

The Kansas Pacific

by

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Introduction

Numerous articles have been written lately which give the historical setting for the great era of railroad building which was ushered in at the close of the Civil War. Therefore, I have deemed it unnecessary, in this brief paper, to give more than a few lines to this background, preferring to refer the reader to these articles in which the authors have made a close study of the question.

There are two main phases in the history of the Kansas Pacific Railroad. The first phase, is that of the history of the road during the territorial period of Kansas, which began in 1855 with the granting of the charter to the Leavenworth, Pawnee and Western Railroad Company by the first territorial legislature of Kansas and ended when the road received federal recognition in the Act of July 1, 1862.

This act, by extending government aid to the railroad, enabled the company to extend its line far beyond the original plans. This was not accomplished without a

good deal of trouble ranging from grafting contractors to political intrigues within the halls of Congress.

The chief object of this paper, in addition to relating the history of the actual construction of the road is to try to show what a large part was played by the Kansas Pacific in the settlement of Kansas. Too much emphasis has been laid on the influence of the slavery controversy, in which the struggle between the opposing forces, to see which should settle Kansas and so make it either a slave or a free state, has been unduly emphasized. In the first place, the actual settlements in Kansas up to the time of her admission as a state in 1861 were almost entirely east of a line drawn north and south through Topeka. The pro-slavery forces from Missouri usually came over about election day and after voting returned to their homes across the state line.

There were practically no settlers west of Topeka¹ until after the coming of the Kansas Pacific Railroad.

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1. The Hon. James Humphrey has an excellent article on this subject in the fourth volume of K. S. H. C. p. 287-97. He mentions a few scattering towns west of Topeka but the great bulk of the population was east of Topeka during the early days.

This company, by means of an extensive advertising campaign, located thousands of settlers on its lands. From this central strip of land settled by the railroads other colonization projects radiated to the northern and southern parts of the state. And so, it seems to me, that we must consider this road as one of the most important early factors in the economic development of our state.

Part 1

The Leavenworth, Pawnee and Western Railroad Company.

Before Kansas and Nebraska were organized as territories, considerable competition grew up over a northern and southern route to the Pacific. The Mexican cession of 1848 had given us an immense amount of land which included, roughly speaking, the territory from the western boundary of Texas to the Pacific ocean and between the forty-second parallel on the north and the Gila River on the south. The subsequent discovery of gold in California increased the importance of this western country and the question of uniting it with the east by means of a transcontinental railroad loomed large on the political horizon. It must be remembered that at this time the question of the extension of slave territory was an important one. The leaders on both sides were astute enough to see the great advantage to be gained by the section which should first reach the Pacific coast by means of a railroad. Southern leaders desired to construct the road so as to strike such cities as St. Louis, Memphis, Vicksburg, and New Orleans and then go west to the Pacific coast. The treaty at the close of the Mexican war had provided that in case the route south of the Gila River boundary

should prove, upon examination, to be the most feasible, the government of Mexico would permit a railroad south of that river. On the other hand, the northern route was being advocated by those who wished to make Chicago the grand terminal for the Pacific road. The first step, therefore, was to organize the territory from the Missouri river west to the mountains. The struggle over the organization of this territory became upper-most in the affairs of the country during the year 1854. This struggle culminated in the passage of the Kansas-Nebraska Act of that year, organizing the two territories. What has until recently been over-looked is the fact that the desire for a northern route to the Pacific was one of the chief motives in the struggle for the organization of these territories.¹

The Kansas-Nebraska Act was passed in 1854; the following year the first territorial legislature of Kansas² began the railroad program by chartering five roads, the Kansas Central, the Southern, Kansas, the Leavenworth and Lecompton, the Kansas Valley and the Leavenworth, Pawnee and Western of which the last named was the only one that was ever built.

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1. This motive has been advanced and developed by Professor F. H. Hodder, in his paper on the Kansas-Nebraska Act, found in the Proceedings of the State Historical Society of Wisconsin, for 1912. Pages 69-86.
 2. Territorial Laws of Kansas 1855.

The act incorporating the road³ provided for a capital stock of five million dollars. The company was authorized to survey and construct a railroad from the west bank of the Missouri river, in the town of Leavenworth, Kansas, to the western boundary of the territory, which at that time was the Rocky Mountains, by way of Pawnee, near the present site of Fort Riley. Work was to be commenced on the road within five years and must be completed in twelve years.

Preparations were immediately begun for the organization of the company by the men named in the incorporating act December 26, 1856. The Leavenworth, Pawnee, and Western Railroad Company first opened its books to the public for the purpose of selling stock in the corporation. The advisability of attempting to get a land grant from Congress was decided upon at this meeting.⁴

This company was formally organized in January 1857, at Leavenworth, where \$156,000 of stock was subscribed.⁵

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3. Territorial Laws of Kansas, 1855, page 914.
 4. Kansas State Historical Collections, Vol. 11, p. 534.
 5. A. T. Andreas History of Kansas, page 245-46.

Upon the completion of the organization, the following
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letter was sent to Mr. John W. Geary, the territorial
governor of Kansas.

Leavenworth, Pawnee and West-
ern Railroad Company,
Leavenworth, Kansas Territory, Jan. 5, 1857.

Dear Sir:

I have the honor to inform you by resolution
of the Board of Directors of the Leavenworth, Pawnee
and Western Railroad Company, that the necessary amount
of stock to perfect our organization has been subscribed
and the said company have completed a perfect organizat-
ion under the law incorporating them.

J. Martin Alexander, Sec'y.

The people of Kansas were not wealthy. For the
most part they were poor, hard working people who had
come to the territory with little or no money and had
taken up a claim, many still being in debt for their
farming outfits. Kansas had no large cities or centers
of finance like the East. Consequently, the newly

6. K. S. H. C. Volume 4, page 675. Address by James
Humphrey.

organized concern soon went "begging" for lack of funds. Nor, was it possible at first, to interest the financiers of the East in Kansas Railroads stocks. This fact was not surprising, because railroads at that time were a comparatively new venture in the world of finance. Eastern roads might be a paying investment, but what of a railroad project in the far west, in a sparsely settled territory not yet qualified for statehood? The Eastern people were all anxious enough for a road to be built connecting the two sections, yet they hesitated at first to invest in the project. In spite of the financial straits of the company, preparations went forward. In May 1857, grading on the road-bed was begun and by the end of the year surveys and profiles of the main line were finished from Leavenworth to Pawnee.⁷

However, by 1860, the company had accomplished but little actual construction work, nor had it made any progress in its attempt to get government aid. Two events⁸ occurred about this time which spurred the company into action, although along a somewhat different line. The first of these events, the discovery of gold in Colorado increased the demand for a railroad to the West; and the

7. Andreas History of Kansas, pages 245-46.
 8. N. Y. Daily Tribune, Wed. July 1, 1863. Kansas State Historical Library, Topeka.

second, the rapid approach of the Hannibal, Saint Joseph and Pacific Railroad of Missouri, towards the western boundary of the state, threatened a possible rival.

The Delaware and Pottawatomie Indians held immense reservations in Kansas Valley which would probably be the route of the railroad. May 30, 1860, a treaty was drawn up between the agents of the United States government and the Delaware Indians, which provided for a division of the Delaware reservation. Those Indians who desired to hold their land in severalty were to receive their portion; the remainder of the land was to be open to purchase by the Leavenworth, Pawnee and Western Railroad Company at not less than \$1.25 per acre. The Indians stipulated that title to one half of the lands should be transferred to the railroad upon the completion of twenty five miles of road from Leavenworth City westward and the remainder when the road was completed to the western boundary of the "Delaware Reserve."⁹

Failure to fulfill this building contract forfeited the right to the lands. These conditions were not fulfilled and on July 2, 1861¹⁰ another treaty was drawn up, again

9. U. S. Statutes at Large, Vol. 12, pp. 1129-30.

10. U. S. Statutes at Large, Vol. 12, pp. 1177.

granting the same railroad the right of purchase of certain Delaware lands. This time ansale was made; the company getting approximately 224,000 acres of land. The company gave a mortgage on a part of the land, to the Indians, as security.

April 19, 1862, President Lincoln signed a treaty between the Federal Government and the Pottawatomie Indians which provided for a survey of the Pottawatomie Reserve and "being desirous to have said railroad extended through their reserve, in the direction of Fort Riley, so that the value of lands retained by them may be enhanced.....it is provided that the Leavenworth, Pawnee and Western Railroad Company shall have the privilege of buying the remainder of their lands within six months after the tracts of severalty have been selected... ..provided they purchase the whole of said lands at the rate of \$1.25 per acre." They also stipulated a time limit for the company to begin work. But no sale was successfully made, and in 1867 another treaty was made which provided that since : "The Leavenworth, Pawnee and Western Railroad Company, their successors and

11. U. S. Statutes at Large, Vol. 12, page 1191.
12. For the results of these treaties, I am indebted to the research work of Miss Anna Heloise Abel, student of the Kansas University, whose thesis on "Indian Reservations in Kansas and the Extinguishment of the Title" is found in the K. S. H. C. Vol. 8, pp. 89-90.

assigns having failed to purchase said lands, the Atchison Topeka and Santa Fe may purchase the same for \$1.00

per acre." ¹³ Altogether the right of purchase was secured to approximately 600,000 acres of land along the eastern part of the road, although only about half was ever bought.

In spite of this rich endowment of land the company was unable to go ahead. They found they must turn elsewhere for the needed assistance. The State of California had been attempting in vain to get Federal aid for the construction of a "Central Railroad" which was to be built from the coast to the Rocky Mountains and there meet the eastern roads which sooner or later must inevitably be constructed. Missouri and Iowa were both anxious to make their respective systems the connecting link between the two sections. And so, the energetic Kansas men turned to California in the hope of affecting a combination of interests that would build their own road and at the same time forestall the Missouri and Iowa projects.

The result of this combined effort was the Act of Congress of July 1, 1862 ¹⁴ which not only carried a liberal land grant but also lent Federal credit to the

13. U. S. Statutes at Large, Vol. 15, page 535.

14. U. S. Statutes at Large, Vol. 12, page 489.

project. This act of Congress provided for the organization of a company to be known as the "Union Pacific Railroad Company". It was authorized to build a road westward from a point on the 100th meridian in the territory of Nebraska, to the western boundary of the Nevada territory. The land grant consisted of five alternate sections per mile on each side of the road within a limit of ten miles. The road was to receive \$16,000 in U. S. bonds, bearing 6% interest for each mile constructed. These bonds were to constitute a first mortgage on the whole line of railroad. Section 9 of the law provided that the Leavenworth, Pawnee and Western Railroad Company of Kansas should be authorized to build a road from the Missouri river, at the mouth of the Kansas river, on the south thereof, so as to connect with the "Pacific Railroad" of Missouri to the initial point on the 100th meridian (above mentioned). The Kansas road was to have the same privileges and grants as the newly organized company provided for in the first part of the act. The Central Railroad of California was authorized to construct a road from the Pacific coast (at or near San Francisco or the navigable waters of the Sacramento River) to the eastern boundary of California on the



same terms as the afore mentioned roads.

The fact that the act provided for three branches from the initial point on the 100th meridian eastward, deserves a moment's notice. It must be remembered that the South had seceded, thus leaving the Northern states to carry out the Pacific road project. The various sections, through their congressional representatives were wrangling over the route from the Missouri river to the mountains, each demanding that the road favor his locality. Congress, in a spirit of compromise decided upon a grand trunk line from a point on the 100th meridian west to California; and eastward from this point they provided for three branch lines to points on the Missouri river. ¹⁵ This river, being the limit of railroads already constructed as well as being the eastern boundary of the great central plains, was chosen as the logical place for beginning the great Pacific system.

Thus, encouraged, by the liberal land grant and credit extended by the government, the Leavenworth, Pawnee and Western Railroad Company again took up the building program and this time let the contract for

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15. One road was to begin at Sioux City, Iowa, the second at Atchison, Kansas, and the third road at Kansas City, on the boundary line of Missouri. The latter was the one to be built by the Leavenworth Pawnee and Western Railroad Company.

construction to Ross, Steele and Company, of Montreal,
 Canada, September 19, 1862.¹⁶ As one hundred miles
 of the road must be completed by November 17, 1864¹⁷
 under penalty of forfeiture of privileges, the company
 stipulated that the contractors should begin work on
 the first of November, 1862 and push the work forward
 with the greatest possible speed. Accordingly, they
 began work on the day designated with a force of two men,
 on the Leavenworth-Lawrence branch.¹⁸ Soon after, a
 larger force began work on the main line out of Wyandotte.
 The work proceeded in a very unsatisfactory manner. The
 railroad officials soon discovered that if they expected
 to hold the government subsidies a change in contractors
 would have to be made. They got in touch with Samuel
 Hallett, of New York, with the idea of negotiating a new
 contract. Instead of taking over the building contract,
 Hallett organized a new company which bought the franchise
 of the Leavenworth, Pawnee and Western Railroad Company

16. K. S. H. C., Vol. 11, p. 535. Art. by J. D. Cruise,
 "Early Days on the Union Pacific".
 17. Statutes at Large - Volume 12, page 489, etc.
 18. This article entitled "The Pacific Railway Lease" is
 on file in the K. S. H. Library at Topeka. Unfortun-
 ately, the name of the author is missing, as is also
 the name of the paper in which it was published.
 Hereafter, when referring to it, it will be designated
 as "unknown".

outright.

From this time on the road passed out of the territorial project stage and took on a national aspect. Eastern financiers were at last ready to invest in western railroad projects, and the prospects for the rapid building of the road were brighter.

Part 11

The Kansas Pacific

The newly organized company numbered some of the most prominent financiers of the time among its personnel. In addition to Samuel Hallett of New York, already mentioned as a leading contractor, Thomas C. Durant and John D. Perry deserve especial mention representing as they do the class of men backing the enterprise. General John C. Fremont, well known over the country as an explorer and military man, was elected President.¹

One of the first acts of the new company was to change the name of the organization from the "Leavenworth, Pawnee and Western Railroad Company" to the "Union Pacific Railway, Eastern Division". The New York Daily Tribune of July 1, 1863 gives one of the best discussions as to the reason for the change of name that is to be found.² "The name was changed to the Union Pacific Railway, Eastern Division, this being necessary in order to make the public acquainted with its real location and character, occupying as it does, the finest valley

1. A. T. Andreas History of Kansas, p. 245.
2. On file in the Kansas State Historical Library, Topeka.

for railway purposes in the west; connecting with both the "Hannibal and St. Joseph Railroad" and the "Pacific Railroad" of Missouri, and so located as to draw into its channel the currents of trade to both Colorado and New Mexico; largely endowed, as it has been by Congress, with the expressed object of making it at least one of the eastern branches of the main line, it is altogether fit that it should be known by a name indicating its real location and natural design. And as it apparently forms the key to the whole Pacific system of which it is the practical inauguration, we must consider that as being a very small criticism, which objects to the assumption of an appropriate name, simply because it has been proposed to confer a similar name upon a prospective company, which has, so far, lacked the elementary vigor to achieve existence." The addition of the words "Eastern Division" was for the purpose of preventing confusion with the name given by Congress to the middle division in case the company should ever be organized.

U.P. cont'd

3. The company provided for in the Act of 1862 had as yet failed to be organized, the eastern capitalists preferring to invest in the Kansas road which was already ~~an~~ working basis rather than to organize a new company. For further reading on this subject see both Tribune account and the "Stockholder" of New York-issue, June 23, 1863 on file in K. S. H. Library, Topeka.

*MS - the idea was to
milk the road thru
a construction company
of its own
I. L. Durants*

The next step was to get rid of the (inefficient) Canadian contractors, Ross, Steele and Company, who had undertaken to build the road in 1862. Then the new company took over the railroad in June 1863, the Canadian contractors had spent about \$50,000 on gradings and were using a force of only one hundred men on the work. In June, Hallett pronounced the old construction contract invalid and gave orders for the work to stop. Carter, the head contractor refused, whereupon Hallett decided on drastic measures. By some unknown means Hallett procured a company of United States dragoons and proceeded to rout the entire force of contractors, agents and workmen. Instead of retaliating with like methods of lawlessness Ross, Steele and Company turned to the courts for protection of their contract rights.⁴ On June 15 and July 1, 1863 the Eastern Division people filed two deeds of trust to Hunt and Ruggles trustees, giv-

4. K. S. H. C., Volume 11, p. 529 Art. by John W. Cruise "Early Days on the Union Pacific." Hereafter referred to as Cruise.

ing the line of road to be constructed and the land grant of the company as security in return for \$5,760,000 in bonds. This, of course, disposed of all security formerly held by the old contractors for the construction of the road. The Canadian company immediately brought an injunction suit against the Union Pacific Railway Company, Eastern Division to stop the issue of the bonds and for a compulsory process to force the defendants to restore their privilege of building the road under the old contract. The suit was finally heard in the United States court by Associate Justice Miller, at Keokuk, Iowa, who rendered a decision adverse to Ross, Steele and Company,⁵ Hallett now had a free hand in the construction of the road; how well he accomplished his task remains to be seen.

One of the first things he did was to eliminate Leavenworth as a starting point for the main line. To understand this it will be necessary to review for a moment the early legislation regarding the road.

5. K. S. H. C. , Vol. 11, page 535., footnote.

The territorial act of 1855 authorized the Leavenworth, Pawnee and Western Railroad Company to build a road from the west bank of the Missouri river, in the town of Leavenworth, and thence west to Pawnee, with the privilege of going on to the western boundary of the territory, which at that time was the Rocky Mountains. Complications ensued when the Federal Act of 1862 was passed which authorized this company "to construct a road from the Missouri river, at the mouth of the Kansas river, on the south side thereof, and then to connect with the Pacific Railroad of Missouri at a point on the one hundredth meridian." Leavenworth was now in a dilemma, controlling as she did the policy of the Leavenworth, Pawnee and Western Railroad Company,⁶ which was now by act of Congress expected to construct the road across Kansas. The question was how to survey and build the road from the mouth of the Kansas river westward, by the natural route up the Kaw valley without ruining the commercial future of Leavenworth and at the same time giving all the advantages to her hated rival, Kansas City, then beginning to grow up, and known as Wyandotte. Moreover, Lawrence and Topeka

6. "Thirty Years in Topeka" by F. W. Giles, p. 274-77.

farther up the river would also receive an immediate stimulus if the road followed the natural route.

Lawrence and Topeka were wisely not putting too much trust in the designs of Leavenworth, however promising they seemed; because Leavenworth might be able to persuade the company to so locate the road as not to benefit them in the least and what was more likely, to construct it so as to ruin their commercial prospects. Consequently the three towns were more than willing to send delegations to Congress to set forth their respective claims. The result of their concerted action was the passage of the supplemental act of Congress of July 2, 1864.⁷ By this act, the company now organized as the Union Pacific Railroad Company, Eastern Division, was authorized "to build the road from the mouth of the Kansas river by way of Leavenworth, or, if that be not deemed the best route, then the said company shall, within two years, build a railroad from the City of Leavenworth to unite with the main stem at or near the City of Lawrence." For this branch it was provided that the company should receive no bonds from the government. It was also stip-

7. U. S. Statutes at Large. Volume 13, p361

ulated that this road was to be built "by way of Lawrence and Topeka, or on the bank of the river opposite said towns."

The people of Leavenworth were by that time so sure that the company would make Leavenworth the eastern terminal of the line that they over-shot the mark, so to speak. From the earliest settlement of the territory Leavenworth had been the chief military depot for the west. Most of the emigrants going westward stopped there for a few days before proceeding on their journey. In the face of all these facts, it seemed to the over-confident Leavenworth citizens that their town was the only possible eastern terminus of the road. Consequently they began demanding enormous prices for food, supplies of all kinds, and even for land. The town went so far as to vote bonds for aiding the road but held them up until a certain number of miles of road should be completed.⁸ Hallett needed the money badly, while his men could not afford to pay the profiteering prices of the merchants. He stood it as long as he could and then removed the company, "bag and baggage"⁹ to Wyandotte, leaving Leavenworth to ponder

8. Cruise p. 529

9. Ibid .

over her downfall. The question of how to build the road up the natural route, the valley of the Kaw, was solved. If Leavenworth was included on the route it would have to be on a branch line as provided for in the supplemental act of 1864. Subsequently, work was resumed on the Leavenworth branch, June 26, 1865 and completed to Lawrence May 15, 1866.¹⁰

The first ground was broken at Wyandotte in September 1863, when H. H. Sawyer, foreman of the construction gang drove a post into the ground and placed the word "slavery" on the Missouri side and "Liberty" on the Kansas side. The work of grading progressed rapidly and on April 14, 1864 the first rail was laid at the foot of Minnesota Avenue, in Wyandotte.¹¹

From this time on Hallett pushed the work of grading up the valley as rapidly as possible, and before the people of Lawrence or Topeka realized it, he had graded past Lawrence, missing it by about three miles; the grade going through the farm of Governor Robinson north of town near the high bluffs of the river, while the surveyors had missed Topeka by about the same distance.¹²

10. "Thirty Years in Topeka" by F.W. Giles, p. 274-77.

11. Cruise p. 529.

12. Life of General Jas. H. Lane by John Speer, p. 272.

Hallett argued, in justification of this action, that the two towns were so far out of the direct line of the road that Congress would not grant the subsidies if he should include them in the survey.

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The controversy was taken to the halls of Congress, when Jas. H. Lane, United States Senator, from Kansas, drew up a petition signed by thirty-six senators and endorsed by President Lincoln, asking that the road be located so as to include Lawrence and Topeka. The petition artfully mentioned the destruction of Lawrence by the rebels under Quantrill and therefore claimed the especial protection of the government for this town.

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Hallett ignored the petition and continued firm in his refusal to include the two towns in the survey. The route by way of Lawrence would necessitate a considerable bend in the road which would, of course, require an added expense to the construction budget. Therefore, Mr. Hallett demanded a subsidy of \$300,000 from Lawrence and Douglas County before he would consent to change the route. The people of Lawrence were terribly excited over the injustice of the proposed route,

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13. Ibid.

14. Petition and signatures are given in full in Speer's "Life of Lane", p. 273.

15. K. S. H. C., Vol. 8, p. 204. Address by James C. Horton. Hallett was backed in his subsidy demand by D. Perry, then President of the road, who was in Washington at that time pushing the demand before Congress.

yet, they were so poor they could ill afford to pay the sum demanded, torn and wrecked as they were from the terrible massacre and destruction of the year before. Messrs. Hallett and Perry called on Senator Lane soon after they had announced the subsidy plan, and informed him that they had decided to remain firm on the subject and that unless the bonds were forthcoming they would proceed up the valley along the route already surveyed. It was on this occasion that Senator Lane, who was sick, is said to have made his dramatic speech,¹⁶ "Before you get a dollar out of that burned and murdered town, you will take up every stump and every old log you have buried in your grade to save money, and stone ballast every rod to Lawrence; and even then, when you get your first subsidies, let Jim Lane know." Hallett and Perry retreated for the time being, but made two more visits to Senator Lane in a vain endeavor to carry their point. On June 13, 1864, Hallett wrote a letter¹⁷ to Senator Lane in which he said, "An inquiry into the wishes of our government and the facts in the case has induced me to adopt your suggestion in locating the main line of the Union Pacific Railroad, Eastern Division, so that it shall approach the Kansas river at the nearest practicable

16. Life of Jas. H. Lane, by Speer, p. 275

17. Ibid.

points opposite Lawrence and Topeka." ¹⁸ On the same day he wrote a letter to his brother, John L. Hallett, in charge of the construction work in his absence, directing him to locate the road "as near the bank opposite Lawrence as good depot grounds can be found." Senator Lane had now redeemed his campaign pledge to run the railroad into Lawrence. ¹⁹ No specific reason for the sudden change of plan was advanced, but it is highly possible that the company, realizing its dependancy upon the government for land grants and bond issues, was unwilling to further antagonize Senator Lane and through him the other members of Congress.

Work went on rapidly after the disposition of the Lawrence-Topeka controversy. Hallett sent out invitations to prominent men all over the country to attend the opening "of the first forty miles of railroad from the mouth of the Kansas river, westward," ²⁰ to be held on August 13, 1864. This celebration was

18. The original survey had missed Topeka but had gone through Indianola, a tiny town in Jackson County. The few town people were enthusiastic and immediately closed a contract for ties for the road. The ties were prepared and even delivered, when work suddenly ceased. In a short ime the people discovered that the survey was to be changed and to be run through Topeka. Not to be the losers, by this change of plan, the people recovered the ties and moved the town to Topeka, using the ties in building new corn cribs. K. S. H. C., Vol.12, p. 428.

19. K. S. H. C., Vol. 8, p. 204. Address by Jas. C. Horton.
20. His letter can be found in Vol-11, K.S.H.C., p. 537.

never held. Section three, of the act of 1862 had stipulated that a report must be made to the President of the United States of the construction work for every forty consecutive miles, before the issue of bonds and subsidies would be granted. In accordance with this clause, the Chief Engineer, Mr. O. A. Talcott reported to President Lincoln that the forty miles in question were too poorly built to meet the government requirements for the subsidy. Hallett was in Washington when, the engineer's report was received. The report so angered him that he immediately wired his brother to slap Talcott the next time he came into the office at Wyandotte. It seems that his instructions were literally carried out, with the result that Talcott, seeking revenge for this insult, shot and killed Samuel Hallett on July 27, 1864, at Wyandotte.

Unfortunate as was the death of Hallett it relieved the company of an embarrassing situation. The poorly constructed road had to be repaired in order to meet the government demands. The contract was immediately let to Messrs. Shoemaker, Miller and Company, of Ohio (now extinct) who built the road as far as Sheridan, on the east bank of the Smoky Hill river, in Logan County, Kansas, reaching there about July 1868. Under the able

direction of Robert H. Shoemaker, the affairs of the company were soon straightened out and the remainder of the road was built with little of the former difficulties which had been encountered by the early contractors. From Sheridan to Denver the road was built by the railroad company itself.

A brief survey of the work accomplished so far, will help to keep in mind the general progress of the road. November 26, 1864, the last rail was laid into Lawrence, two days later the first excursion train was run from Kansas City to Lawrence; and on Dec. 19 of that year Lawrence received her first regular train service. On Jan. 19 of the following year, the Kansas legislature adjourned to take an excursion trip over the new road from Topeka to Wyandotte and back again. In-as-much as the road was not yet built from Topeka to Lawrence the legislators had to make the trip from Topeka to Lawrence in wagons and on horseback, which no doubt served to make them all the more appreciative of the new luxurious mode of travel. It will be remembered that work on the Leavenworth-Lawrence branch began on

22. Ibid.

23. Ibid.

24. K.S.H.C., Vol. 9, P. 365, Art. "Kansas State Senate of 1865-1866" by Edward C. Manning.

June 26, 1865 and on October 30, 1865, President Johnson accepted the first forty miles of the road. By Jan. 1 1866, regular passenger trains were running into Topeka; and on May 15, the Leavenworth-Lawrence branch was finished.²⁵

The supplemental act of 1864 provided that in case the Union Pacific Railroad Company should not have built the road through Nebraska to the one hundredth meridian by the time the Union Pacific, Eastern Division reached said point, the latter company was authorized to build the road westward until it met the Central Pacific of California. It further provided that "any company authorized by this act to construct its road and telegraph line from the Missouri river to the initial point, aforesaid, may construct its lines so as to connect with the Union Pacific Railroad at any point westwardly of such initial point, in case such company shall deem such westward connection more practicable and desirable." But in case the company changed their route they were to receive no more government aid than if they had connected with the Union Pacific at "initial point" as before provided.²⁶

25. K. S. H. C., Vol. 11, p. 540 - footnote.

26. See act of July 2, 1864. Sect. 12, p. 361. U. S. Statutes at Large, Vol. 13.

In 1865, the Eastern Division Company authorized a careful survey of both the old route up the north fork of the Republican river and a new one up the valley of the Smoky Hill river. The result of the survey was only to confirm what had already been suspected, namely, that the Smoky Hill route was approximately 150 miles shorter; the grades were easier by 25% and the line was almost a direct one. In addition to these advantages, the Smoky Hill route lay through a much more fertile country than the old route and was therefore capable of sustaining a much larger population.

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In the course of a years time it became evident that the Kansas road would not beat the Nebraska road to the initial point on the one hundredth meridian and so would lose the privilege granted by the Act of 1864, of building the line westward. So, lacking the incentive to build the road in this direction the company decided to build the road directly west, as they were likewise permitted to do if they deemed it the best plan. However, when the company made application to the Secretary of the Interior to file the map of the new route, they met all kinds of opposition, to the effect that since the

27. Clipping from the "Missouri Democrat" for July 1, 1866. On file in K. S. H. L., Topeka.

former President of the road had filed maps designating the Republican valley route the present President could not legally change the route without further legislation. In the fight over this legislation an interesting bit of political intrigue has come to light.

Mr. S. C. Pomeroy, United States Senator from Kansas, was also president of the Atchison and Pike's Peak Railroad Company. Mr. Pomeroy had secured for his own road an immense subsidy consisting of over \$1,600,000 besides a large land grant, and was therefore in no mood to see the Union Pacific, Eastern Division change its route and build directly westward to the mountains, thereby reducing the prospects of his own road. He raised such strong objections to the filing of the survey that the Secretary of the Interior decided to refuse the Eastern Division people that privilege. The question then went to the Attorney General who handed down the opinion that the supplemental act of 1864 had "expired by limitation" since so long a time had elapsed since the passage of the act and the attempt to file the survey showing a change of route. Mr. Perry, the new president of the road, then turned his attention toward getting a new act passed. Senator Pomeroy, in order to defeat the bill proposed to amend the act and give a fresh subsidy of

money to the road. In-as-much as the Senate had determined to make no further money grants during that session of Congress the object of his amendment was obvious.. However, his plan was defeated and the bill went to the House. It was referred to a committee which was unable to agree, after a tie vote. President Perry was thoroughly discouraged but determined to try once more to get the bill through. This time he was successful and by a two-thirds vote he succeeded in getting the bill out of the hands of the committee and on the Speaker's table. The passage was then assured.

The act as passed July 3, 1866, released the company from following the old route up the north fork of the Republican river and authorized them to file a map showing the general route of the road which, of course, was to be the Smoky Hill valley route.

The original intention of the Eastern Division people was to build the road west, probably to Denver and then turn southwest through New Mexico and Arizona and then

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28. An account of this proceeding is found in the booklet entitled "Political Record of S. C. Pomeroy" composed of newspaper clippings of his record in the Senate. pp. 25-27.
29. U. S. Statutes at Large, Vol. 14, p. 78.

on to the southern part of California via the thirty-fifth or thirty second parallels. But before this project could be successfully carried out, the company needed more government aid. On February 25, 1868, President Perry wrote a letter to Lieutenant General W. T. Sherman in which he explained the change of route and regarding a new appropriation by Congress, said, "The subject is respectfully submitted for your consideration, with the hope that you will esteem it of such advantage and importance to the government as to induce you to recommend and advise the desired action by Congress."³⁰

March 4, 1868, Lieutenant-General Sherman wrote a letter in which he recommended that government aid be given the Union Pacific, Eastern Division, in order that they might extend their road. This letter was turned over to the Committee on Military Affairs which, thereupon made an investigation of the matter. They reported that the Eastern Division road had saved the government \$846,382.82 during the year 1867. That

30. Executive Document, No. 222, House of Representatives, 1867-68.

sum was saved by the government on the road already constructed. Beyond, the point where they government subsidy ended, the committee found that military supplies had to be transported by wagon to Albuquerque, the distributing point for troops in New Mexico, at a cost of \$851, 880 per year. Transportation of other supplies amounted to \$231, 992; thus making an annual saving to the government of \$1,083,872 if the road was extended. The committee named numerous other savings that would be made were this road given the
 31
 desired aid.

December 1, 1868, Mr. Wm. J. Palmer, manager of surveys for the Kansas Pacific, made his report on the projected routes. A brief resume of his report is of interest, at this point, if for no other reason than to show the sincerity of the plan. The object of this extended investigation was to find the best route to the Pacific Coast, along a southern parallel through New Mexico and Arizona.. They began at Fort Wallace, in western Kansas, in July 1867 and reached

31. Entire report is found in "Kansas Pacific Railway" by Wm. J. Palmer, pp. 237-239.

Albuquerque on the Rio Grande by October 1. Westward from the Rio Grande, two routes were followed, the 35 and 32 parallels to the Sierra Nevada in California and from there to the coast, at San Francisco and San Diego. Other surveys were made branching from these main lines; but the conclusion finally reached was that the 35 parallel route had more advantages than did the 32 or "Gila Route".

Had the officials been able to carry out their plan, the Eastern Division road would have been a main line road and a strong competitor of the Union Pacific instead of a branch road as intended by Congress. In spite of the many favorable reports which poured into Congress, the scheme was prevented and by the Act of March 3, 1869, the Kansas Pacific was authorized to build to Denver and there join forces with the Denver Pacific to Cheyenne.

The work of construction had progressed rapidly and by November 10, 1866, passenger trains were running

into Junction City. Salina was reached April 29, 1867 and on March 4, 1868 the Kansas Legislature adjourned to take their second excursion trip, this time to Hays City a distance of 221 miles from Topeka. The road reached Denver, August 15, 1870, a distance of 637

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miles. May 31, 1868 the company changed the name of the road to the "Kansas Pacific Railway Company". This name was formally recognized by a joint resolution of Congress on March 3, 1869.

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March 3, 1869, Congress passed an act authorizing the Kansas Pacific Railway Company to contract with the Denver Pacific Railway and Telegraph Company of Colorado for the "construction, operation and maintenance of that part of its line between Denver City and its

33. K. S. H. C., Vol. 11, page 540, Cruise. There seems to be an irregularity in the dates given for the opening of the road to Denver. Wilder's Annals gives the date as Sept. 1, 1870; Cruise (above) also mentions this date. It is probable that this latter date refers to the opening of the road for general traffic while the date Aug. 15 is the one on which the first train was run into Denver. I am further inclined to accept the August date from the fact that the pamphlet issued by the U. P. Ry. in 1919 gives this date (p.20) and also the book by Mr. Willard, on the Greeley Colony (p. 11, introduction).

34. U. S. Statutes at Large, Vol. 15, p. 348.

point of connection with the Union Pacific Railroad, which point shall be at Cheyenne." It further provided that for this connecting line from Denver to Cheyenne the company should be allowed to mortgage this section of the road provided they did not exceed \$32,000 per mile. Both companies were granted alternate sections of land along their respective lines of road, provided no subsidy in U. S. bonds was asked for.

The road from Denver to Cheyenne was built and opened for traffic June 22, 1870, and by the close of the year a well regulated passenger service was in operation from Kansas City to Cheyenne.

In tracing the development of the road in connection with its legislative history the land grants and bond issues of Congress have necessarily been

35. Ibid, p. 324.

36. Willard, p. 11. The Denver Post for July 19, 1870, gives a brief account of the completion of the road. It tells of a race between the Denver Pacific and the Kansas Pacific to see which would reach Denver first. The Denver Pacific won; the first train arriving on June 24.

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omitted. However, as the work progressed the committee appointed by the President examined each section and upon the President's approval of their report bonds were

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37. A fuller discussion of the sale and settlement of these lands will be found in the following chapter. Perhaps mention should be made at this point of certain laws passed by the state of Kansas from time to time for the purpose of aiding railroad building within the state. In 1864, the Legislature of Kansas passed an act authorizing the county of Wyandotte to subscribe \$100,000 of stock in the Union Pacific, Eastern Division. These bonds were to be issued signed by the President of the board of county commissioners, payable twenty years from date and bearing 7% interest provided the company would build a line from the main line of the road; on the north bank of the Kansas river across the levee in the city of Wyandotte, etc. to the Missouri river. (Laws of Kansas, for 1864, p. 67)
- In 1868, a law was passed authorizing counties and cities to issue bonds to railroads passing through or near their localities. (Laws of Kansas for 1868)
- A similar law somewhat amendatory in character was passed in 1876. (Found in Laws for Kansas for 1876., p. 781)

issued and lands ordered to be set aside for the company.

It is not an exaggeration, I think, to say that few people realized the vast importance and significance of the completion of the road. Few realized that the spanning of the wide prairies from the Missouri river to the Rocky Mountains was no longer a fantastic dream but an actual fact. There were many who yet predicted failure for the enterprise. But, the Civil War was over and the country was eagerly turning once more to a commercial life. Frontier expansion was again to be the watchword but without the curse of slavery as a prime motive for the development of new territory. The East and West were at last connected by a great continental line and in an indirect way the South was to be drawn into the network of commercial activity through the California Central Railroad which would draw a considerable portion of southern territory for its traffic.

In 1873, the company made a default in the payment of interest on its bonds and it was placed in the hands of a receiver. Its affairs were reorganized in 1879

and the receiver discharged. The final chapter in the history of the road was written when the Kansas Pacific, the Denver Pacific, and the Union Pacific were consolidated under the name "Union Pacific Railway Company" on January 24, 1880.

38

Poor's Manual of Railroads gives a complete statement of the finances of the road at the time of the consolidation from which the following paragraph is quoted.

39 "The company was reorganized in May, 1879 when the entire funded debt was consolidated and a new mortgage created of \$30,000,000, the bonds of which are to bear the date May 1, 1879 and are payable May 1, 1919. Of these bonds, \$24,000,000 are to be used exclusively for conversion and consolidation of the outstanding funded debt (except that due the U. S.) The funded debt prior to reorganization amounted to \$22,130,100. The funded interest equaled \$302,400 on the Eastern Division, \$94,500 on the Leavenworth branch, \$1,004,692.50 on the Denver Extension, \$230,000 on the first land grants and \$236.212 on the second land grants. Also due

38. A. T. Andreas, p. 246.

39. Vol. for 1880, p. 947.

interest on other coupons amounting to upwards of \$2,000,000. The interest on funding mortgage bonds reduced Jan. 1, 1879 from 10% to 7%. The consolidated mortgage covers the entire property of the company of every description."

The number of shares in the Union Pacific was 367,623, in the Kansas Pacific 100,000, and in the Denver Pacific 40,000, making a total of 507,623 shares of stock valued at \$50,762,300.⁴⁰ A heated controversy arose over the issuance of the new shares. The value of the Kansas Pacific stock and that of the Denver Pacific had been compared to that of the Union Pacific stock. June 5, 1878, Jay Gould had gained control of the Kansas Pacific and soon after he bought a controlling interest in the Denver Pacific. At the same time, Mr. Gould was also a director in the Union Pacific. Most of the Union Pacific men favored consolidation but were unwilling that the cheaper stock of the Kansas Pacific and Denver Pacific should be exchanged for shares in the new company at the same ratio as their own stock.

40. A. T. Andreas History of Kansas , p. 246.

Gould naturally insisted that the stock be exchanged on an even basis, share for share. After considerable delay Mr. Gould forced the other directors of the Union Pacific to come to his terms by the simple expedient of buying the Missouri Pacific railroad and then threatening to build the Kansas Pacific west from Denver to Salt Lake City thus making connection with the California Central Pacific. Had he been forced to carry out his threat he would thus have had a trans-continental line that would have ruined the Union Pacific,⁴¹ which could not have competed with it.

41. J. P. Davis, Union Pacific Railway. p. 233.

Part III

The Influence of the Kansas Pacific on the settlement of Kansas.

In the preceding pages I have traced in a brief way the history of the Kansas Pacific Railroad Company from its beginning as a territorial project to its consolidation with the Union Pacific Railway company in 1880. I have pointed out some of the chief difficulties which confronted the officials of the company in their attempts to construct the road. But, one of the most important phases of the building of this road across Kansas remains to be discussed, that is the influence of the Kansas Pacific in the colonization of Kansas.

I am inclined to think that the influence of the Kansas Pacific railroad as a factor in the settling of Kansas has not been fully appreciated by the great majority of people. Governor John A. Martin, a well known Kansas man of the period, said, "Kansas hardly began to grow until 1865 when the home-returning soldiers and the railroads came together.....The development of Kansas during these two decades challenges comparison with that of any country in the world." ¹

1. Addresses by J. A. Martin, pub. 1888, p. 97.

It was the railroad companies which advertised the wonderful resources of the state and which held out such splendid inducements to the immigrant to settle along the right-of-way.

At this time the Union Pacific was building west from Omaha, as we have already seen, and was filling up the land with home-seekers. Other roads were doing likewise but the Kansas Pacific was by far the most important of the branch roads in this respect. I do not want to leave the erroneous impression that the Kansas Pacific was the only road that had land grants or that took definite measures to settle their lands.

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- 2. History of the Union Pacific Railway, by Henry Kirke White, p. 38.
 - 3. K. S. H. G., Vol. 11, p. 99-106 gives a good account of the early railroads in Kansas, and names the Kansas Pacific as the most important. The cyclopedia of Kansas History p. 535-548 gives a good account of the road chartered by the Kansas legislature during the railroad building era. It quotes from Poor's manual of Railroads the following statistics regarding land grants of various roads in Kansas: "The Kansas Pacific received 6,000,000 acres; the Atchison, Topeka and Sante Fe, 3,000,000 acres; the Missouri River Fort Scott and Gulf, 2,350,000 acres; the St. Hoseph and Denver, 1,700,000 acres; the Missouri, Kansas and Texas, 1,520,000 acres; the Union Pacific (Southern Branch) 500,000 acres; the Leavenworth, Lawrence and Galveston 800,000 acres; the Union Pacific, (Central Branch), 245,166 acres; making a total of 16,115,166 acres." In addition to this the Kansas Legislature in 1866 gave to certain railroad companies 500,000 acres of land given to the state by the act of Sept.4, 1841. Besides these land grants many of the roads purchased large blocks of land at low price. For a list of these purchases

But what I do mean is that in-as-much as the Kansas Pacific was the first road to span the state from east to west together with the fact that its route lay almost through the center of the state, therefore, its colonization efforts must be considered as a basis from which settlements spread both north and south from the line of the railway. The other roads coming later, found a trail blazed before them.

Reverting for a moment to the Act of Congress of July 1, 1862, we find that the Leavenworth, Pawnee and Western Railroad Company received five sections of land per mile on either side of the road for the building of a line from the mouth of the Kansas river to meet the Union Pacific of Nebraska at the one hundredth meridian.⁴ July 2, 1864, this act was amended so as to give ten sections per mile on either side of the road averaging 12,800 acres per mile, which in the aggregate amounted to about 6,000,000 acres for the road in Kansas.⁵

The change from the Platte river valley to the Smoky Hill route in 1865 has already been explained.

3. continued. see above article.

4. U. S. Statutes at Large, 1862, quoted above.
5. U. S. Statutes at Large, 1864, quoted above. The Denver grant amounted to about 1,000,000 acres. (Given later.)

The location of the Kansas Pacific up the Smoky Hill valley proved to be a wise selection in-as-much as it traversed one of the richest grain belts in the entire state. This strip of land known as the "Limestone Grain Region" is about 40 miles wide reaching east and west through the center of the state. A writer in the New York Herald chanced to call it the "Golden Belt" region, and this name continued to be applied, and the lands were thereafter designated as the "Golden Belt" lands of Kansas Pacific. ⁶ The wonderful value of these lands is shown by the fact that in 1878 more than 40% of all the settlers who came to Kansas located in this region. ⁷

Perhaps a few statistics showing the relative productiveness of this land as compared with other farming communities will not be amiss and will show in a general way why so many immigrants located in this area. Alfred Gray, secretary of the Kansas State Board of Agriculture, presents the following figures on the "Golden Belt" lands: In 1875, Kansas produced 32,315,361 bushels of wheat, ranking first in the Union as against eleventh in 1877. Of that amount over 14,000,000 bushels,

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6. "The Golden Belt" in Forest Culture pamphlet, p.29
in K. S. H. Library of Topeka.
7. Ibid.

over 45%, were raised in the "Golden Belt" area.. These lands averaged 24 bushels of wheat to the acre while the average of the state was 17 bushels. In 1867, Kansas ranked 22nd in corn products, in 1878 it rose to fourth place, having produced 89,324,971 bushels. The "Golden Belt" Area of the Kansas Pacific produced 27,339,055⁸ or 31 % of the entire yield of the state.

In most cases the population of a state bears a close relation to the number of miles of railroad built within its borders. As a general rule the country must be fairly well settled before the cautious financiers will risk their capital in building a railroad. Kansas, however, proved to be the exception. It is true, of course, that Kansas had a scattered population and a few struggling industries in the eastern part of the state, but she lacked the strong, vigorous colonies of the East.⁹ The Kansas Pacific was the first railroad to be built through Kansas which forged ahead of the frontier settlements and continued across the prairies disregarding the sparsely settled condition of the

8. Ibid.

9. "Railroads in Kansas " by O. C. Hull in K. S. H. C. Vol. 12, page 42.

country and its lack of commercial enterprises.

The enormous amount of land turned over to the Kansas Pacific by the acts of Congress of 1862 and 1864 had to be sold and immigrants induced to settle on the land. All sorts of advertising schemes were resorted to by the company. This advertising was done in a most systematic way and nothing was spared to achieve the best possible results. The officials of the road adopted a buffalo head as their symbol, below the head was a shield of the Union Pacific overland route, below that was a well cut deers head with wide spreading antlers, the tips curving so as to embrace the whole design.¹⁰ This shield soon became prominent in European capitals, where enterprising agents of the company endeavored to interest prospective colonists.. The representatives of foreign countries were invited to tour Kansas over the Kansas Pacific road, that they might be better able to recommend the lands of Kansas to the home seeker in the new world.¹¹

In other ways the company was quick to take advantage of its land grants. They capitalized the fact that

10. Union Pacific pamphlet - K.S.H. Library, Topeka.

11. History of Kansas by Noble L. Prentiss, p. 185.

nearness to the line of railroad meant quick transportation facilities for the farmer which is a vital factor in successful farming. The Kansas Pacific organized land excursions and sold "Land Exploration Tickets" at cut rates in the Salina general office of the land department. These tickets had liberal stop over privileges allowing the prospective settlers to stop along the line of the railraod and inspect the land. They even went to the point of giving the buyer of 150 acres of land the amount of his ticket and if only 40 or 60 acres were purchased, a suitable per cent was allowed.¹²

Another method of advertising used extensively and very effectively was that of displaying the products of the country in huge industrial expositions throughout the United States. One such was held in the city of Cincinnati in October 1879. The judges after awarding the gold medal to the Kansas Pacific display prepared a long article about the wonderful exhibit of the road, which was published broadcast by the leading newspapers of the country.¹³ Other exhibits were prepared and sent out whenever an opportunity for such occurred. This was one of the most

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12. Map of the Great Wheat Region. published by the Kans. Pacific Ry. Co. 1877. In K. S. H. Library, Topeka.
13. Union Pacific guide- published 1882 by U. Pac. Ry. Co. p. 7. In K. S. H. Library, Topeka.

effective methods of advertising because it was most likely to catch the eye of the farmer.

All these methods of advertising would have accomplished little had they not been followed up by a systematic organization which had for its sole purpose the sale and distribution of these lands. The land department of the railroad assisted in the organization of the National Land Company. This company while under the auspices of the railroad company had a large amount of land of its own lying along the line of the road. By a contract, the Land company took over the agency for the 6,000,000 acres of land granted the company by Congress. In addition to this, the Land company controlled all railroad town sites on the Kansas Pacific from Junction City westward. The railroad agreed to give reduced passenger and freight rates to people who bought lands or lots of the Land company. This company also held the exclusive agency for the one million acres of railroad land from Denver to Cheyenne. The company established offices in all the large cities of this country and Europe as well. They published an agriculture paper (quarterly) called "The Star of the Empire" which

set forth the desirability of the Kansas lands.

Statistics show that for the year 1869 The National Land Company sold over \$1,000,000 worth of the railroad lands and were successful in locating over 18,000 people on their lands.¹⁴

The following statement is taken from the Weekly Tribune of Lawrence, in its issue of September 22, 1870: "Resolutions were passed by the excursionists on the Kansas Pacific Railway through their chairman, S.H. Gay, managing editor of the Chicago Tribune, Resolved: 'That we can conceive of no enterprise more important to the welfare of the Great West and consequently to that of the whole country, than that which has been so successfully inaugurated by the energies and zeal of the Kansas Pacific Railway Company. Further resolved: That the success of the Kansas Pacific Railway being dependant in a great measure on the rapid development of the country it traverses, seems to be strongly aided by the plans and conduct of its energetic adjunct the National Land Company

14. Handbook for the Kansas Pacific Railway by Tracy. Published by the K. Pac. R. R. Co., St. Louis 1879. Also see tables in Appendix, population statistics, etc.

which announces such provision for transportation and settlement of immigrants on the rich lands of Kansas and Colorado."¹⁵

As a result of the combined efforts of the land department of the railroad together with the Land Company, above mentioned, Kansas received the most extensive advertisement of any part of the United States. This is borne out by the fact that soon large colonies of foreigners began to arrive in Kansas and settle along the right-of-way of the Kansas Pacific.

In discussing the location of various colonies along the railroad one must not lose sight of the fact that many settlers came singly of their own accord. Hundreds of people came who had seen the advertisements of the company or had heard of the opportunities open to settlers, in this region. Of these, of course, there are no accurate figures; but we do have a very good account of the most important colonies settled under the auspices of the railroad company.

Little can be said of the settlement of the Kansas Pacific lands from the eastern border of the state west to Riley County.¹⁶ Presumably the land

15. Clippings- on file in the K. S. H. Library, Topeka.

16. See tables for 1878 and 1882 on land sales in Appendix.

was quickly disposed of without advertising as no accounts are found of colonies settling east of Riley County. In-as-much as Kansas City, Lawrence, and Topeka were thriving border-towns at this time it is likely that the land within reasonable distance of them was soon bought by early settlers. Richard L. Douglas has an article in Kansas State Historical Collection,¹⁷ on Railroads and Manufactures in Kansas in which he mentions particularly the growth of Kansas City as a result of its location "as a gateway to the southwest" and because of its railroad facilities. He discusses the rise of Leavenworth, Lawrence and Junction City as important towns on the Kansas Pacific due mainly to their location on this road.

17. Vol. 11, p. 84-121.

* Western Kansas had not yet come into prominence as a great cattle country. The cattle industry was then carried on most extensively in Eastern and Central Texas, although Colorado must be included in this section. The Civil War closed the southern states to northern markets, consequently enormous cattle herds collected in Texas. Joseph G. McCoy of Springfield, Illinois conceived the idea of driving these herds to the nearest railway point, which happened to be Abilene, Kansas on the Kansas Pacific. The Kansas quarantine law of 1867 was so strict as to prevent

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footnote continued. -

cattle entering Kansas east of the 6th principal meridian and north of township 19, except during January and February of each year. In order to get around this, Mr. McCoy persuaded the Kansas Pacific to build a short switch just across this meridian. He then proceeded to inaugurate an extensive advertising campaign among Texas cattle men, with Abilene as the vantage point. He put up large cattle pens and in every way aided the new industry. Salina and Brookville also came in for a large part of this trade. The amount of business done and the importance with which the new industry was regarded by the railroad officials is best shown by two reports. (Both on file in H. Library, Topeka.) The first is taken from the "Guide Book of the Great Texas Cattle Trail" published by the Kansas Pacific in 1874. "From the inception of the business, the bulk of the cattle has taken the trail for the Kansas Pacific and its business has annually increased as per following table:

Total number of head transported--in--	1867	-----	37,400
" " " "	"	1868	58,800
" " " "	"	1869	51,320
" " " "	"	1870	131,360
" " " "	"	1871	161,320
" " " "	"	1872	163,140
" " " "	"	1873	164,820
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			768,160

These figures afford the strongest argument in favor of this route and show that its convenience and advantages have been found by experience sufficient to hold the trade against all competitors."

In 1870, the Fourth Annual Report of the Railroad came out with the following statement: "The natural advantage of the routes from the cattle producing regions the eastern and Central Texas to the line of your road, the abundance of water and almost unlimited supply of excellent grazing, and the freedom from delays and annoyances encountered by those driving stock through the settled portions of the Indian Territory and Kansas will

* footnote continued.

for many years, lead a large proportion of Texan stock, destined for eastern markets, to strike the line of road at Abilene, Salina and Brookville, and as settlements hereafter encroach upon these great routes, the tendency will be for them to be moved to some point still further westward on the line, thus continuing to give this company the transportation of the stock.

The experience of the past three years has demonstrated that this company is practically without a rival for the transportation of Texas live stock. The cattle from Western Texas and Southern Colorado will hereafter reach the road at Carson and other points west."

The Republican Journal, Lawrence, for Aug. 2, 1870 said the Kansas Pacific was shipping 50 cars of cattle per day and during September and October 100 cars per day. (The material not otherwise credited on this topic will be found in K. S. H. Collections , Vol. 9, p. 528 and Vol. 11, p. 124.)

About twenty miles north of Junction City and about eighteen miles distant from the railway, in Riley County the Powys Welsh Colony was located. The Welsh Land and Emigration Society of America was chartered in 1870, with the object of founding a home for the farmers of Wales, who were being persecuted by the Tories. This corporation founded the Powys colony with the town of Bala as the center. In 1872, Bala had a population of about 400. The territory occupied by the company was one of the best sections of the Kansas Pacific lands, traversed as it was by several streams, Timber Creek, Madison Creek, and Wild Cat Creek while the Republican river flowed about five miles to the westward.¹⁸

Just over the line in what is now Clay County, the railroad located in August 1869 an English Colony under the name of the "Kansas Land and Emigration Company".¹⁹ Mr. Wake who had control of the project, had been endeavoring for several years to interest the English people in Kansas lands and to induce the people of the British

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18. Weston's Guide to the Kansas Pacific. Railway pub. 1872, p. 49. Kansas State Hist. Library.
 19. Emigrants Guide to the Kansas Pacific Railway Lands. pub. 1871, p. 17. K. S. H. Library, Topeka.

Isles to emigrate to the western states where wonderful opportunities awaited them. The Kansas Pacific officials hearing of his project soon interested him in their lands with the result that he purchased 32,000 acres from them and brought about 200 families to the settlement. The town was named Wakefield in his honor and is located near the west bank of the Republican River in Clay County.

Going south across the railroad into Dickinson County we find an Illinois prohibition colony located about ten miles north of Abilene, The Reverend W. B. Christopher, Editor of the "National Prohibitionist" of Chicago organized and located this colony on the Kansas Pacific lands. The object of the colony was to fight the use of intoxicating liquors.

Bordering Dickinson County on the west is Saline County. Settlements made in Saline County overlap those of McPherson County so that it is almost impossible to discuss them separately. However, as far as is practicable the separate discussion will be followed. Approximately 180 miles west of Kansas City, located about half

20. Westons Guide - above- gives good account of this colony also.

21. Ibid - p. 56.

way between Solomon City and Salina is the Donmeyer settlement. Louis Donmeyer the founder of the colony came from Johnston, Pennsylvania, in 1870. In a short time others followed until in 1877 there was a flourishing colony along the right-of-way.²²

One of the earliest settlements of foreigners was that made by the Swedes in the southern part of Saline and the northern part of McPherson Counties about 1866. In April 1866, Gustaf Johnson of Hofva, Vastergotland, Sweden and eight companions drove from Junction City to the northern part of McPherson County about where Lindsborg now stands. The country appealed to them so strongly that the nine men each settled on a quarter section of land near the Smoky Hill river, or to be exact on the present site of Lindsborg.²³ They went to work on the road bed of the Kansas Pacific as a means of getting money to carry out the improvements on their land.

The second Swedish immigration took place about 1868. A severe famine occurred in Sweden that year

22. Map of the Great Wheat Region - published 1877.
K. S. H. Library.

23. "Swedish settlements in Central Kansas" by Rev. Alfred Bergen, K. S. H. C., Vol. 11, p. 26-29.

which forced large numbers of people to seek new homes. Many families came to America. In 1868, the Reverend J. B. McAfee, adjutant-general of the state succeeded in getting a railroad rate of \$10.50 from Chicago to Kansas City and a cut rate from Kansas City westward for Scandinavians in Chicago. The famine stricken refugees from Sweden arriving by the hundreds took advantage of these rates and came westward. Land was bought for them in Republican, Jewell, Cloud, Mitchell, Ottawa, Lincoln and especially Saline and McPherson Counties. ²⁴

In 1866 August Lindell, from Backeryo, Sinaland, Sweden set sail for America. He was wildly enthusiastic over the possibilities for the poor man in the western part of the new world. He first went to Galesburg, Illinois, then to Ohio and finally to Chicago. Here he organized the "First Swedish Agricultural Company" April 17, 1868. The original plan was to have a company of one hundred persons each holding 160 acres of land. They decided to buy (not, of course, without judicious urging on the part of the railroad officials) 16,000 acres from the Kansas Pacific. The men decided on a

location nine miles north and south and six miles east and west in the southern part of Saline County and the northern part of McPherson. In June 1869, the Reverend Alof Olsson of Persbug, Sweden, accompanied by two hundred settlers arrived in Salina. The charter of the company shows the number of acres of land to be "in the aggregate 13,168.82 acres.....²⁵ contracted for from the Union Pacific Railroad Company on the first day of September 1868.²⁶ Perhaps the best known of the Swedish colonies today is the Galesburg Colony organized in 1868 by the Rev. A. W. Dahlsten, pastor of the Lutheran church of Galesburg, Illinois. They purchased twenty-two sections of land in Saline and McPherson Counties to the north west of the Chicago colony. Today they number about 20,000 people. Lindsborg is the chief town with the towns of Salina, Fremont, Salemsborg, Assaria, Falun, Marquette and Smolan allowing their origin and development to these colonies of Swedish settlers who located on the Kansas Pacific lands.²⁷

25.. Lacking 3,000 acres of the amount they had intended to buy-which is probably accounted for by the fact that some of the settlers located outside of the company limits.

26. "Swedish Settlements in Central Kansas" by Bergin p. 26-29.

27. Ibid.

About twenty two miles south from Salina the railroad company located another group of Swedish colonists from Illinois. They founded the town of Sweadale, about twenty two miles from Salina on the Smoky Hill river. The railroad company donated lands for the building of a church, a school house and an orphans home.

Nine miles west of Salina on the line of the railroad is the Bavaria colony, from Ohio. The railroad company sold them a large amount of land.

In Ellsworth County the first county of which we have a record is the Iowa colony. The railroad sold them a large amount of land and in 1871 they were ready to leave for their new homes.

The commonwealth, published at Topeka in the issue of March 26, 1876 mentions a colony from Indiana which had located on the Smoky Hill river in Ellsworth County.

May 12, 1874, Francis J. Swekla arrived in Ellsworth County looking for a suitable place to found a Bohemian settlement. After looking at various locations he

28. Emigrants Guide to Kansas Pacific Lands. p. 18, K. S. H. Library, Topeka.

29. Ibid

30. Ibid.

31. Files, K. S. H. C., Topeka.

decided to locate at Wilson, Kansas at that time called, "Bosland," by the Kansas Pacific officials. On May 16 he made the first homestead entry ever made in the Salina land office. The railroad company came to the rescue of the farmers who had lost their crops, from the grasshopper depredations of August, 1874; by supplying them with seed wheat and rye, allowing them one year in which to pay the loan. Settlers hearing of this soon began to come from all directions. The Kansas Pacific lands were sold at an average of five dollars per acre in this district. By May 1877, all government land had been taken and the best of the Kansas Pacific lands were sold. In 1882 or 1883 the Kansas Pacific granted the catholics of the colony enough land on which to build a church. This Bohemian colony flourished and is still in existence.

32

In Ellsworth County there was also a large and thriving colony of Germans, No town appeared to be a central one for them, rather they seemed to be farmers interested in stock raising in particular.

33

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32. "Bohemians in Central Kansas" by Francis J. Swekla, K. S. H. C.
 33. "Union Pacific Guide" - K. S. H. C., Topeka.

In Lincoln County which lies directly north of Ellsworth we find the German colonists settled around Sylvan Grove. These people come from Hanover and have proved themselves very industrious farmers. At the time of settlement, however, many of them were so poor that they had to depend on the railroad for work as section hands in order to get enough money to stock their farms.³⁴ And judging from wages paid common laborers in those days, it must have been a long, weary task trying to save enough money from their pittance to provide for a family and at the same time stock a farm.

The next county is Russell County and here the Kansas Pacific probably made the largest number of settlements that was made in any county in which they had land grants. One of the earliest of which we have authentic records was the colony from Berea, Ohio which located around the new town of Bunker Hill which is directly on the line of the railroad in Russell County. This colony brought along all necessary supplies such as horses, farming implements, and even lumber for their houses.³⁵

34. "German Element in Central Kansas" by Jacob C. Ruppenthal, K. S. H. C., Vol. 13, Pp. 526-27.
 35. "Emigrant Guide to K. P. R. R. lands" K. S. H. L., Topeka.

Representatives from Cumberland County, Penn. went over this ground which was being settled by the Ohio colony and were so well satisfied with the railroad lands that they returned to Pennsylvania to organize an expedition with the object of buying homes from the Kansas Pacific.³⁶

Ten miles east of the western line of the county at Fossil Station, the northwestern colony laid out the town of Russell. This colony had a well-developed organization consisting of a president, vice-president, secretary, treasurer and a general agent. I mention this organization feature particularly because the colonies in Colorado used the systematic organization scheme so much more than the Kansas settlements did. The men delegated by the company to select a location chose the Kansas Pacific lands as the best place for a future settlement. This was settled in 1871 or slightly before.

The National Temperance Colony under the same management as the Illinois Prohibition Colony in Dickinson County was offered special rates by the Kansas

36. Ibid.

37. Ibid.

Pacific in 1872. This group consisted principally of settlers from states of Illinois, Ohio and the East. They planned to locate somewhere in Russell County on the railroad lands.

37

It was at this time that the Kansas City Journal of Commerce published the following statement relating to settlements in Kansas along the Kansas Pacific right-of-way.³⁸ "Much interest is now being manifested, not only in the eastern states, but also in Canada, England and Germany on the subject of the Kansas Pacific Railway lands and emigration thereto. The office of Messrs. Harris, Abram, and Company, the companies general land agents at Lawrence, is flooded with letters from intending comers, asking information and expressing intention of coming in the spring. As many as ten committees for the location of large colonies from Ohio, Wisconsin, Philadelphia and Tennessee have visited Russell County this fall. Nearly all the lands in close proximity to the track have been taken up and settled as far as Ellsworth, 223 miles from the state line of Kansas and

37. Ibid.

38. On file in K. S. H. L., Topeka.

Missouri and the land in Dickinson and Saline Counties put on the market a little more than two years ago at three dollars per acre is now selling at from eight to ten dollars per acre. Such has been the enormous rise in values along this road. Early last spring, Judge Devereaux, the land commissioner of the company, had appraised and put on the market Russell County land at from two to four dollars per acre. At that time there was not a settler in the county. There are now (1872) four colonies settled there besides numerous farmers."

Another Ohio colony settled between Russell in Russell County, and Walters Station in Ellis County, while a colony from Connecticut settled just south of
39
Bunker Hill.

A large number of German Lutherans from Russia located in the southern part of Russell County along the Smoky Hill river, by themselves. Later, these people spread over the county in great numbers. Lincoln township today is almost entirely settled by these folk. The first
40
settlement was made in October 1876.

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39. Clipping from "The Commonwealth", Topeka, March 26, 1873. On file in K. S. H. Library, Topeka.
40. Ruppenthal - K. S. H. C., Vol. 13, p. 526.

The last colony in Russell County of any importance is the Pennsylvania Colony which extended into Ellis County. Little record of this colony can be found other than the general statement as to its founding.⁴¹

The next county is Ellis. The land grant to the railroad in this county was made in 1866.⁴² A good example of how important the railroad is in the development of a section of the country or of a town as the case may be is that of Rome and Fort Hays.⁴³ Fort Hays was first located on Big Creek, fifteen miles below the present site, but in June 1867 a flood came which destroyed the town. A new site for the fort was chosen about one-half mile south of the present town of Hays. Hays City was laid out in June 1867, the town of Rome was founded, a mile west of Hays. For a time it looked as if it would outgrow Hays City but the Kansas Pacific officials favored Hays and threw their influence to that

41. U. P. Guide, Topeka.

42. K. S. H. C., Vol. 11, P. 576. Footnote 10 says: The map of the new route, up the valley of the Smoky Hill river to Denver was filed in the U. S. land offices prior to July 14, 1866.

43. Fort Hays was originally called Ft. Eletcher in honor of the Gov. of Missouri— name changed to Ft. Hays, Nov. 11, 1866.

town with the result that Rome is now spoken of as one of the "lost towns of Kansas." In fact it was probably absorbed by the town of Hays.⁴⁴ Fort Hays was abandoned in November 1889 but the town remains.

The town of Victoria was founded by Sir George Grant an English nobleman who named it in honor of Queen Victoria. He purchased 25,000 acres of land from the Kansas Pacific for the founding of his colony in 1872. He returned to England to organize his project among the English and Scotch farmers. In a comparatively short time the colony was established and became one of the strongest colonies in the county.⁴⁵

During August 1876 a large body of Russians of German lineage, driven from their homes in southern Russia by an autocratic government, emigrated to Kansas. They first inspected land around Great Bend and Larned but the price was prohibitive (5.00) and they returned to Topeka. There they were met by Mr. A. Roedelheimer of the Kansas Pacific Company who took the men first to Hogback, then to Catherine and finally to Herzog just across the railroad track a short distance from Victoria.

44. K. S. H. C., Vol. 11, p. 511. gives a good account of "Old Fort Hays" by James H. Beach.

45. From the Commonwealth March 23, 1873. On file at Topeka.

A large number of emigrants soon arrived. June 9, 1879 the Kansas Pacific Railway Company donated ten acres in the northwest quarter of section 7 for a catholic school and for a church. A number of these Russians went a few miles westward and founded the present town of Munjor.⁴⁶ Practically all of Ellis County, south of the Saline river is settled by Catholics, as the colonies listed above show.

A small settlement of Hanover Germans was made near Walker, in Ellis County about this time.⁴⁷

A few of the German-Russian settlers above mentioned drifted down into the northern part of Rush County, just over the line and settled near Liebenthal. Schoenchen almost on the line was founded by the ones who settled near Liebenthal.⁴⁸ In Trego County, a colony from Chicago located the present town of Wakeeney directly on the line of the railroad about thirty miles west from

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46. "German-Russian settlements in Ellis County" by Reverend Francis L. Loing. K. S. H. C., Vol. 11, p.494
 47. Ruppenthal, K. S. H. C., Vol. 13, p. 494 etc.
 48. Loing - K. S. H. C., Vol. 11, p. 494, etc.

49

Ellis.

The east county of which we have any record of special colonization by the railroad is Gove County. Quinter, the first station in the county was settled by Quakers from the eastern part of Kansas who purchased land from the railroad.

50

German-Russians located near Grinnell in the extreme north-western part of the county on the line of the railroad.

51

The following extract presents one of the yearly reports of the land commissioner of the Kansas Pacific, taken at random from numerous ones listed. The contents of this report show better than anything else the importance of the Kansas Pacific Railroad in the settlement of Kansas.

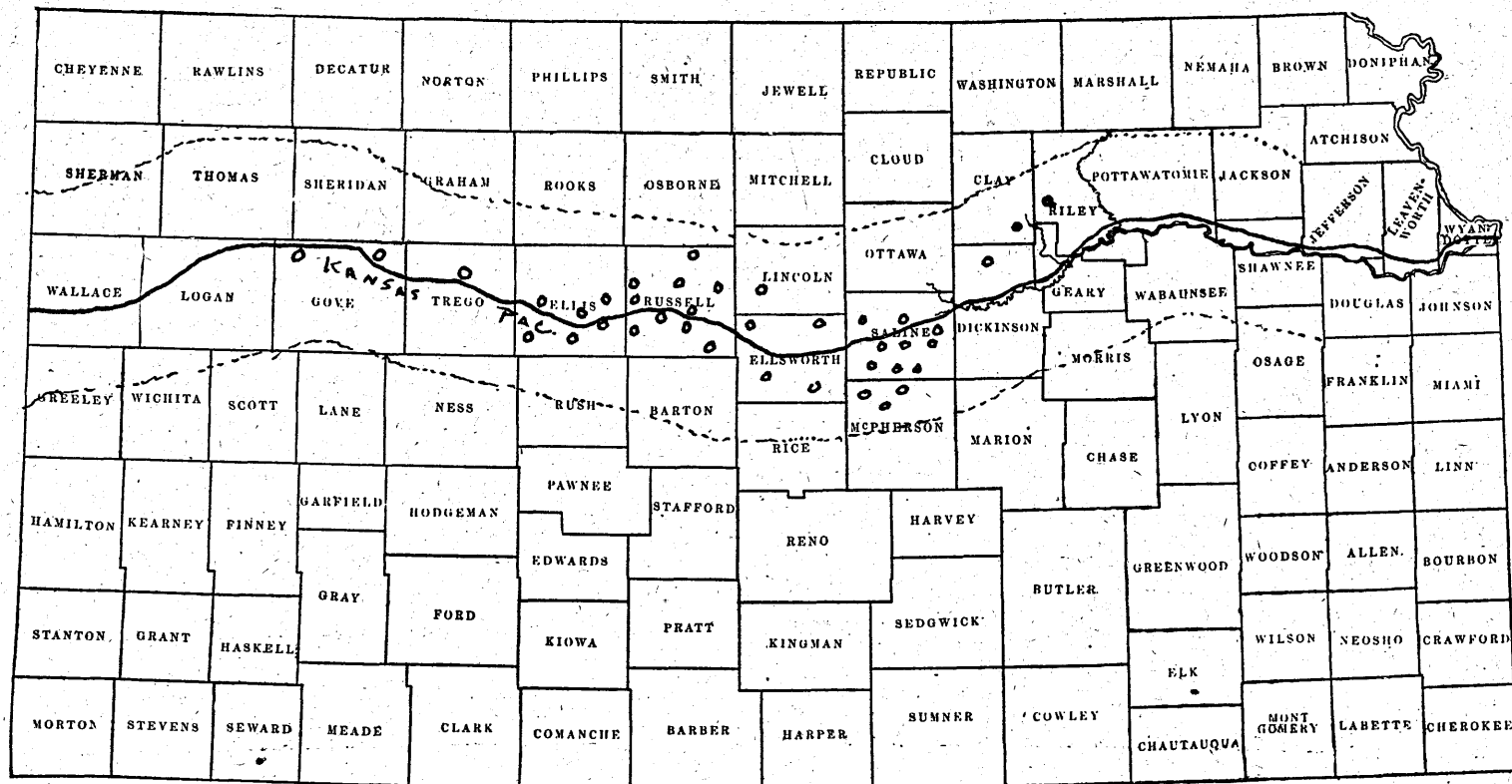
52

K. P. Railway Land Dept.
Salina, Kans. Aug. 26, 1878.

In response to your request, I beg to hand you herewith a statement, showing the original land grant, numbers of acres sold and land sales by this company in each

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49. U. P. Guide, K. S. H. Library.
50. Pamphlet "Kansas", K. S. H. Library, Topeka.
51. K. S. H. C., Vol. 13, p. 527.
52. K. S. Board of Agriculture Reports, for 1877-78 page 608.

MAP XV, 1886-'92.



----- Limits of land granted in Kansas.
o o o o Colonies located by the Kansas Pacific.

county and the prices of the same. The operations of this department for 1878 are given below.

acres sold Jan. 1 to July 31-----	156,437.96
average price per acre -----	\$3.94
number of purchasers-----	897
average acres to each-----	175

Careful estimates, based on official reports of several United States land offices covering our land grant for the first four months of the present year and our own sales up to July 31 indicate a population of not less than 55,000 people added to the region tributary to the Pacific Railway during the first seven months of 1878, and the fall business now opening promises still larger sales and additions to the population. The abundant crops of previous years in this part of Kansas have been crowned this year with harvests of unexampled abundance, wheat standing head and shoulders above everything else, with an average of $23\frac{1}{2}$ bushels per acre; and farmers are

53. Given in a separate report which is too long to insert here as much of it is a repetition of tables already given. See table D in Appendix.

making more money on this yield at 55¢ per bushel than
 in previous years at 80¢.⁵⁴

Yours respectfully,

S. J. Gilmore, Land Commissioner.

The press references to Kansas Pacific lands were complimentary to say the least. In fact, the descriptions are somewhat amusing to us today. Extracts taken from two or three of the leading newspapers of the time are significant. The "Record of the Times", Wilkesbarre, Pa. said : "The Kansas Pacific Railway having the first land grant in the state, it stands to reason they would have the best, as they had the whole state to choose from". The "Times Journal" of St. Louis had the following: "The country along the route is one vast area of rich, undulating prairie, copiously fringed with timber and abundantly adorned by living streams of water. The marvelous growth of this country and its magic development simply baffles astonishment and chokes down wonder."

54. Kansas State Board of Agriculture Reports, 1877
 p. 608.

55. These clippings were collected and put into a pamphlet entitled "Kansas" by B.L.T. Bodine, in 1879. In K. S. H. Library, Topeka.

The "Republican" of Mt. Vernon, Ohio said: "Central Kansas for a scope of four hundred miles along the Golden Belt is not equaled for depth and richness of soil, splendid wheat and corn crops and rapid development by any western state, and the Kansas Pacific Railway is the key to its prosperity." Turning from these rather vivid expressions of popular sentiment to that of an authority we find Mr. Frank H. Spearman in his "Strategy of Great Railroads" ⁵⁶ has the following to say regarding the importance of the Union Pacific and its branches:

"The Union Pacific played a part never to be forgotten in the development of the West. It had opened to settlers vast regions of fertile country and brought a new world into touch with metropolitan centers and markets. In every section traversed by this earliest transcontinental line cities and towns had sprung up and prospered. The Union Pacific was the west of our pioneer generation, and neither the misfortunes of one nor the triumphs of the other can be divorced; indeed, the industrial and

56. P. 53.

intellectual prosperity of the west is bound up with
the story of the Union Pacific."

Part IV

Colonization in Colorado.

While the primary purpose of this paper is to show the relation of the Kansas Pacific Railroad to the colonization movement in Kansas, yet, it would not be complete without a brief sketch of the road and its colonization efforts in Colorado. Necessarily, this phase of the subject must be limited owing to the scarcity of material available on the Colorado lines.

The Act of Congress of March 3, 1869,¹ granted to the Kansas Pacific and the Denver Pacific alternate sections of land along their respective lines of road. This land grant amounted to approximately 1,000,000 acres of land,² for the Denver Pacific along whose right-of-way the greater part of the early settlements were located. This road was built up the valley of the South Platte which is one of the best agricultural parts of Colorado.

1. U. S. Statutes at Large, Vol. 15, p. 324.

2. Land commissioners Report for 1871 - Kansas State Historical Library.

The discovery of gold in Colorado in 1858 drew thousands of people to the mountain regions. A few of these people disappointed in not finding the hoped for gold mine turned to the soil for a scanty living rather than undertake the long and hard overland trip to the East, where there were no better farming prospects than where they were in Colorado. Naturally, these people ignorant of irrigation processes, sought the most likely locations where this would be unnecessary. The region usually chosen was the South Platte country or along its many streams. Here as in Kansas the lack of railroad facilities had checked the agricultural development of the country, for in those early days of frontier life a trip across the Kansas and Colorado deserts was fraught with terrible suffering.

By 1869, the lack of railroad facilities was beginning to be remedied. That year saw the construction work on the Denver Pacific Railroad from Cheyenne to Denver begun and by June, 1870 it was finished. The following August the Kansas Pacific was completed to

3

Denver.

The methods used by the railroad companies in Colorado were in a great measure repetitions of methods already discussed in the preceding pages. The National Land Company as in Kansas was the leading factor in the colonization project of railroad lands. October 29, 1869 the Denver Pacific closed a contract with the Land Company.⁴ Mr. William N. Beyers was general manager for Colorado and had his land offices in Denver. In addition to the employment of the Land Company's official paper, the "Star of the Empire", already referred to, the "Rocky Mountain News" of Denver of which

3. University of Colorado Historical Collections, vol. 1 Page 11 of introduction. It should again be mentioned here that few authorities agree on exact dates for the completion and opening of these roads in Colorado. A pamphlet was sent to me by the Union Pacific Ry. Co. consisting of a brief sketch of the Union Pacific roads, in which it gives the date of opening of the Kansas Pacific to Denver as August 15, 1870. P. 20.
4. University of Colorado Historical Collections, Vol. 1 Page 12. Hereafter, this will be used as the chief basis for statements of fact, without further reference. When other references are used, they will be designated.

Mr. Beyers was part owner, was used as an extensive advertising medium.

In considering the relative merits of the two states for farming activities, whatever may have been the real truth of the matter, it is evident that the proposition of inducing the settlers to go to Colorado was a much harder one than that of getting them to locate in Kansas. The reason for this was the fact that all eastern farmers looked askance at land which must be irrigated before it would produce a crop.

This fact, perhaps, accounts for the superlative advertisements of the wonders of Colorado lands, which were never advanced for the Kansas lands in the attempts to colonize them. Allow me to quote a part of a paragraph from Mr. Willard's volume on the Greeley Colony in which he has collected a few of the marvelous statements set forth by the advertisers. "The crops that were raised on irrigated lands were truly marvelous in quantity and quality. There were depicted yields of wheat as high as eighty bushels to the acre in favored communities, cabbages weighing sixty pounds each, potatoes five and six pounds, beets two feet in length and sweet potatoes

weighing fourteen pounds."

There are a few colonies in Colorado along the railroads that deserve special notice. The first of these is the German Colonization Company.⁵ The company located south of Denver, under the direction of the National Land Company. In-as-much as it was an experiment in communism, it was not destined to much success,^{why} breaking up in a short time as all such experiments have in the past.

The next colony of outstanding importance was the Greeley Colony. This group of settlers was organized in 1869 in New York and arrived in Colorado during April and May of 1870.⁶

November 22, 1870 an organization was perfected in Chicago, which became known as the "Chicago-Colorado Colony", and was under the supervision of the National Land Company. They chose as their location the area around Longmont and became a very successful farming community.

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5. Tracy-Handbook for the Kansas Pacific. P. 80.
 6. "The Union Colony at Greeley Colorado", by Mr. James F. Willard of University of Colorado is a book entirely devoted to a discussion of this one colony.

November 29, 1870 a group of men, headed by the Reverend A. G. Todd of Oakdale, Illinois, decided upon a colonization project in Colorado. The land agents soon heard of this decision and lost no time in getting in touch with them. So successful were they in their advocacy of Denver Pacific lands that the investigating Committee chose the region around Evans, directly in the line of the road. The name "St. Louis-Western Colony" was given to the organization when its headquarters were changed to St. Louis.

The last of the colonies of importance was the "South Western Colony" which was organized in Memphis, Tennessee late in the year of 1870. This colony, unlike the others mentioned above, decided to locate on lands other than those belonging to the railroad. They decided on a location on the South Platte, nearly twenty-five miles east of Evans. They founded a town called Green City. The colony did not have much success and after a few years both the colony and the town disappeared. But it served its purpose, that of opening up the land for further settlement.

In addition to these farming communities, there were several groups of settlers whose energies were devoted to town development rather than farming and stock-raising. These were not necessarily located by the railroad people, or the National Land Company, but by private speculators who had bought up a few acres of land and divided it into town lots. These can be given no more than a bare enumeration. The most important locations of this kind made during the years 1871 and 1872 were: The Fountain Colony at Colorado Springs and the Independence Colony at New Memphis were both located during the year 1871; Fort Collins and Pueblo were founded in 1872. These private enterprises helped to induce other people to locate in Colorado and it was not long until the best of the railroad lands were taken.

In 1871, the Land Commissioner for the Kansas Pacific
7
made the following report:

Denver, Colo., April 20, 1871

To President and Trustees of Denver Pacific
Railway and Telegraph Company

Gentlemen:

The grant of land made by Congress to your

7. On file in K. S. H. Library, Topeka.

company contains 997,994.96 acres. Of these lands there had been sold up to April 1, 1871, 59,958.65 acres.

Total cash and bills received \$250,640.92

Average price of land sold \$4.18 per acre. As a result of these sales there have been located on the lands about 2,400 persons, about one person to each 25 acres.

The settlement of so many people on the lands of your company has so far affected the value of your land that it will be necessary, before long, to reappraise the remaining lands at least 10% above the present appraisal.

Very respectfully,

John Pierce
Land Commissioner, Denver Pac. Ry.

This report of the land commissioner above quoted gives more conclusive evidence than anything else of the importance of the railroads in the settlement of the territory through which they were built.

Part V

Conclusion

By September 1870 trains were running on schedule time between Kansas City and Cheyenne, where connection was made with the Union Pacific main line. From that point west the connection had been made with the Central Road of California at Promontory, Utah on May 10, 1869,¹ thus completing the transcontinental railroad.

And so, the road which had its beginnings away back in the period of the slavery controversy emerged from a territorial project and aided by Federal legislation became at last one of the great highways of commerce. Begun as a means of binding the free-state forces more closely together its function necessarily changed after the Civil War. From that time on its sole object was to establish a connecting link between the East and the West.

1. "History of the Union Pacific Railroad" - pamphlet published by the Union Pacific Railroad in 1919, P. 39. gives a good account of the "Driving of the Last Spike."

The gold fields of Colorado furnished an immediate incentive for quick construction.

As the road was built the railroad officials saw the need of filling up the vast prairies of central and western Kansas and Colorado with farmers. For without a rural settlement of considerable proportions the company would not develop a freight traffic of sufficient importance to warrant its construction. In the preceding pages I have attempted to show the important part played by this road in the settlement of Kansas. As I have already pointed out there were two reasons for this, first, because the Kansas Pacific was the first road to be built across Kansas from the east to west, and second, because of its central location in the state. Settlements made along its right-of-way, therefore, filled up space of territory for twenty miles on each side of the road. Other settlements were bound to spread both north and south from this central line. And so, the Kansas Pacific railroad must be taken into account by students of Kansas history as one of the vital factors in the settlement and colonization of the state.

A

Table showing locations and prices of land for sale by
 the Kansas Pacific in 1878.*

County	No. acres for sale	Price per acre		
		Min.	Max.	Average
Johnson	418	\$8.00	\$12.00	\$10.00
Jackson	708	3.50	6.50	5.00
Shawnee	83	5.50	5.50	5.50
Pottawatomie	53,482	2.00	7.50	4.00
Wabaunsee	44,299	2.00	6.00	3.00
Riley	34,811	2.50	7.50	4.00
Davis	53,831	2.50	12.00	4.50
Morris	42,653	2.50	7.50	4.00
Clay	27,544	2.00	8.00	4.50
Dickinson	47,037	2.00	12.00	4.25
Marion	314	2.50	2.50	2.50
Ottawa	36,033	2.50	11.00	3.75
Saline	64,997	2.00	12.00	4.50
McPherson	17,513	2.00	7.00	4.00
Lincoln	73,044	3.00	9.00	4.00
Ellsworth	117,523	2.50	8.00	4.25
Rice	41,155	3.00	7.50	5.00
Osborn	22,189	2.50	6.00	3.75
Russell	178,195	2.50	8.00	4.00
Barton	58,609	2.50	5.50	4.50
Rooks	38,508	2.00	3.50	3.00
Ellis	202,638	2.00	7.00	3.50
Rush	71,004	2.00	5.00	3.25
Graham	125,059	-----	-----	3.00
Trego	230,559	-----	3.00	-----
Ness	10,738	-----	-----	3.00
Sheridan	176,105	-----	-----	3.00
Gove	204,561	-----	-----	3.00
Thomas	202,615	-----	-----	2.50
Wallace	608,867	-----	-----	2.50
Sherman	68,867	-----	-----	2.50
Greeley	60,082	-----	-----	2.50
Wichita	16,010	-----	-----	2.50

In addition, the Kansas Pacific had for sale 2,217,343
 acres in Bent, Elbert, Arapahoe, Jefferson and Douglas

Counties, Colorado at from \$2.00 to \$6.00 per acre.

* Taken from pamphlet on Forest Tree Culture by K. P.
K. S. H. Library, Topeka.

B

*

Table showing lands for sale by the road in 1882.

County	No. acres for sale	Price per acre		
		Min.	Max.	Average
Pott	7,685	\$2.00	\$7.50	\$4.00
Waubaunsee	27,186	2.00	6.00	3.00
Riley	15,225	2.50	7.00	4.00
Davis	33,914	2.50	7.50	4.50
Morris	17,828	--	9.00	4.50
Clay	7,883	2.00	8.00	4.50
Dickinson	8,229	2.00	7.50	4.50
Ottawa	20,935	3.00	7.00	4.00
Saline	37,710	2.00	8.00	5.00
McPherson	10,239	2.00	8.50	5.00
Lincoln	62,482	3.00	9.00	4.00
Ellsworth	78,386	3.00	8.00	4.25
Rice	23,339	3.50	7.50	6.00
Osborn	23,167	3.00	7.00	4.25
Russell	144,406	3.00	8.00	4.50
Barton	40,409	3.00	6.50	5.50
Rooks	37,876	2.00	4.50	3.50
Ellis	182,086	2.00	7.00	3.50
Rush	68,841	2.00	6.00	3.50
Graham	118,269	2.00	4.00	2.50
Trego	205,430	1.75	5.00	3.00
Ness	9,738	2.50	3.00	2.75
Sheridan	173,565	1.50	3.00	2.50
Gove	235,834	2.00	4.00	3.00
Thomas	144,187	----	----	2.50
St. John	293,936	----	----	2.50
Sherman)				
Wallace)	420,000	----	----	2.50
Greeley)				

* Report by B. McCallast, Land Commissioner, U. P.
K. S. H. Library, Topeka.

C

Table showing land and price for sale by the road in 1893.*

County	no. of acres for sale	Price per acre		
		min.	max.	average
Johnson	85	\$10.00	\$20.00	-----
Douglas	6			
Pottawatomie	402	6.00	10.00	
Wabaunsee	268			
Riley	659	6.25	10.00	
Geary	6,786	6.25	8.00	
Dickinson	21			
Clay	322			
Saline	6,811	6.00	12.00	
McPherson	1,045	6.25	13.50	
Lincoln	712			
Ellsworth	12,747	5.00	15.00	
Rice	2,082	8.00	15.00	
Osborne	6,289	4.00	12.00	
Barton	1,811	6.50	10.00	
Rooks	9,596	5.00	7.50	
Ellis	66,720	4.00	10.00	
Rush	1,090	6.00	11.00	
Trego	13,519	5.50	10.00	
Gove	29,510	4.00	7.50	
Thomas	112,995	4.50	15.00	
Logan	197,611	4.50	15.00	
Wichita	2,442	5.50	6.00	
Sherman	31,318	3.50	6.50	
Wallace	140,730	4.50	15.00	
Greeley	18,083	4.50	7.00	

* Pamphlet by Union Pacific Railroad Company, 1893.
K. S. H. Library, Topeka.

D

Table showing the increase in population as the rail-
 *
 road was built.

Counties	1860		1865		1870		1875	
	Pop.	R.m.	Pop.	R.m.	Pop.	R.m.	Pop.	R.m.
Wyandotte	3,082	---	2,737	---	7,023	12	6,638	32
Leavenworth	12,606	---	24,256	---	32,472	62	27,738	82
Jefferson	4,459		5,853		12,526	18	11,654	63
Shawnee	3,513		3,458		13,035	49	15,389	63
Pottawatomie	1,529		2,119		7,888	29	10,342	29
Riley	1,224		1,813		5,104	14	7,066	14
Davis	1,163		1,189		5,600	29	4,765	44
Dickinson	378		442		3,037	23	6,911	23
Saline	-----		473		4,206	32	6,359	32
Ellsworth	-----		-----		1,350	35	1,761	35
Russell					-----	33	1,054	33
Ellis					2,041	32	942	32
Trego					-----	31	-----	31
Gove					-----	31	-----	31
St. John					-----	---	-----	---
Wallace					378	79	-----	79

* K. S. H. C. Volume 12, "Railroads in Kansas" by O. C.
 Hall. Pp. 44-46.

continued on next page

D continued

1880		1885		1890		1895		1900	
Pop.	R. m.	Pop.	R.M.	Pop.	R.m.	Pop.	R.m.	Pop.	R.M.
11,463	33	14,733	57	13,509	83	13,111	83	19,923	83
32,345	83	42,799	100	38,485	163	34,621	166	36,041	173
15,574	64	17,563	91	16,620	121	17,173	121	16,987	121
29,120	63	40,579	63	49,172	107	47,978	106	55,372	103
16,347	68	18,159	74	17,722	74	16,353	73	17,568	81
10,428	14	12,142	58	13,183	109	12,394	109	12,907	100
6,996	44								
15,261	23	20,360	23	22,273	153	20,926	153	22,253	153
13,861	44	15,381	54	17,442	148	17,475	148	17,503	148
8,529	35	10,009	36	9,292	92	8,873	92	9,540	89
7,357	33	6,665	35	7,333	60	7,470	60	7,827	60
6,183	32	5,046	32	7,942	32	7,478	32	8,543	32
2,535	31	1,886	33	2,535	33	2,166	33	2,556	33
1,197	37	595	37	2,994	37	2,126	37	2,563	37
Becomes 686	Logan 33	93	40	3,384	40	2,071	40	1,850	40
		197	33	2,468	33	1,592	32	1,195	32

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