction work started at Brigham City and continued

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17"Correspondence," Salt Lake Daily Telegraph, March 24, 1869.


19"Piles of It," Ogden Junction, October 29, 1870.

20"The Utah Central," Ogden Junction, November 23, 1870.
north into Cache Valley. The construction of this line was slow because there was not the supply of materials that had been used with the Utah Central. They had to depend on the local people for labor and were often delayed in getting materials. Tracklaying was started at Brigham City, March 25, 1872, and had been completed to Mendon, Cache County, by December 19, the same year.

The Utah Northern did not have a direct connection with Ogden at first, but steps were soon taken to remedy that. Lorin Farr, Superintendent of the south end of the line, appeared before the Ogden City Council and stressed the advantages that would come to Ogden by such a connection. He also pointed out that he thought something was due from Ogden City to help complete that road, stressing that the bringing of the Utah Northern into Ogden would be a great leverage in helping to keep the railroad junction at Ogden. His request and explanation were effective, for the City Council voted to appropriate five hundred dollars to be "placed at the disposal of Superintendent Farr of the Utah Northern Railroad to be expended on the road and to be invested in stock." 21

This line moved ahead slowly and in October the Deseret News reprinted an article from the Ogden Junction which called attention to it. Everyone in Weber County and every merchant in Ogden was urged to take an interest and even take stock in it, all this to "open up the North to us, and give the northern

21 Council Minutes, Book C, June 21, 1873.
folks easy access to our city and its business."  

By 1874 the line was continuous from Ogden to Franklin, Idaho.

Uncertainties persist.—While the railroad lines were being extended north and south through Utah, Ogden had been quietly growing; but there was always the undercurrent of uncertainty about the railroad junction. It is true that some building had been done by the railroad companies; a report of 1872 said that in Ogden, Utah, there were "extensive side tracks, depots, large freight houses, roundhouses, machine and repair shops, etc." But all this did not allay the fears of the people, for the junction question kept coming up.

In 1873, a Salt Lake City newspaper reported that the "junction question" was agitating the people again, although not as much as in times past, because "the people quite generally believe it will never be moved to the north." In May, 1874, the Ogden newspaper called for the officials concerned to "fix the junction." It reported that representatives of the Union Pacific and the Central Pacific Companies were to meet "for the purpose of settling the interminable junction question," and adds that Ogden is the natural place for the depot.

22"Utah Northern Railroad," Deseret News, October 29, 1873.  
24G. M. Pearce, "Ogden," Salt Lake Tribune, August 22, 1873.  
While the representatives of the railroad companies were in meetings on the junction question, the Ogden City Council met in their regular meeting for May and considered the junction question. After listening to reports on the question by John W. and LeGrand Young, the Council adopted the following resolution:

Resolved: That the City Council of Ogden City are willing to appropriate five thousand dollars, for the purpose of securing the location of the Junction of the Union Pacific, Central Pacific, Utah Central, and Utah Northern Railroads, in Ogden City.  


The enigma solved.--The newspapers heralded the meeting of the officials and reported their decision to leave the junction at Ogden. However, the decision was not followed by action or other evidence that a permanent settlement had been reached. Two months later, August 1, 1874, when Brigham Young asked the Ogden City Council for half of the promised money on the settling of the junction they declined and set forth their reasons in a letter, part of which follows:

Ogden City has no assurance either verbal or documentary, from the chief parties, that the question of the junction is permanently settled. On the contrary, the same uncertainty which has heretofore been such a detriment to our progress, still prevails. It is currently reported that the junction will yet be moved. Nothing has been done in the way of building, or any other improvements, by either of the railroads. No land, so far as we are aware, has been conveyed to them, and the whole subject is still in abeyance.  

27Ibid., August 1, 1874.

At the next Council meeting, September 4, 1874, a letter from Brigham Young to the Ogden City Council, dated at Salt
Lake City, August 24, 1874, was presented. Part of it follows: "The deeds of conveyance," he wrote, "are now being prepared by the attorneys of the different railroads, and I expect will be completed and signed in a few days."  

In the same letter President Young spoke of the long delay and the time consumed in the negotiations, which he regretted. But he reassured the Council members that "the question of the junction as far as I understand it, is permanently settled." He made another request for twenty-five hundred dollars, as previously promised. The Council was financially embarrassed; so another resolution was adopted: "That this Council carry out its Resolution of May 30th, 1874, as soon as it is in funds."  

It is interesting to note that it was not until the following March, 1875, that the City Council minutes record the deeding of the land for the junction. This is in another letter from Brigham Young, dated March 16, 1875, which states that the deeds for one hundred and thirty-one acres of land for the depot grounds, etc., dated October 6, 1874, had been turned over to the companies, which had taken possession. After discussing the letter the Council authorized the Mayor to send twenty-five hundred dollars as requested. 

The boom of Corinne faded by a series of natural events.

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28 Ibid., August 1, 1874.
29 Ibid., September 4, 1874.
30 Ibid., March 19, 1875.
By the fall of 1874, the junction of the railroads was at Ogden, the Utah Northern Railroad had taken the freighting business, and alkali was taking their land. Many residents had moved to other places and "the town was being all but evacuated of its older business firms." Ogden grew while Corinne dwindled.

Ogden had been designated the junction point in 1869, but it did not receive as great a stimulus to growth as might have been hoped because the designation was not made permanent until 1874. The uncertainty caused by the lack of full cooperation between the two railroad companies doubtless served to deter some business development. There was substantial growth, however, both in business and population, and the social structure of the city went through some profound changes as the impact of the outside world was brought to Ogden.

CHAPTER IV

GROWTH AND DEVELOPMENT OF ECONOMIC INTERESTS

Period of 1850 to 1868.--The first fifteen years after the founding of Ogden was a period of local business and limited commerce, because of the great distances from other centers of population and the slow means of transportation. Like other communities that were established during that period of westward expansion, Ogden waited upon improvement in transportation and communication. The building of the railroad supplied the improvement in transportation, just as the telegraph lines had communication. The influence of the railroad preceded the laying of the tracks and by the end of 1868 news writers were extolling the glorious future ahead for Ogden.

Such an article appeared in the Salt Lake Telegraph, December 23, 1868: "The great and prosperous future of this important city is as palpably evident to all thinking business men as was formerly that of Chicago or San Francisco." It went on to state that the wealth, energy, and business talent of the mountains would be gathered at Ogden to make it a great commercial center. Already there were many stores and business houses in process of construction, and business generally was on the increase.

Business grows as railroad approaches Ogden. A month
later the same paper carried another article describing business conditions and the coming of the railroad. Every business in Ogden was brisk and land values were increasing. More people were coming to the city, some only temporarily, others as permanent residents. Business men from many places were coming for the purpose of establishing their enterprises in the city. The apparent reason for this increased interest in Ogden was the coming of the railroad. The article then referred to the development of the bench part of Ogden, indicating that it was becoming "a most fashionable part of the city for residents," a trend that has continued to the present time.

Among the new firms was a drug store established in 1869 by William S. Godbe, with Eli B. Kelsey as manager. Later William Driver was manager and then owner of the business. Walker Brothers of Salt Lake City were reported running a wholesale house in 1871, but after about ten or twelve years they left Ogden.2

In 1869 the new Latter-day Saint movement of co-operation, known as Zion's Cooperative Mercantile Institution, was organized in Ogden. David H. Peery, Lester J. Herrick, Lorin Farr and his associates sold their businesses to this new establishment. Peery became manager of the new store, a position he held until 1875.3

1"Correspondence," Salt Lake Telegraph, January 21, 1869.

2"Ogden and Its Representative Men," op. cit., p. 197.

3Ibid.
In May, 1869, Ogden received its first newspaper. The *Salt Lake Daily Telegraph* was moved from Salt Lake City to Ogden where it began publication May 11, carrying in its first Ogden issue much detail of the Golden Spike celebration. This newspaper venture was short-lived, lasting only until July 29. Returning to Salt Lake City it recommenced publication August 17, 1869. This newspaper carried many articles about the growth of Ogden and its business, particularly during its sojourn in Ogden.

Such an article in July, 1869, reported that Ogden was quiet but still growing, increasing her stores, business houses and general importance even though little was said about it. The prosperity of the city was on a solid foundation and with evidences of permanency. The following December another article carried the following description:

Matters in this place have materially changed within the last month, and Ogden is passing into a different condition to what she was in some time since. . . .

Main street, and, indeed, nearly every other street in the city, is all alive. Business is flourishing, and business men are seeking to extend their operations, both here, and east and west of here.

There are about fifty stores and restaurants here, and loud calls are heard for room to build more. What little land has been sold has commanded a high price, and small plots have been leased at remunerative rates.

Notwithstanding there has been a good demand for grain, flour, meat, etc.; the price of these articles of consumption have been and still are easy. Wheat has averaged about $1.25, corn and barley $1.00 per bushel, and flour $3.75 to $4.00 per cwt. Beef from 10 to 12 cents, and mutton from 12 to 14 cents, and fresh pork at 25 cents per pound at retail.

4*Alter, op. cit.,* pp. 142-144, 348.

5*Salt Lake Daily Telegraph, July 20, 1869.*
Although we have had some rain, hail, sleet, snow, and blustering winds, the weather has been very favorable to out-door employments, and labor of all kinds has been prosecuted vigorously. The health of the people is generally good.

Ogden was without a newspaper to represent its interests from the last of July, 1869, until January 1, 1870. On the latter date the Ogden Junction made its first appearance. The first issue carried an article on the progress in Ogden with special reference to the construction of new buildings:

We notice that Mr. G. Woodmansee's fine large rock building, on Main Street, is progressing, and is being pushed forward to completion. The work on the stores of Mr. Jennings, opposite the Ogden House, is also being vigorously prosecuted. Many other buildings, in various parts of the city, designed for business houses, are going up. In fact, the sound of the ax, the hammer, the saw, and the plane, may be heard all over the town from early morn till dewy eve. The spirit of enterprise is rife, and everything bespeaks the "good time coming."

In 1873 the first three-story building in the Territory of Utah was erected at Ogden by William Driver.

The growth of Ogden was noted in newspapers of other places. In June, 1875, the Ogden paper carried an article from the Utah County Times, which spoke of the large numbers of new buildings that were being erected in Ogden. This was a good indication, "for Ogden is bound to become a city of note as well as a great railroad center, and may in time aspire to the dignity of a great metropolis."
Manufacturing.—With the coming of the railroad every business and industry in Ogden and surrounding area was effected. The distinctive home manufacturing gave way to the cheaper goods from the East. However, manufacturing did not end there. The benefits of manufacturing were continually stressed. In May, 1873, a letter from S. Stevens to the Deseret News editor called attention to the need for more manufacturing. He said that money was scarce and would likely not change until the flow of money for imported articles was stopped. To do this he advised young men to learn a trade, thus to support themselves and be measurably independent.\footnote{10}

Again in 1875, the Ogden newspaper urged every district to "embark in some enterprise," either producing from the soil or manufacturing needed materials for the community. In this way the importations would not "annually suck up all our circulating medium." The dearth of cash in the territory was chargeable to the quantity of goods brought in from other places.\footnote{11}

The railroad had caused some manufacturing efforts to disappear, but others took their places and the total number increased. Reference to Table 3 shows that the greatest increase followed completion of the railroad.

\footnote{10}{"Correspondence," Deseret News, May 30, 1873.}
\footnote{11}{Ogden Junction, February 16, 1875.}
<table>
<thead>
<tr>
<th>Year</th>
<th>No. of Establishments</th>
<th>Capital</th>
<th>Average No. Employed</th>
<th>Value in Wages</th>
<th>Value of Material</th>
<th>Value of Product</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>Males Over 16</td>
<td>Females Over 15</td>
<td>Children and Youth</td>
<td></td>
</tr>
<tr>
<td>1850&lt;sup&gt;a&lt;/sup&gt;</td>
<td>..</td>
<td>$2,400</td>
<td>7</td>
<td>..</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>1860&lt;sup&gt;b&lt;/sup&gt;</td>
<td>8</td>
<td>7,900</td>
<td>13</td>
<td>..</td>
<td>..</td>
<td>$4,980</td>
</tr>
<tr>
<td>1870&lt;sup&gt;c&lt;/sup&gt;</td>
<td>12</td>
<td>140,500</td>
<td>56</td>
<td>5</td>
<td>1</td>
<td>..</td>
</tr>
<tr>
<td>1880&lt;sup&gt;d&lt;/sup&gt;</td>
<td>41</td>
<td>368,000</td>
<td>179</td>
<td>7</td>
<td>20</td>
<td>68,508</td>
</tr>
</tbody>
</table>

Sources:


Agriculture.—The railroad gave agriculture a boost, for now there was an outlet to the outside markets. However, before agriculture could receive the boost, some adverse conditions were reported. In June, 1869, the Ogden newspaper carried an editorial on the high price of flour. It stated there was a threat of continued high prices unless outside markets were resorted to. Flour had been scarce in the territory for over a year because men had gone from the farm to work on railroad grading, grasshoppers had "come down upon the fields in clouds," and speculators had bought up all the flour they could in the territory to control it for their own prices. The article then pointed out that flour could be had from Sacramento, California, in a few days at a reasonable price.12

In September, 1869, a Salt Lake City paper reported that there were more threshing machines in the territory. This would mean less loss due to storms on grain stacks and no more threshing at Christmas or New Years.13 A year later the Ogden newspaper could jubilantly report "lots of grain is pouring in," and that business was brisk and every day Main Street was crowded with teams.14

Other agricultural products were raised for market. Table 4, following, lists most of the crops raised in Weber

13"Correspondence from Ogden," Salt Lake Daily Telegraph, September 30, 1869.
14"Business," Ogden Junction, October 29, 1870.
County during the period under consideration. A study of this table, which deals with the agricultural development in Weber County, reveals that the production of most crops showed some increase from 1860 to 1870, but a much greater increase in the next ten years. For example, wheat production rose from 40,621 bushels to 53,272 bushels between 1860 and 1870. The next ten years it jumped to 124,929 bushels. Production of potatoes showed a like increase. In most produce items the greatest increase followed the completion of the railroad.

There was a similar increase in the number of certain kinds of livestock. The number of milk cows increased substantially from 1860 to 1880. The same is true of sheep and swine. The number of horses increased, while the number of working oxen, asses, and mules decreased.

Returning to the farm produce, we find some crops produced in such small amounts that they were not included in Table 4. Buckwheat is an example. Though produced in small quantities in the early years none was shown in the census reports from 1870 on.

Flax and flax seed production are other examples. In 1860 three hundred and thirty-six pounds of flax and eight bushels of flax seed were reported. In 1880 forty-four tons of flax straw are all that were shown. Nothing was shown in the 1870 census report.

In the production of orchards Weber County got off to a slow start. Census reports of 1860 show only fifty dollars value for orchard crops of the county. Nothing was found in
TABLE 4

AGRICULTURAL DEVELOPMENT IN WEBER COUNTY*

<table>
<thead>
<tr>
<th>Land, Livestock Produce</th>
<th>Territory 1850</th>
<th>Weber County 1860</th>
<th>1870</th>
<th>1880</th>
</tr>
</thead>
<tbody>
<tr>
<td>LAND: (acres)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Improved farm</td>
<td>16,333</td>
<td>525</td>
<td>8,933</td>
<td>14,496</td>
</tr>
<tr>
<td>Unimproved</td>
<td>..</td>
<td>3,810</td>
<td>1,336</td>
<td>2,825</td>
</tr>
<tr>
<td>Value of farm implements and machinery</td>
<td>$84,288</td>
<td>$13,015</td>
<td>$16,915</td>
<td>$2,390</td>
</tr>
<tr>
<td>LIVESTOCK:</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Milk cows</td>
<td>4,861</td>
<td>..</td>
<td>1,211</td>
<td>1,118</td>
</tr>
<tr>
<td>Working oxen</td>
<td>5,266 (Neat cattle)</td>
<td>879</td>
<td>1149</td>
<td>99</td>
</tr>
<tr>
<td>Other cattle</td>
<td>2,498</td>
<td>1,491</td>
<td>1,273</td>
<td>412</td>
</tr>
<tr>
<td>Horses</td>
<td>2,129</td>
<td>360</td>
<td>559</td>
<td>929</td>
</tr>
<tr>
<td>Asses and mules</td>
<td>325</td>
<td></td>
<td>25</td>
<td>115</td>
</tr>
<tr>
<td>Sheep</td>
<td>3,262</td>
<td>232</td>
<td>2,598</td>
<td>1,473</td>
</tr>
<tr>
<td>Swine</td>
<td>914</td>
<td>80</td>
<td>869</td>
<td>1145</td>
</tr>
<tr>
<td>Livestock value</td>
<td>$546,968</td>
<td>..</td>
<td>$162,037</td>
<td>$172,925</td>
</tr>
<tr>
<td>Value - Animals slaughtered.</td>
<td>$67,985</td>
<td>$3,827</td>
<td>$27,538</td>
<td>..</td>
</tr>
<tr>
<td>PRODUCE:</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wheat (bushels)</td>
<td>107,702</td>
<td>5,505</td>
<td>40,621</td>
<td>53,272</td>
</tr>
<tr>
<td>Corn</td>
<td>9,899</td>
<td>395</td>
<td>19,600</td>
<td>8,478</td>
</tr>
<tr>
<td>Barley</td>
<td>1,799</td>
<td>10</td>
<td>1,063</td>
<td>5,151</td>
</tr>
<tr>
<td>Oats</td>
<td>10,900</td>
<td>580</td>
<td>4,303</td>
<td>1,830</td>
</tr>
<tr>
<td>Rye</td>
<td>210</td>
<td></td>
<td>143</td>
<td>..</td>
</tr>
<tr>
<td>Potatoes</td>
<td>43,968</td>
<td>1,413</td>
<td>13,969</td>
<td>15,607</td>
</tr>
<tr>
<td>Peas &amp; beans (bu.)</td>
<td>289</td>
<td>2</td>
<td>417</td>
<td>..</td>
</tr>
<tr>
<td>Hay (tons)</td>
<td>4,805</td>
<td>61</td>
<td>1,285</td>
<td>104</td>
</tr>
<tr>
<td>Wool (pounds)</td>
<td>9,222</td>
<td>165</td>
<td>6,788</td>
<td>3,238</td>
</tr>
<tr>
<td>Butter</td>
<td>83,309</td>
<td>8,146</td>
<td>46,286</td>
<td>12,760</td>
</tr>
<tr>
<td>Cheese</td>
<td>30,998</td>
<td></td>
<td>3,910</td>
<td>..</td>
</tr>
<tr>
<td>Sorghum molasses (gallons)</td>
<td>58</td>
<td>..</td>
<td>2,353</td>
<td>675</td>
</tr>
<tr>
<td>Value - Home manufacturing.</td>
<td>$1,392</td>
<td>$5,093</td>
<td>..</td>
<td>..</td>
</tr>
</tbody>
</table>

*Sources:
U. S. Bureau of the Census, Seventh Census, 1850, Compendium.
newspaper articles until a report about Ogden bench area appeared in the Ogden Junction, February 2, 1870. A resident reported their orchards were producing very fine "eating apples" also an abundance of peaches, plums, apricots, pears, quinces, etc. He also claimed the "largest bunch of grapes ever raised in Utah were raised on the Ogden Bench." They had an extensive nursery of young trees that were growing rapidly.

The official census report of 1870 shows orchard crops valued at $2,590 for Weber County. By 1880 the value of orchard crops had risen to $29,206. Such rapid development and increase in the production of agricultural and livestock products can be credited directly or indirectly to the development of the railroad lines, for "the iron horse clasps in embrace the extremes of the continent. While the Atlantic shores contribute a portion of their riches to the Pacific, the west reciprocates by lavishing into the laps of the Eastern marts its stores of wealth."  

Figures on exports from Weber County alone are not readily available because the place of origin of the produce or materials is seldom given for the early period. The following figures are given only because they had to be handled through the Ogden railroad yards. Some of the materials may have originated in Weber County, though that is conjecture.

In January, 1871, Zion's Co-operative Mercantile Institution shipped sixty-thousand pounds of dried peaches to

15"Central Pacific Railroad," Ogden Junction, April 12, 1873.
eastern markets. From Sloan's Gazetteer of 1874, the following figures on the "Inward" and "Outward" flow of goods on the Utah Central Railroad for 1873 are given:

**TABLE 5**

**FREIGHT ON UTAH CENTRAL RAILROAD, 1873**

<table>
<thead>
<tr>
<th>Kinds of Materials</th>
<th>Inward Flow (Pounds)</th>
<th>Outward Flow (Pounds)</th>
</tr>
</thead>
<tbody>
<tr>
<td>General Merchandise . .</td>
<td>34,569,823</td>
<td>3,645,642</td>
</tr>
<tr>
<td>Livestock . . . . . .</td>
<td>2,262,700</td>
<td>172,500</td>
</tr>
<tr>
<td>Produce . . . . . .</td>
<td>12,275,525</td>
<td>2,497,072</td>
</tr>
<tr>
<td>Ice . . . . . . .</td>
<td>1,554,900</td>
<td>...</td>
</tr>
<tr>
<td>All Other . . . . .</td>
<td>182,870,502</td>
<td>49,072,540</td>
</tr>
<tr>
<td><strong>Totals</strong> . . . .</td>
<td><strong>233,533,450</strong></td>
<td><strong>55,387,754</strong></td>
</tr>
</tbody>
</table>


**Commerce and growth of business.**—The building of the railroad became the first important source of money for Ogden and vicinity. It put money into circulation and business was carried on more freely. The designation of Ogden as the junction of the transcontinental railroad, even though it was only a temporary adjustment, gave to Ogden and her business men a

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source of revenue. The transfer of passengers and freight from one line to the other at the Ogden Depot gave employment to an increasing number of men as the facilities of the junction developed. In March, 1870, it was reported that "all kinds of merchandise are now imported from the best markets to Ogden direct, and every necessary arrangement is made to supply good articles at proper figures."  

The following September, the Ogden paper quoted from an article by Dr. Samuel S. Wood that appeared September 8, 1870, in the Chicago Journal of Commerce, after Wood's visit to Utah Territory. He described Ogden, then the terminus of three railroads, as a flourishing city of 6,000 souls, with five grist and five saw mills, an ably conducted semi-weekly newspaper, four day schools, woolen mills, etc. The business of the railroad west of Ogden was given as follows:

The general merchandise shipped from Ogden west during the past year, to the local points by the way, foots up 36,000,000 lbs., and the amount of through freight to San Francisco to 50,000,000 lbs., and of lumber and shingles 1,396,000 lbs.

The earnings, in currency, of the road, by business furnished from Ogden, is: for freight, $234,000; and for passengers, $78,000--making a total of business west of Ogden, $312,000.

At the junction there also developed businesses to take care of the needs of travelers. When the first depots of the Union Pacific and Central Pacific were established at Ogden

17"Zion's Co-operative," Ogden Junction, March 12, 1870.

18"What a Traveler Says of Ogden," Ogden Junction, September 14, 1870.
many buildings went up about the terminus. A brewery, bakery, and other accommodations were erected. At the same time many men were employed to build side tracks and ballast the grades. The Central Pacific had several hundred Chinese employed at such work.\textsuperscript{19}

A newspaper article of May, 1871, reported the junction was a lively place with long passenger trains coming and going and freight being transferred from one line to the other. Also business at the Utah Central Depot was heavy. Two service businesses were mentioned, the Railroad Hotel and a news stand which also featured novelties.\textsuperscript{20} Another source reported that several buildings of various sizes were being constructed in Ogden. Land for building purposes was in demand but prices were not high.\textsuperscript{21}

With the construction of the railroad lines a new problem was presented to the cities through which they passed—the location of tracks and depot grounds. On February 15, 1872, the Territorial Legislative Assembly passed an act "Amending Certain Charters of Incorporated Cities." Ogden, Provo, Logan, and Corinne were empowered and authorized "to direct and control the locations of railroad tracks and depot grounds within the city, and regulate or prohibit the use of locomotive

\textsuperscript{19}"Correspondence from Ogden," Salt Lake Telegraph, December 19, 1869.

\textsuperscript{20}"A Lively Place," Salt Lake Daily Herald, May 15, 1871.

\textsuperscript{21}"The Tin Mines of Ogden," Salt Lake Tribune, May 19, 1871.
engines thereon, and may require the cars to be used within the inhabited portions thereof to be drawn or propelled by power other than that of steam." Ogden City now had the authority to control railroads, but no record of invoking the law was found during the period under consideration.

Ogden continued to grow in population, business, and industry. The press in January, 1873, carried an extensive article on the benefits that would accrue by the establishment of a board of trade. There was need, it said, for an institution to regulate market prices and to help preserve "a just balance of trade." Considering the rich agricultural and mineral resources, there was a need for a schedule of rates. Then the farmers would know the value of their produce which they brought into markets. The mining interests would be served by proper assays of samples of ore, and much would be gained by the commercial and industrial interests.

During 1873 the Ogden newspaper carried articles quite regularly indicating that business was good. Nothing was said about the decline of business that became widespread in other parts of the nation. The visits of the railroad paymaster were usually noted, when the boys were "scattering Uncle Sam's shin plasters and gold eagles in a free and easy way." In spite of the high tariff there were great quantities of merchan-


\[23\] "A Board of Trade Demanded," Ogden Junction, January 15, 1873.
dise passing over the railroad lines. A report on the railroad business is revealing:

The total amount of freight and receipts forwarded over the Utah Central Railroad for the month of November, footed up 35,059,340 pounds. On the Utah Southern for the same month, the total amount received and forwarded came to 16,665,062 pounds.

During the month of October the earnings of the Union Pacific road showed the best month’s returns yet known in its history. The receipts amounted to $1,170,586.41; the expenses including taxes in Utah and Wyoming, were $594,763.67, showing as the total net earnings $574,822.74.

Such reports do not indicate much of a depression, and the local press gives little or no hint of any existing until March, 1874, when it speaks of a revival of business and the establishment of new stores. Many new residences and other buildings were to be erected as soon as weather permitted. Preparations were being made to take care of the traveling public with hotels and boarding houses. The presence of four railroads—Union Pacific, Central Pacific, Utah Central, and Utah Northern—kept Ogden’s business good.

In June the press reported on the Excelsior Mills, a factory producing jeans, flannels, white and colored blankets, stocking yarn, etc. All that was needed was more capital to get machinery to expand the business. Another business was the Ogden Planing and Re-sawing Mills.

24 "Ogden City," Deseret News, November 12, 1873.

25 "Traffic on the Road," Ogden Junction, December 8, 1873.

26 "Looms Up," Ogden Junction, March 18 and April 4, 1874.
Ogden had indeed grown since the coming of the railroad. From the beginning at the Goodyear Fort, Ogden had developed into the junction of four railroads, with manufacturing establishments that were putting out high quality products. The Deseret News, on June 11, 1873, carried an article on "Utah Flour," which indicated that the quality of flour produced at Ogden was being heralded as far east as Iowa and Illinois, where it was being sold.

During these early years Ogden experienced a continuous growth toward permanency. There were booms of business that proved costly and abortive. Tin mining and early efforts to manufacture iron are examples of such activities. In spite of these failures the more settled businesses in Ogden grew, as is shown by the Gazetteers and Directories of that period. In 1869 Ogden had seventy-three establishments in twenty-eight kinds of business. In 1872 there were one hundred and four establishments in fifty-two different businesses. Two years later there were one hundred twenty-nine establishments in sixty-two businesses. (See complete lists in Appendix.)

The junction of the railroad and the general outlook for Ogden attracted capable merchants. Some of them were Gentiles from Corinne, but there soon developed a working basis of co-operation between themselves and the Mormons. It was in the business activities that the antipathy between these two

27"Mining in Ogden," Ogden Junction, June 21, 1873.
groups first began to disappear.\textsuperscript{28} William Van Dyke, a Mormon, and L. B. Adams, a non-Mormon, formed a partnership for exporting goods, the first of its kind in Ogden.\textsuperscript{29} Adams was experienced in this business. He had been located at different places, but came to Ogden from Corinne in 1872.

The biggest stimulus to the growth of business and the development of industry in Ogden was the railroad. The change from a typical frontier community to a railroad center was rapid and difficult. Little or no advanced preparation could be made because there was no understanding of what to prepare for. The first five years of railroad experience were years of uncertainty for the people of Ogden. Without the junction there was not much support for business. When the logical decision regarding the permanent establishment of the junction was finally made, population, business and industry demands exceeded the facilities of the city and it took a few years to provide for them.

\textsuperscript{28}A History of Ogden, p. 51.

\textsuperscript{29}A. S. Condon, "Ogden City," \textit{Western Galaxy}, June, 1888, pp. 441-442.
CHAPTER V

NON-ECONOMIC AND SOCIAL CHANGES

The first thirty years of Ogden's growth were slow but steady. Though sober minded men predicted that it would one day be the second city in Utah, few people could have found in the 1850's and early 1860's a basis for expecting Ogden to move ahead of Provo. The United States Census reports indicate that Provo had a larger population than Ogden until 1870, when the impact of the railroad was reflected in the statistics. (See Table 6, page 66.) The coming of the railroad and the attendant increase in population started Ogden toward the fulfillment of her predicted destiny.

Influence of non-Mormon population.--That part of the population that came directly as the result of the railroad did not have the same religious beliefs as the citizens of Ogden, and conflicts in ideas, in habits and morals resulted. The experiences of the Saints in Illinois and Missouri were still in the minds of the older members of the Church, and they were quick to resent any intruders. This was also a time when the people of Utah were in very bad reputation throughout the United States, because of the hostile newspaper accounts and reports of certain government officials who had been in the Territory and others. Under the circumstances, neither Mormon
nor Gentile expected much of the other, and conflict was inevitable. As the majority group, the Latter-day Saints felt that they had ground for objection to the practices of the newcomers which violated the standards of the Latter-day Saints Church.

At ninety years of age, Haskell H. Shurtleff still remembered his experience of 1869, when as a lad of six he went with an elder brother and a few other boys to visit the railroad camp at or near Taylor's Mill (now Riverdale). The one thing that made the deepest impression on him was a long line of large plugs of chewing tobacco lined up along the outside of the mess tent in the sun. There had been a rain shortly before this and the tobacco had become wet.¹

Some of the railroad camps were wide open places with gambling, red light districts, drinking—"the kind of thing that suited many of the people that followed the railroad, because there were a certain amount of undesirable people that followed the railroad into this country."² Some of this element touched Ogden, but there it encountered resistance.

In December, 1869, when the construction of buildings for the junction was in progress, it was reported that "Calico houses, about two weeks since, began to squat about the depot, importing with them, of course, their 'civilization'; but the railroad authorities bid some of them to arise and walk, as

¹Haskell H. Shurtleff, personal interview, June, 1952.
²Charles A. Peterson, personal interview, June, 1952.
TABLE 6

POPULATION OF SOME UTAH CITIES, 1860-1880*

<table>
<thead>
<tr>
<th>City</th>
<th>1860</th>
<th>1870</th>
<th>1880</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ogden</td>
<td>1,463</td>
<td>3,127</td>
<td>6,069</td>
</tr>
<tr>
<td>Provo</td>
<td>2,030</td>
<td>2,384</td>
<td>3,432</td>
</tr>
<tr>
<td>Salt Lake City</td>
<td>8,236</td>
<td>12,854</td>
<td>20,768</td>
</tr>
<tr>
<td>Brigham City</td>
<td>975</td>
<td>1,315</td>
<td>1,817</td>
</tr>
</tbody>
</table>


TABLE 7

POPULATION OF WEBER COUNTY, 1850-1880*

<table>
<thead>
<tr>
<th>Year</th>
<th>Male</th>
<th>Female</th>
<th>Total Whites</th>
<th>Chinese</th>
<th>Indian</th>
<th>Free Colored</th>
<th>Families</th>
<th>Total Population</th>
</tr>
</thead>
<tbody>
<tr>
<td>1850</td>
<td>711</td>
<td>475</td>
<td>1,186</td>
<td>3</td>
<td>1</td>
<td>21</td>
<td>227</td>
<td>1,186</td>
</tr>
<tr>
<td>1860</td>
<td>1,807</td>
<td>1,867</td>
<td>3,674</td>
<td>1</td>
<td>1</td>
<td>21</td>
<td>791</td>
<td>3,675</td>
</tr>
<tr>
<td>1870</td>
<td>4,112</td>
<td>3,746</td>
<td>7,833</td>
<td>3</td>
<td>3</td>
<td>17</td>
<td>7,858</td>
<td>12,344</td>
</tr>
<tr>
<td>1880</td>
<td>6,396</td>
<td>5,948</td>
<td>12,291</td>
<td>33</td>
<td>3</td>
<td>17</td>
<td>12,344</td>
<td></td>
</tr>
</tbody>
</table>


TABLE 8

POPULATION OF OGDEN, UTAH, 1850-1880*

<table>
<thead>
<tr>
<th>Year</th>
<th>Male</th>
<th>Female</th>
<th>Total Whites</th>
<th>Chinese</th>
<th>Indian</th>
<th>Free Colored</th>
<th>Total Population</th>
</tr>
</thead>
<tbody>
<tr>
<td>1850</td>
<td>711</td>
<td>475</td>
<td>1,186</td>
<td>3</td>
<td>1</td>
<td>21</td>
<td>1,186</td>
</tr>
<tr>
<td>1860</td>
<td>713</td>
<td>750</td>
<td>1,463</td>
<td>3</td>
<td>1</td>
<td>21</td>
<td>1,464</td>
</tr>
<tr>
<td>1870</td>
<td>1,655</td>
<td>1,472</td>
<td>3,102</td>
<td>3</td>
<td>1</td>
<td>21</td>
<td>3,127</td>
</tr>
<tr>
<td>1880</td>
<td>4,084</td>
<td>1,985</td>
<td>6,069</td>
<td>3</td>
<td>1</td>
<td>21</td>
<td>6,069</td>
</tr>
</tbody>
</table>


aThese figures are for Weber County. Ogden was not organized.
bThe census report for Ogden showed 2,066 native born, and 1,061 foreign born.
the land was used for a better and more appropriate use; besides, their room was preferable to their company.³ Because of this reception, the camp followers and toughs tended to congregate in such places as "Dead Man's Gulch," the big railroad camp at Blue Creek. Corinne, too, harbored many during her heyday.

By no means all who worked on the railroad or that came with it were of this sordid type. A correspondent in December, 1868, found some of the grading crews to be both genial and congenial:

A real jolly set of fellows are making the work light and easy, as the jokes and songs go round. One thing is remarkable as one travels over the works along the line, and that is the absence of the obscene jest, the profane and vulgar oath, which are so common to modern "civilization."⁴

These grading crews were likely made up of local men, because the grading through that area was done largely by the Mormon workmen. This is not made clear, but the indications are very different from the fighting that went on between the Irish of the Union Pacific and the Chinese of the Central Pacific.⁵

Impressions from local people.--Between the rougher Gentile newcomers and the older settlers of Ogden, much of the same antagonism developed as has already been noted in connec-

³"Correspondence from Ogden," Salt Lake Daily Telegraph, December 19, 1869.
⁴"Correspondence," Salt Lake Daily Telegraph, December 4, 1868.
⁵A History of Ogden, p. 48.
tion with the Corinne-Ogden rivalry.

John Farr reports:

Even us kids took part in it. We resented their coming. I suppose mainly because they looked down on us. I went to school in a frame building where the Grant School now stands (Grant Avenue between Twenty-Second and Twenty-Third Streets). The Episcopal Church had a school on the corner of what is now Twenty-Fourth Street and Grant Avenue. We used to have some real snowball battles with the kids of the Episcopal School.5

With such strong feelings existing between the Mormon and Gentile population, it required some fine dealings on the part of the city officials and other community leaders who were all Mormons at that time. According to John Farr, his father, Lorin Farr, played a great role in bringing the two groups together on a working basis.7

Railroad aids immigration.--The building of the railroad greatly aided the immigration of converts to the Mormon Church to the Salt Lake Valley. The Ogden newspaper on June 20, 1869, carried a notice of the expected arrival of a company of about four hundred souls who were expected within a few days and stated that "this is the first company of immigrants coming direct to Ogden." They had crossed the Atlantic on the ship "Minnesota." The people of the area were asked to help supply the comforts and needs of the company to last them until they reached their destination.8

6John Farr, personal interview, July 22, 1953.
7Ibid.
8"The First of the Immigration," Salt Lake Daily Telegraph (Ogden, Utah), June 20, 1869.
Times had changed rapidly. Less than five years before the railroad had come families spent a full summer or more to make the journey from the starting points on the Missouri River to the Salt Lake Valley. Arriving in the fall they would naturally be destitute of food supplies and experience a very trying winter.\(^9\) Now with the railroad the trip could be made in a few days, and more time was available to provide the necessities of home and family.

**Railroad payroll.**—With the railroad, money became a more important factor in the Ogden economy. W. P. Foster related that the railroad families were about the only ones who had ready cash, and with prices low, they had an easy time. He recalls delivering meat, on foot, to most of the homes in Ogden. The homes of the railroad officials were about the only ones that had hired girls to help do the housework.\(^{10}\)

**Improvements in homes.**—The coming of the railroad also marked the beginning of the construction of better homes, because building materials, lumber, brick, and stone could be brought in more cheaply. Before this time utility and service had been the guide in building. With changes following completion of the railroad, times and circumstances permitted and favored the idea of beautifying the homes. This change was

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\(^9\)"Pioneer Relates Story of Pretty Dress," Ogden Standard Examiner, July 24, 1934. Mrs. Matilda Olson Sprague relates that it took them "five months and eleven days" to reach Salt Lake City in 1864.

\(^{10}\)W. P. Foster, personal interview, July 21, 1953.
noted as early as March 1870.¹¹

That year a movement was started to combine forces of the city and county to erect a suitable public building.¹² This idea did not produce results, but each government built its own building.

By 1873 there was a definite trend to build better houses. The local newspaper reported that D. H. Peery was erecting another fine dwelling house. The editor praised this effort and encouraged other men with capital to do the same. "Ogden is growing," he said. "Good houses will be in greater demand than ever."¹³ Later the same year, following a disastrous fire in Ogden, G. M. Pearce, Methodist minister, reported to the Salt Lake Tribune that over one hundred new dwellings had been built at Ogden during the last year. "Ogden certainly is improving very rapidly," he wrote. "Even the late fire will in the end help Ogden out and make it more inviting." The courthouse presented a "commanding appearance," and new buildings under construction were of a much better kind than those previously erected.¹⁴

The following year, 1874, complaints were heard that there was a scarcity of houses to rent in Ogden; many families were unable to find suitable residences for themselves.¹⁵

¹¹"Hints for the Time," Ogden Junction, March 5, 1870.
¹²"A New Public Building," ibid., September 24, 1870.
¹³"Enterprise," ibid., January 18, 1873.
¹⁴"Ogden--Thrifty Condition of the City at the Junction," Salt Lake Tribune, August 22, 1873.
¹⁵"Local Items," Ogden Junction, March 14, 1874.
Census figures reveal that the population growth of Ogden had been very rapid. (See Table 7, page 66.) The building program had been unable to keep up with the increase of population.

Amusements and cultural development.--With increase in population and improvement in business, more time was found for amusements and cultural development. The Mormon pioneers had long provided their own amusement through their local ward organization. Dances, picnics, singing and dramatic performances were common activities. With the growth of the city, professional entertainers made their appearance. In February, 1869, it was reported that Ogden was rather quiet on theatricals, but a Mr. J. Woodard was being well received with his original entertainments.

In 1870 Charles Woodmansee, with an eye to the public interest, purchased a large building and fitted it out for theatrical purposes, the first institution of this kind in Ogden. In October, 1870, the local paper said, "Good news for the lovers of drama"--the Ogden Theatre would reopen for performances on the twenty-fourth of the month.

Public dances of the city were looked upon as high social affairs. Such a dance was held in March, 1870. The Deseret News reporting the dance said the ball was a success,

16"Notes of Ogden Life," Salt Lake Daily Telegraph, February 18, 1869.

17Manley and Litteral, op. cit., p. 182.

18Ogden Junction, October 8, 1870.
with a large number of ladies and gentlemen from several parts of the Territory present. Governor Shaffer was expected but illness prevented his coming. "The visitors from Salt Lake City who came by train, were saluted by the roar of cannon and the music of the Ogden Brass Band."\(^19\)

Also on the cultural side of Ogden's development, the local newspaper, in March, 1874, encouraged the establishment of a public reading room. The Ogden City Library Association had been organized and was working on the matter. The following month the paper was able to report that a reading room had been provided and was ready to open.\(^20\)

Another indication of the change going on in Ogden is the announcement in April, 1875, of the opening of a music store in the city, with pianos, organs, and other musical instruments as well as sheet music of the latest issues. "The musical taste of the people is fast improving," declared the Junction.\(^21\) Though the community was still young, it had reached a point in development that permitted the consideration of more cultural needs.

**Growth of Protestant churches.**—The census report of 1870 shows that there were seventy-three Gentiles in Weber County. With the railroad work the number soon increased. It was natural then that other religious denominations would make

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\(^{19}\)"Ogden Items," Deseret News, March 30, 1870.

\(^{20}\)Ogden Junction, March 21 and April 20, 1874.

\(^{21}\)"Music Store," Ogden Junction, April 15, 1875.
their appearance. Catholic Church activities had started as early as 1866, but there were no regular church services until after the railroad had reached Ogden. The first Catholic Church building, St. Joseph's, was started in 1875. Prior to that time Mass was conducted at irregular times by a priest from Salt Lake City.\footnote{Hunter, Beneath Ben Lomond's Peak, p. 455.}

Other denominations established themselves at about the same time or shortly thereafter. On August 2, 1869, the Daily Reporter of Corinne announced that an Episcopal Church was being erected at Ogden. Thanks were rendered the officials of the Union Pacific Railroad for transporting the materials free of charge. Rapid progress was being made with the construction work.

The Methodist Church was represented in and around Ogden in 1869 and 1870 by G. M. Pierce and Reverend L. Harsough\footnote{Condon, "Ogden City," op. cit., p. 444.}. The Reorganized Church of Jesus Christ of Latter-day Saints was at Lynn from 1870 to 1872, when the members all moved to Council Bluffs, Iowa. The Episcopal Church of the Good Shepherd was organized in 1870. Four years later, 1874, a Spiritualists Organization was effected, but it continued only until about 1880.\footnote{Hunter, Beneath Ben Lomond's Peak, chap. xxxi.}

Other churches came into Ogden in more recent years, and each has played a part in the life of the community, but
those mentioned above met the needs of the minor religious
groups during the earlier years following the coming of the
railroad.

Schools.—The history of education in Ogden has been
adequately dealt with by other writers and students of his-
tory.  For the present writing it is mentioned only as one
of the areas of conflict between Mormons and Non-Mormons.

Beginning with the winter of 1848 and 1849, when
Charilla Abbot served as the first teacher in Ogden schools,
there had been regular sessions of school every year. In the
early years school was held in buildings erected to serve as
general community buildings—religious meetings, schools, City
Council meetings, political meetings, and entertainments, etc.,
were held in them. In 1855 the City Council passed an ordi-
nance regulating common schools. As the years passed and
the population increased, the city was divided into districts
for the purpose of educating the children and the educational
efforts in the city were expanded to meet its needs.

The first Non-Mormons who settled in Ogden had no
choice but to send their children to the established schools
or keep them home. They resented the schools being held in
the Mormon meeting houses, and probably feared more that their
children would become indoctrinated in the Mormon religion.
This agitation led to the erection of school buildings. After

25 Clifford B. Doxey, "The History of Ogden Public
Schools" (Unpublished Master's thesis, University of Utah, 1944.)
26 Council Minutes, Book A, October 13, 1855.
the advent of the railroad and the establishment of Protestant religious denominations, various of these churches organized and opened schools. In 1870 the Episcopal church opened a day school and held classes in its church building. The following year the Methodist church established another school. Other parochial schools were established in the years following. The public school system of Ogden was also improved and the education of the children was provided for.\(^\text{27}\)

Development of municipal services.--During the period of history under consideration Ogden's streets had not been improved beyond the influence of seasonal conditions.\(^\text{28}\) They were dusty in summer and muddy in winter. Sometimes they were spoken of as "duck ponds" or "bogs." The "duck ponds"\(^\text{29}\) were sometimes kept full by overflow or the run-off from irrigation streams.

Ogden had not developed an effective fire fighting system. As late as November, 1874, efforts to organize a fire brigade were not successful because some of the leading business men had refused to help.\(^\text{30}\) More serious fires had to burn themselves out before adequate steps were taken.\(^\text{31}\)

\(^{27}\)Tullidge, \textit{op. cit.}, pp. 178-188.

\(^{28}\)\textit{Ogden Junction}, November 18, 1874, reported that recent rains had made roads leading out of Ogden very bad.

\(^{29}\)"Streets," \textit{Ogden Junction}, October 29, 1870.

\(^{30}\)"Fire Brigade," \textit{ibid.}, November 14, 1874.

\(^{31}\)"Another Fire," \textit{ibid.}, June 1, 1875.
Also during this period Ogden did not have a culinary water system. Individual homes and business houses provided their own water from springs or wells. It was 1879 before steps were taken by the city to construct reservoirs and lay pipe for a water system.\(^{32}\)

The disposal of sewage was another problem the city had not made provision for. That too waited until 1879.\(^{33}\) W. P. Foster recalls these first trenches along Washington Avenue. His father was working for the city and took part in this work.

**Political change.**—Ogden had been incorporated February 6, 1851, by the Legislature of the Provisional State of Deseret. The officers appointed by the act were approved by the people of Ogden in an election held April 7, 1851.\(^{34}\) Ten years later the Territorial Legislature approved an act, January 18, 1861, for the incorporation of Ogden.\(^{35}\) The political life of Ogden flowed smoothly during the early period of history. With the growth of the non-Mormon population and the organization of the Liberal Party at Corinne in February, 1870, elements began to develop at Ogden which grew in strength as the years passed. The Mormon citizens also organized under

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\(^{32}\) *A History of Ogden*, p. 56.

\(^{33}\) *Council Minutes*, Book C, January 20, 1873, reveals that a committee assigned to make improvements for the upper hall were to include suitable seats and Venetian blinds, "and to build a Privy." The Minutes April 28, 1873, record a call for bids to erect a "Privy."

\(^{34}\) *A History of Ogden*, p. 26.

\(^{35}\) *Ogden Daily Herald*, May 3, 1882.
the name of the People's Party. The struggle for control by these two groups has been dealt with rather extensively by Robert J. Dwyer and others.\(^36\) The real struggle developed after the period under consideration and does not form a part of this study.

**Law enforcement.**—In the early years of Mormon settlement the Church provided the only form of government they had, but a form of civil government was usually organized within a short time. The first election in the Great Salt Lake area, held March 12, 1849, was for the election of officers for the proposed State of Deseret. In this election Captain James Brown, as magistrate of Weber River precinct, became the first man elected to any civil office in the area of Weber County. After 1850, Lorin Farr became the dominant leader in both civil and Church affairs. B. W. Nowlan was Ogden's first marshal.\(^37\) The City Council organized a police force November 10, 1855, when Richard D. Sprague was appointed captain with five other men to be appointed. M. Clawson and A. Palmer were appointed to draft an ordinance regulating the duties of the police. This committee completed their assignment and on December 29, 1855, the first law authorizing a police force in Ogden City was adopted. This was the beginning of organized law enforcement in Ogden City.\(^38\)

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\(^37\)Hunter, *Beneath Ben Lomond's Peak*, pp. 467-468.

\(^38\)Council Minutes, Book A, November 10 and December 29, 1855.
The men on the police force were generally efficient and resourceful. A Salt Lake newspaper spoke of them as "men of experience," and by "judicious watch care," were able to keep things "in unexceptionable order." In 1869 there were fourteen members with William N. Fife as City Marshal.39

The railroad brought increased responsibilities and duties to the Ogden City police. The Marshal, reporting to the City Council on May 11, 1869, said it was necessary to have police on duty at the switch which was located near Taylor's Mill. His report also indicated that the police officers were alive to their duty. The Marshal spoke also of the necessity of "adopting a chain gang or some other means to enable the prisoners to pay their fines." He also pointed out the need for a more secure jail.40 A few months later it was reported that "the police, a few days ago found an individual risking himself in the whiskey business under the style of a lunch house. Lunches with 'red eye' are not allowable there without a license, yet."41

The period of cultural clash between Saints and Gentiles gave the police many opportunities to act, as did the increase in transient population which the railroad brought to Ogden. Urban civilization was not an unqualified blessing to the city on the Weber.


40Council Minutes, Book B. May 11, 1869.

41"Ogden Item," Salt Lake Daily Telegraph, December 12, 1869.
Conclusion.--Ogden was shaken from her frontier community status and in a few short years brought into contact with the opportunities and problems of a railroad and commercial center. This rapid transition came at a time when the people who had settled the Territory of Utah were being attacked across the nation. There developed strong feelings between Mormons and Non-Mormons, but in the commercial pursuits in Ogden this antagonism rather quickly disappeared. The distinction of Gentile or Mormon was less used and the more sensible idea of citizens of Ogden was adopted. In this way the best interests of the city and the "vigor and prosperity of its commercial life became the common aim of every healthyminded citizen of Ogden."\(^4\)\(^2\)

The coming of the railroad in 1869 proved to be the most important factor in the early history of Ogden. Evidences found in this study show that the population growth was doubled; that the growth in business and industry from 1860 to 1870 was very small compared to the next decade. Between 1870 and 1880 the number of manufacturing establishments jumped from twelve to forty-one; the number of establishments in all kinds of business doubled between 1869 and 1874, and agricultural crops showed a similar trend.

By the end of 1875, Ogden had recovered from the Panic of 1873, and was almost back to normalcy. The outlook for the city and its people was promising. Ogden had become the

\(^4\)\(^2\)Condon, "Ogden City," \textit{op. cit.}, pp. 441-442.
second city of the Territory, the railroad junction of the whole intermountain area, and seemed to be strong enough to weather the storms of the future.
APPENDIXES
APPENDIX I

OGDEN CITY BUSINESS DIRECTORY, 1869

Attorney
Blair, S. M., office at Ogden House

Baker
Jost, John A., es. Main

Blacksmiths
Ford & Nicholas, C.P.R.R. blacksmith shop, es. Main
Fowler & Pearce, es. Main
Nicholas, John, es. Main
Rees, J. T., es. Main
Shupe, A. J., es. Main
Williamson, C. C., Montana Blacksmith Shop, es. Main

Boarding Houses
McGaw, James. Private boarding house, es. Main
Williams, W. D. Proprietor Weber House, es. Main
Woodworth, A. J. U.P.R.R. House, es. Main
Wright, Wilson A., es. Main

Boots and Shoes
Eggleston & Sons, es. Main

Butchers
Douglas, Ralph, es. Main
Pool, John R., es. Main

Cabinet Makers
Delmore & Brother, s. end Main

Clothing and Gents Furnishing Goods
Gotlieb, Joel, es. Main
Mendelsohn & Co., ws. Main
Orchard & Kohn, ws. Main

Cooper
Child, Orville R., es. Main

Drugs
Godbe, W. S. & Co., wholesale and retail, ws. Main
Pidcock, Wm., es. Main
Weber County Co-operative Assn., ws. Main
White & Brown, es. Main

Dry Goods
Farr, Lorin, ws. Main
Perry & Herrick, ws. Main
Read Brothers. Cash Store, es. Main
Stayner, Thomas J., es. Main
White & Brown, es. Main
Woodmansee, Charles, es. Main

Feed Stables
Leavitt, N., es. Main
Nelson Bros., es. Main

General Merchandise
Haswell, T., es. Main
Horrocks, James., ws. Main
Mendelsohn & Co., ws. Main
Nelson Bros., es. Main
Perry & Herrick Wholesale and Retail, ws. Main
Pidcock, Wm., es. Main
Read Bros. Cash Store, es. Main
Stayner, Thomas J., es. Main
Stewart, Isaiah, ws. Main
Weber County Co-operative Assn. George W. Turner, Salesman, ws. Main
White & Brown, es. Main
Woodmansee, Charles, ws. Main

Grist Mills  
Farr, Lorin & Co., N. of City  
West & Young, N. of city  

Grocery  
Farr, Lorin, ws. Main  
Horrocks, James, ws. Main  
Perry & Herrick, ws. Main  
Stayner, Thomas J., es. Main  
White & Brown, es. Main  
Woodmansee, Charles, ws. Main  

Hardware  
Horrocks, James, ws. Main  
Johnson, L., ws. Main  

Hairdressers and Barbers  
Holbrook, W. S., at U.P.R.R. House, es. Main  
Robinson, J. R., next door to Cramer's Restaurant, es. Main  
Thomas, Thomas R., at Ogden House, es. Main  

Hotels  
Ogden House, es. Main  

Milliner and Fancy Goods  
Hill, Elizabeth. Home made straw hats., ws. Main  

Paint Shop  
Nelson, D., es. Main  

Photographer  
Vaughan, C., es. Main  

Physicians  
 McIntyre, W. L., Main  
 Wheeler, P., es. Main  
 Williams, Dr., Main  

Restaurants  
 Cramer, J. H., es. Main  
 Keller & Dee. Star and Eagle, ws. Main  

Saddles and Harness Makers  
Dwiggins, James, es. Main  
Stoker, Wm., es. Main  

Stoves and Tinware  
Johnson, L., ws. Main  
Pearce, Charles, ws. Main  

Tanner  
Browning, Jonathan, ws. Main  

Watch Maker  
Lock, Robert, ws. Main  

Woolen Factory  
Randall & Co., northeast of City
APPENDIX II

OGDEN CITY BUSINESS DIRECTORY, 1872

Agricultural Implements
M. D. Hammond

Attorney
A. Miner

Bakeries
Chicago Bakery, John
Czachert & Co., and
passenger outfitting
store, Railroad Depot,
Ogden
Julius Kiesel

Blacksmith
Winthrop Farley
Nichols & Jenkins
Pearce & Fowler

Boarding House
J. R. Pool

Brewery
U. P. Brewery, Adolph
Landt

Candy
John Colclough

Clothing
F. Auerback & Bro.
S. Plonsky

Cigars
W. N. Marshall

Coal and Lime
J. M. Thomas

Confectioner
John H. Kelson

Druggists
Driver & Nellis
Wright, Perry, and King

Drugs and Liquors
Ogden City Co-operative
Mercantile Institution

Dry Goods
F. Auerback & Bro.
J. W. Browning
Samuel Horrocks
Ogden City Co-operative
Mercantile Institution
William H. Pidcock
G. H. Tribe
Charles Woodmansee

Eating House
G. S. Erb

Express
J. M. Seibert, agent Wells,
Fargo & Co. and U.P.R.R.

Freight
James Forbes, agent C.P.R.R.

Fruit
John Colclough
John Low & Son
Mrs. C. Thomas
George W. Turner

Fur Dealer
H. Cary

1McKenney and McKenney, op. cit.

83
Furniture
John Eccles
Robert Wilson

General Merchandise
F. Auerback & Bro.
D. H. Peery
Walker Bros.

Groceries
J. W. Browning
Samuel Horrocks
Ogden City Cooperative
Mercantile Institution
William H. Pidcock
J. R. Pool
G. H. Tribe
H. C. Wardleigh
Charles Woodmansee

Gunsmith
Parpe & Boessel

Hairdresser
Mrs. Ann Murdock
T. R. Thomas
Geo. Thompson

Harness Maker
T. Biddle
William Stoker
Whitehear Bros. & Stoker

Hotels
Ogden House, John J. Mahon,
proprietor

Iron and Brass Founders
Sawdon & Gray

Jewelers
James Frodsham
J. S. Lewis
Parpe & Boessel

Livery Stable
Edmund Bedell
David G. Nelson

Lumber Dealers
Williams & Scoville

Market
Ralph Douglass
Greenwell & Wright
Pidcock & Browning

Merchant Tailor
James Taylor

Millinery
Miss R. Canfield

News Agency
F. A. King

Newspaper
The Ogden Junction,
Charles W. Penrose,
Editor

Photographer
C. Vaughan

Physician
F. L. Anderson
T. R. Woodworth

Pictures
C. V. McGregor

Postmaster
Isaac Moore

Produce
C. W. Thornton

Railroad Agents
A. H. Earll, W.P.R.R.
John Reeve, U.C.R.R.
Ira B. Sturgess, C.P.R.R.

Saloon
M. Buchmiller
James Dee
Reynolds & Toland
Frank M. Smyth

Shoemaker
H. B. Forbes
J. Gillard
Peter McFarlane
Edward Watkins
T. H. Webster
Whitehear Bros. & Stoker
C. P. Willingbeck
<table>
<thead>
<tr>
<th>Service</th>
<th>Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>Soap and Cigars</td>
<td>W. N. Marshall</td>
</tr>
<tr>
<td>Stationery</td>
<td>John Low &amp; Son</td>
</tr>
<tr>
<td></td>
<td>C. E. McGregor</td>
</tr>
<tr>
<td>Telegraph</td>
<td>J. N. Keller, Mgr., C.P.</td>
</tr>
<tr>
<td></td>
<td>Tel. Co.</td>
</tr>
<tr>
<td></td>
<td>L. H. Korty, Mgr., A&amp;P</td>
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<tr>
<td></td>
<td>Tel. Off.</td>
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<tr>
<td></td>
<td>Knud Torgeson, op. Deseret Tel. Co.</td>
</tr>
<tr>
<td>Tinner</td>
<td>E. J. Newman</td>
</tr>
<tr>
<td></td>
<td>Charles Pearce</td>
</tr>
<tr>
<td>Undertaker</td>
<td>Robert Wilson</td>
</tr>
<tr>
<td>Vegetable</td>
<td>George Wm. Turner</td>
</tr>
<tr>
<td>Watch Maker</td>
<td>J. S. Lewis</td>
</tr>
<tr>
<td>Wagon Maker</td>
<td>Winthrop Farley</td>
</tr>
</tbody>
</table>
APPENDIX III

OGDEN CITY BUSINESS DIRECTORY, 1874

Architect
J. Buchanan, Young St. bet. 4 and 5

Attorneys
Eugene Lascelles, office in Ogden Junction Bldg.
Franklin S. Richards, City Atty., office in City Recorders office

Bakers
Chicago Bakery, opposite Railroad Junction
Knoth Brandt, near Railroad Junction
E. Landt, opposite C.P.R.R. Depot
London Bakery, J. H. Stinger, propr., Main

Barbers
Joseph T. Harris, 5 bet. Young and Franklin
Walt Holtbrook, Main bet. 4 and 5
Thomas Thomas

Billiards
Wm. M. Cook, cor. 5 and Main
A. D. Shakespear, ws. Main bet. 4 and 5

Blacksmiths
G. B. Douglas, es. Main bet. 5 and 6
W. Farley, Main 1 door s. Methodist Church

Blacksmiths (Contd.)
Nickols & Jenkins, es. Main bet. 4 and 5
Wm. Pierce, Main bet. 6 and 7

Boarding Houses
E. Landt, opposite C. P. Depot
H. O. Pender, 5 bet. Main and Young

Bookseller and Stationer
George W. Turner, 5 St.

Boots and Shoes
H. B. Forbes, n. 5 bet. Main and Young
S. Plonsky, ws. Main bet. 4 and 5

Boot and Shoemakers
H. Bailey & Son, es. Main bet. 5 and 6
John Hart, 5 near U.C.R.R. Engine House
P. McFarlane, 5 bet. Young and Main
Wm. S. Read, es. Main bet. 5 and 6
J. Franklin Tyrell, bet 4 and 5
E. J. Watkins "Big Boot" 5 bet. Young and Main
C. F. Watkins, 5 bet. Young and Main
George Whithead, 4 bet. Main and Young

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1Sloan, Gazetteer of Utah and Salt Lake City Directory, pp. 108-111.
Brewery
U.P. Brewery, M. Buchmiller, propr.

Brokers
W. F. Detert & Co., opposite Union Depot
A. Landt, opposite Union Depot

Butchers
Davis & Moulding, ns. 5 bet. Young and Main
Greenwell & Wright, es. Main bet. 4 and 5

Cabinet Maker
William Stephens, 5 bet. Young and Main

Carpenters and Builders
Flygare & Child, 5 St. Hopkins, Robert, es. Main bet. 5 and 6

Clothing
Samuel Levy, 5 bet. Young and Main
Julius Mendelsohn, ws. Main bet. 4 and 5
S. Plonsky, ws. Main bet. 4 and 5

Coal and Lime Dealer
J. M. Thomas, es. Main bet. 4 and 5

Commission Merchant
E. P. Brown, 5, 1 block east of Depot

Confectionery
John H. Kelson, 5 bet. Young and Main

Coppersmith and Tinner
Charles Pearce, Main

Dentist and Surgeon
W. E. Ogden, ws. Main bet. 4 and 5

Doors, Sash and Blinds
Flygare & Child, 5 St. Williams, Scovill & Co., 1 block e. Union Depot

Druggists
Wm. Driver, ws. Main bet. 4 and 5 James Horrocks, ws. Main bet. 4 and 5 C. L. Peebles, 5 bet. Main and Young

Dry Goods
F. Levy, Main St. Walker Bros., Main bet. 4 and 5 William Pidcock, es. Main bet. 4 and 5

Express Company
Wells, Fargo & Co., Union Depot

Fancy Goods
Ogden Bazar, Fred A. Shields, Main St.

Flouring Mills

Furniture
J. Boyle & Co., Main bet. 4 and 5 Pidcock & Gales, Main bet. 4 and 5

Fur and Skins
H. Cary, nr. Union Depot

General Merchandise
J. & J. W. Browning, es. Main bet. 5 and 6 Taylor Heninger, ws. Main Higginbotham, Child & Co., ws. Main bet. 4 and 5 Horrocks & Baker, ws. Main Joseph Stanford, ns. 5 nr. Main
General Merchandise (Contd.)
G. H. Tribe, ws. Main
Charles Woodmansee, es.
Main bet. 4 and 5

Green Grocer
John Colcalough, ss. 4

Grocers
John B. Czachert, opp.
Depot
Eliza J. Rodwell, 5 bet.
Young and Main

Harness and Saddles
Thomas Biddle, Main
Stoker & Rees, ne. cor.
5 and Main

Hotels
Beardsley House, N. H.
Beardsley, propr., nr.
Union Depot
City Hotel, J. A. Owen, propr.
ws. Young bet. 4 and 5
Globe Hotel, John Pool,
propr., cor. 5 and Young
Junction Hotel, Chapman &
Scally, proprs.
Ogden House, John J. Mahon,
propr., Main St.
Pulaski Hotel, opp. Union
Depot
Union Depot Hotel, G. S. Erb,
propr., Junction Depot Bldg.

Jewelers
J. S. Lewis, ws. Main, bet.
4 and 5
Parpe & Boessel, Main nr. 5

Lumber Dealers
Flygare & Child, 5 St.
Levi Wheeler, block east
of Utah Hotel
Bernard White, office 4
half block w. of Main
W. D. Williams, es. Main,
bet. 3 and 4
Williams & Scoville & Co.

Lumber Manufacturers
F. J. Banter, office at
City Hotel

Machine and Wagon Depot
Bernard White, 4 half blk.
west of Main

Meat Market
Cassin & Mower, 5, nr.
Franklin
Douglas & Robbins, es.
Main bet. 4 and 5

Milliner
Mrs. J. M. Thomas, es.
Main bet. 4 and 5

Millinery Goods
Mrs. M. Bowring, ws. Main
bet. 2 and 3
Mrs. Harrington, cor.
Franklin and 5
Ladies' Co-operative Store,
es. Main bet. 3 and 4
Mrs. Emma Carter, Supt.

News Depots
John G. Chambers, ns. 5
Lowe & Sons, Union R.R.
Depot

Theatre
Ogden Theatre, Charles
Woodmansee, propr. and
mgr.

2Not in Sloan's listing. Reported in Ogden Junction,
May 20, 1874, that it had been missed. One of the largest in
Ogden.
Painters
Chappel & Saunders, Main

Photographer
C. Bond, 4, four doors west of Z.C.M.I.

Physicians and Surgeons
L. P. Anderson, Main bet. 5 and 6
F. E. Brown, ws. Main bet. 4 and 5

Planing Mill
Williams, Scoville & Co., blk. east of Union Depot

Post Office
Joseph Hall, Postmaster, Main bet. 4 and 5

Produce
Adams & Van Duke, Young St.
Thornton & Brown, 5 St.

Restaurant
John H. Kelson, 5, bet. Young and Main

Saloons
Wm. M. Cook, cor. Main & 5
John Horrocks, Main bet. 4 and 5
John Knott, Main bet. 4 and 5
S. A. Winter, 5, bet. Young and Main
A. D. Shakespear, ws. Main bet. 4 and 5

Sewing Machines
Sam'l Miller, Agent, Howe Sewing Machine Office, with T. W. Jones, merchant tailor

Tailors and Drapers
Lewis J. Holther, 5, bet. Young and Main
T. W. Jones, merchant tailor, ws. Main bet. 4 and 5
Thomas Pardee, 5, bet. Young and Franklin

Tailors and Drapers (Cont'd.)
James Taylor, merchant tailor, 5, bet. Young and Main

Stoves and Tinware
Gustavus A. Ohlson, 4, near Z.C.M.I.
Charles Pearce, Main

Telegraph Companies
Atlantic & Pacific, Union Depot
Western Union, opposite Union Depot

Wagon Depot
M. D. Hammond, Agent, Main bet. 3 and 4

Wagon Maker
W. Farley, near Methodist Episcopal Church

Wines and Liquors
William Driver, ws. Main bet. 4 and 5
G. H. Tribe, ws. Main
Daniel Wood, ws. Main

Zion's Co-operative Mercantile Assn.
D. H. Peery, supt.
Henry Tribe, ordering clerk
Wm. W. Burton, secretary
Thomas Wallace, chief salesman and retail dept. cor. Main and 4
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Ogden Junction, 1870-1875.
Ogden Standard, 1919.
Ogden Standard Examiner, 1934.
Salt Lake Daily Herald, 1871.
Salt Lake Daily Telegraph, 1868-1871.
Salt Lake Telegraph, 1868-1869.
Salt Lake Tribune, 1871-1873.
Utah Tri-Weekly Reporter, 1870.

Personal Interviews

Asael Farr, Charles A. Peterson
John Farr, Lester S. Scoville
W. P. Foster, Haskell H. Shurtleff
A HISTORICAL STUDY OF THE INFLUENCE OF THE
RAILROAD UPON OGDEN, UTAH, 1868-1875

An Abstract
of a Thesis Presented to
the Department of History
Brigham Young University
Provo, Utah

In Partial Fulfillment
of the Requirements for the Degree
Master of Science

by
Alma W. Hansen
August, 1953
ABSTRACT

The general plan of this study is to sketch the beginning of Ogden settlement and the early history up to the beginnings of the influence of the coming of the railroad, then to follow in more detail the conditions and influences that developed as the railroad was built and the changes that followed the completion of the line.

Chapter I, Ogden Before the Railroad, deals with the founding and early settlement, then traces very briefly the growth in business, the stimulus received from the freighting and stagecoach lines, and the general development to about 1868.

Chapter II, The Coming of the Railroad, considers the early surveys of possible routes; the attitude of the leaders of the Mormon Church toward national projects that would help to eliminate the isolation of the Salt Lake Valley from the rest of the nation; the construction of the railroad, including grading contracts and work by local men; and the growth of business that resulted in Ogden.

Chapter III, The Enigma of the Junction, considers the problem of the location of the junction. The first place at Promontory proved unsatisfactory and after a few months a temporary agreement was made to move the junction of the two lines to Ogden. Then followed five years of uncertainty about
the permanency of the junction. During that period Corinne, the Gentile capital, experienced her greatest boom and exerted the strongest influence to pull the junction her way. The question of the junction was discussed on the floor of Congress and tied into the general question of polygamy and other problems of Utah. Two other railroad lines, the Utah Central and Utah Northern, were constructed into Ogden, strengthening the city's claims. Ogden City Council resolved to aid the settlement by contributing a $5,000 bonus if the junction was established locally, and the newspapers participated in a lively combat. The final settlement of the junction question in favor of Ogden gave to that inland city preeminence over all other communities of the intermountain area except Salt Lake City.

Chapter IV, Growth and Development of Economic Interests, deals with the direct influence of the railroad on Ogden. United States census statistics, newspaper articles and gazetteers are used to show the growth and development of business and the agricultural growth of Weber County. The evidence shows that the growth in business and industry from 1860 to 1870 was very small compared to the next decade. Between 1870 and 1880 the number of manufacturing establishments jumped from twelve to forty-one; the number of establishments in all kinds of business doubled between 1869 and 1874; and agricultural crops showed a similar trend.

Chapter V, Non-Economic and Social Changes, considers the problems of population increase and the influence of the non-Mormon population on the community, changes in homes and
public buildings, amusements and cultural development, schools, Protestant churches, politics, law enforcement, and municipal services dealt with only briefly; all reflect the influence of the railroad advent.

Between 1868 and 1875 Ogden was shaken from her frontier community status and brought into contact with the opportunities and problems of a railroad and commercial center.