The Great National Project:
The Development and Impact of the Transcontinental Railroad

May 10, 2019 marks the 150th anniversary of the “Golden Spike” ceremony at Promontory, Utah, the event that joined the Union Pacific and Central Pacific railroads and essentially marked the completion of the Transcontinental Railroad. The railroad not only provided a fast and efficient route across the United States, it helped tremendously in the development of the American West and the promotion of tourism to the region, and served to knit the country together after the Civil War. The items on this list cover several aspects of the Transcontinental Railroad, including early proposals for routes across the continent, surveys and reports on construction, guides to travel along the line, and accounts by passengers in the decades after it was completed. In all, they provide multifaceted views of the development and impact of a project that completely reoriented prevailing notions of time and space.


A view book of chromolithographic views along the path of the recently completed Union Pacific, beginning in Omaha and ending in Utah. $300.


A significant talk by Sen. Benton lending his support to the concept of a Pacific railroad and discussing the value of Fremont’s expedition toward that end. He quotes Beale and Heap, as well as Charles McClanahan (a Virginia emigrant to California) and the famed trapper and trader, “Uncle Dick” Wootton. The text includes much on the geography of the Rocky Mountain and Far West. Benton,
a strong supporter of the railroad and of his son-in-law's career, gave this same
speech a few weeks later in Boston, published in a twenty-four-page edition in
Washington.


AND MISSOURI RIVER RAILROAD COMPANY, TO DECEMBER 25th,
good plus. Untrimmed and unopened. In a red half morocco slipcase, spine gilt.

Report by the president of the Cedar Rapids & Missouri River Railroad Company.
John Blair was one of the most successful railroad investors of the 19th century; at
one point he was on the board of over 100 railroads. Organized in 1860, this line
was completed in 1867. The railroad was initially chartered to run from Cedar
Rapids to Council Bluffs, eventually becoming part of the First Transcontinental
Railroad. This report discusses stocks issued, profits made, and the leasing of
the line. Only five copies located in OCLC.

$500.

The near completion of the transcontinental railroad saw Sacramento’s popula-
tion increase by twenty-five percent in a year, from sixteen thousand to twenty
thousand in early 1869. This is the third of three Sacramento directories by
Draper between 1866 and 1869, and includes information not only on the city but
on the surrounding county as well. Descriptions of several small townships are
included, such as Alabama, Brighton, Cosumnes, Dry Creek, Granite, Natoma,
Sutter, and more, and the names of resident voters are listed. Also included is a
table of depots of the Central Pacific Railroad, distances from Sacramento, and
the location of telegraph stations. “Very rare” – Quebedeaux.

QUEBEDEAUX 57. ROCQ 6515. HOWES D487 (1866 Draper directory).

$2000.

5. [Central Pacific Railroad]: APPEAL TO THE CALIFORNIA DELEGA-
TION IN CONGRESS UPON THE GOAT ISLAND GRANT TO THE
calf and marbled boards. Very good.

A group of citizens of San Francisco oppose the granting of Goat Island in San
Francisco Bay to the railroad, pointing out its monopoly and the effect of a
causeway on tides in the Bay.

$125.

6. [Central Pacific Railroad Company]: RELATIONS BETWEEN THE
CENTRAL PACIFIC RAILROAD COMPANY AND THE UNITED STATES
GOVERNMENT. SUMMARY OF FACTS. San Francisco: H.S. Crocker &
Co., 1889. 70pp. Original printed wrappers. Spine chipped. Small old stamp on
titlepage. Very good.

Introductory material by Leland Stanford. A positive report on the Central Pa-
cific’s dealings with the government.

$150.

7. [Central Pacific Railroad Stereocard]: SECTION OF THE LONG RA-
VINE TRESTLE BRIDGE, FROM BELOW, 120 FEET HIGH. CENTRAL
PACIFIC RAILROAD [caption title]. San Francisco: Thomas Houseworth &

A very attractive single stereocard image of the Central Pacific Railroad’s “Long Ravine Trestle Bridge.” The bridge is located in Nevada County, California, in the Sierra Nevada mountain range, just west of the Nevada state line. The image comes from a set sixty-two stereocards created by Thomas Houseworth & Company for the railroad sometime after the railroads completion, in 1869. According to the website of the Central Pacific Railroad (www.cprr.org), the Houseworth company produced more than one hundred such stereocards for the railroad, including more than a dozen views of the 878-foot long Trestle Bridge. A nice early stereoscopic image of an engineering wonder from an important American railroad. $250.


An appealing stereocard image, showing several long stretches of railroad track heading into the small town of Ogden, Utah. It is a view of an important point crossing point in American railroad history, as Ogden is the point at which the Union Pacific Railroad ends and the Central Pacific begins. A train can be seen on the tracks in the far distance, as well as a few clapboard buildings. The New York photographic firm of E. & H.T. Anthony & Co., produced several stereoscopic views for the Central Pacific Railroad, though few are known today. A nice image of an important railroad intersection. $275.


A very detailed West Coast pocket map, with routes of the Central Pacific Railroad snaking through the state of California and part of Nevada, with additional rail lines for the Nevada Central Railroad in that state. California is densely packed with the names of towns, cities, and mines, numerous topographical notations, and the counties of both states are differentiated by color. A later issue of Colton’s 1873 California and Nevada map, but also larger and more detailed than that issue, representing the explosion of new settlement in the American West in the 1880s. $1750.

An important California tract, with much material relating to the contentious issue of land titles, as well as early postal and express history. Crane, editor of the California Courier, lashes out at the policies of the federal government toward California, especially with regard to the validity of land titles held by early settlers from the period of Mexican control. He argues that federal policy toward California is malignant, and makes parallels between the present state of affairs and the relationship of the American colonies to England on the eve of the Revolution. “The author was a pioneer journalist. The pamphlet demonstrates the indifferent attitude of the federal government toward California” – Greenwood. “Crane describes the Conquest of 1846; the postal difficulties; leasing of the mineral lands; private land claims; the railroads across the continent; etc. An important early source book” – Eberstadt.


The new Crofutt guide was first published in 1879, and made an annual appearance with revisions for some time thereafter. This copy is styled on the titlepage: “Vol. 2 – 1879-80.” Flake calls this the second volume a revision and not a continuation of the first volume. Wonderfully illustrated with plates depicting railway routes and scenery from all over the West. Crofutt guides rarely escaped heavy use; the present copy survives in remarkable condition. Scarce.

FLAKE 2593. $500.

The new Crofutt guide was first published in 1878, and made an annual appearance with revisions for some time thereafter.

FLAKE 2593 (another ed). $500.


First published in 1879, this popular guide was reprinted several times. Extensively illustrated.

FLAKE 2593 (ref). $100.


40th Cong. 2d Sess. The report includes much data on the Northern Plains and Utah, with sketches, tables and text on mineral resources and topography.

HOWES D394. BRE, p.56. $125.

George’s First Work,
Attacking Railroad Land Grants


Henry George’s rare first book, putting forth in early form some of the ideas for which the economist and reformer became famous. George holds that the private ownership of land is injurious to society as a whole, and argues that public lands should not be given in large grants to railroads, speculators, or corporations, but to actual settlers and workers themselves, who need the land and natural resources to create wealth. “With tremendous power and farsightedness, he attacks the railroads and land grants, boldly giving names and specific cases of wrongdoing. The especially prepared map shows the immense extent of the ‘Railroad Reservations’ in California” – Howell. George also calls for taxes on land values and the abolition of other taxes that he sees as injurious to workers and investors as well. Much of the text relates specifically to land issues in California, often involving mining and railroads. An important and rare work of American economic thought.


An extremely rare report on a survey for a southwestern railroad line, illustrated with thirty-two of the thirty-three excellent lithograph views from drawings made along the route. Howes calls this the best edition of Gray’s survey (an earlier version was published without the plates), for its “series of unrivalled Southwestern views.” The fine lithograph views are after drawings by the German-born Texan
artist and mining engineer, Charles Schuchard. Places depicted include El Paso, Fort Yuma, Mesilla (New Mexico), Fort Chadbourne (Texas), Cathedral Rock, several of the Guadalupe Mountains, a scene of crossing the Pecos River in Texas, Mission of Tumacacari, and many other views of the route through Texas and the Southwest. The originals of Schuchard’s drawings were destroyed in an 1865 fire at the Smithsonian.

“Gray’s survey was made for the Texas Western Railroad, which was a link in one of the three first railroad lines to the Pacific, the Southern Pacific System. This book gives an exact physical description of the country the proposed road would pass through. Commercial and agricultural possibilities along the route are noted, estimates of construction costs are given, and the revenues the railroad could expect from lands and traffic are calculated” – Fifty Texas Rarities. This copy lacks the preliminary map, but the other two, of the port of San Diego and the world, are present.

A wounded copy of an important rarity. The last complete copy we are aware of sold for $10,000 several years ago.


A clever and well-written book by an English noblewoman. Following the pattern of the round trip narrative from Liverpool to San Francisco and back, she took in the transcontinental railroad trip, California and Colorado, and points in between.

DECKER 34:317. $35.

Classic Photographically Illustrated Book on the American West


This impressive book, one of the standard pieces of photographically illustrated Western Americana, was prepared by the famous geologist, Ferdinand V. Hayden. The photographs, taken by A.J. Russell, appeared in a larger format the previous year in Russell’s extremely rare album, The Great West Illustrated. The views, depicting scenes along the line of the Union Pacific Rail Road, are intended to illustrate the geology which can be observed from the train. Despite the title, all the photographs are of locales within the Rockies and the Sierra Nevada (twelve in Wyoming, sixteen in Utah, and two in California). “The pictures have been arranged so as to commence with the first range of mountains west of Cheyenne, and to continue thence to the Salt Lake Valley with the view that the book may be used as a guide by those who will avail themselves of the grand opportunities for geological study...” – Hayden.

“In using Russell’s photographs as illustrations in Sun Pictures of Rocky Mountain Scenery, geologist Hayden took the long view of history, emphasizing the value of pictures as documents of geological change while professing indifference to the more recent past. For Hayden, the geologic features of the West were like an open book, affording the educated reader the opportunity to understand millions of years of geologic history” – Sandweiss.

HOWES H337. SABIN 31007. TRUTHFUL LENS 81. FLAKE 3920. MAR-GOLIS, TO DELIGHT THE EYE 7. SANDWEISS 177. REESE, BEST OF THE WEST 180. $15,000.

Privately printed in a small edition. An exhaustive review of the overland railroad project and its development, prepared by the head of the law department of the road, in defense of Huntington, Crocker and Stanford in vindication of their work in connection with the building of the Central Pacific Railroad. This argument, which occupied three days, gives some account of the building, surveys and construction of the road, and much other early information. “Practically a history of the overland railroad project” – Howes. 


21. Hebard, Grace Raymond: WASHAKIE AN ACCOUNT OF INDIAN RESISTANCE OF THE COVERED WAGON AND UNION PACIFIC RAILROAD INVASIONS OF THEIR TERRITORY. Cleveland. 1930. 337pp. including maps (one folding) and plates, plus advertisement. Frontis. Red cloth, t.e.g. Bookplate, else about fine. 

Good source for relations between the Whites and Indians during the period of western expansion, including material on Washakie and Brigham Young, the battle of the Little Big Horn, etc. An Arthur Clark publication. 

HOWES H384, “aa.” FLAKE 3938. $325.


Congressman Howard commits about half of the present work to the question of the border between Texas and New Mexico, and also discusses how such boundaries will effect a railroad to the Pacific Ocean and subsequent westerly steamship routes from California to China and beyond. OCLC locates only ten institutional copies. 

The Handbook of Texas outlines Howard's experience in Texas as follows: 

“In 1840 he was defeated for election to the House of the Twenty-seventh Congress [in Mississippi]. Shortly afterwards he moved to New Orleans, where he practiced law until December 1844, when he moved to San Antonio, Texas. He was a delegate to the Convention of 1845 and represented Bexar County in the House of the First Legislature. On February 27, 1846, Governor James Pinckney Henderson appointed Howard attorney general of Texas, but he declined the appointment. Howard was a representative from Texas in the House of the Thirty-first and Thirty-second congresses but was defeated for reelection in 1852 by Peter Hansborough Bell.”

SABIN 33281. OCLC 5081497. $125.


One of the first published narratives of transcontinental railroading. The author was in Utah at the time of the laying of the last rail, but he was in Salt Lake City ogling the Mormons instead of watching the ceremony. His party, in tow of a Central Pacific director, went on to California. 


Concluded July 2, 1863; ratification advised, with amendment, March 7, 1864; amendment asserted to Aug. 31, 1865; proclaimed June 7, 1869. A significant western treaty, “opening the overland routes of travel to emigrants and for telegraph, stage lines and the proposed Pacific railroad. The treaty likewise gives bounds to the ‘Shoshonee Country’” – Eberstadt. 

EBERSTADT 123. $600.


An excellent and detailed railroad map of Kansas, displaying routes for twenty-four Kansas railroads, including the Union Pacific. $350.


"...The record of a journey made by a party of gentlemen from Philadelphia to Kansas and back, during the month of November, 1866...to examine the condition of the Union Pacific Railway, Eastern Division..." – Preface.

HOWES L246. RAILWAY ECONOMICS, p.298. SABIN 39964. GRAFF 2453. $150.


The author spent ten years in Nevada and California. She left home for "the land of gold" in 1869 and travelled through Chicago, Omaha, and Reno before reaching California. Her narrative includes chapters about Indians and the mines, especially Virginia City and Comstock. An unusual western narrative by a woman.

"The author and son rode the new transcontinental train through northern Nevada to Reno, where a waiting stage took them to Virginia City...The author's ten years in Nevada were filled with hardship, though there were happy moments and many unusual experiences...a hardnosed, prejudiced acerbic account written in a narrow, authoritative style" – Paher. Not in Graff or Cowan.

PAHER 1249. HOWES M417, "aa." $500.

An estimation of construction costs for a railroad to the Pacific, with a map of the route. A rival to the Whitney plan.

HOWES M626. GRAFF 2805. $250.

The Artist/Author’s Most Important Work

31. Möllhausen, Heinrich Baldwin: TAGEBUCH EINER REISE VOM MISSISSIPPI NACH DEN KUSTEN DER SÜDSEE. Leipzig. 1858. [28],494,[2] pp. plus sixteen plates (seven in color, six tinted, and three in black and white) and folding map. Half title. Large, thick quarto. Original gilt-stamped cloth, expertly rebacked, edges neatly refurbished. Some scattered foxing, at times rather heavy, else just about very good.

The most important work of this notable German artist and topographer, who accompanied several of the leading western surveys of the 1850s. This book describes his experiences with the Pacific Railroad survey under Lieut. Amiel Whipple, investigating a potential route along the 35th parallel in 1853, which took the party across northern New Mexico and Arizona. The work is notable for its plates of the Pueblo Indians and Möllhausen’s account of them. “...In addition to the account in journal form of his experiences as topographer of Whipple’s surveying expedition in 1853, there is an account of his experiences in the West in 1851 on a trip from St. Louis to Laramie with Prince Paul of Wurttemberg” – Streeter. Möllhausen’s career and the chronology of these expeditions are described in detail by Taft.

The Tagebuch... is extremely scarce in the marketplace.


An interesting hybrid, being Volume III, section 3 of the quarto series of the Pacific Railroad Survey reports, with fifteen added plates from Emory’s boundary survey report and Ives’ Colorado report, all of southwestern Indians. The attractive lithographic plates, many of them handsomely colored, are after drawings
by Möllhausen and Schott. The plates depict members of various Indian tribes of the territories explored, their dwellings, handicrafts, etc. The Emory plates are the most striking and interesting ones to appear in that book, and include all of the Emory Indian plates. An unusual package. HOWES P3 (ref). WAGNER-CAMP 263:3 (ref). FIELD 1647. $950.

The Railroad Surveys:
A Wealth of Images of the West
33. [Pacific Railroad Surveys]: REPORTS OF EXPLORATIONS AND SURVEYS, TO ASCERTAIN THE MOST PRACTICAL AND ECONOMICAL ROUTE FOR A RAILROAD FROM THE MISSISSIPPI RIVER TO THE PACIFIC OCEAN. MADE UNDER THE DIRECTION OF THE SECRETARY OF WAR, IN 1853-4.... Washington. 1855-1860. Twelve volumes bound in thirteen. Profusely illustrated with maps, lithographic plates, colored lithographic plates, profiles, etc. Large, thick quarto. Original blindstamped cloth, spines gilt. Minor edge wear. Each volume rebacked, retaining original backstrip, but with new endpapers. All but one volume from the Senate issue (Vol. XII, Part 1 is the House issue, with a Senate backstrip). Lacking the general map of the routes surveyed from Vol. XI. Several maps with holes and separations along fold lines, many with large tears, including Warren’s map of the western United States. Occasional tideline affecting text or an illustration, scattered foxing and toning. Overall quite clean internally. Good plus.

This large quarto set is the most important and massive compilation of exploration reports and data ever published about the trans-Mississippi West. Under the direction of Secretary of War Jefferson Davis, the Pacific Railroad survey in two years increased the contemporary knowledge of the geography, topography, geology, and natural history of the West by a quantum leap. Included herein are the reports of Humphreys, Stevens, Beckwith, Whipple, Warren, Williamson, Lander, et al, supplemented with reports on scientific observations, and numerous significant achievements in cartography including Warren’s “Map of the Territory of the United States from the Mississippi to the Pacific Ocean...” (here present in the eleventh volume), which has been hailed as “the best cartographical work on the West up to its time...” (Howes). The illustrative material (engraved and lithographed views, specimens of birds, fishes, and other animals) is of the highest quality, often in colored state, and encompasses thousands of illustrations, either in the text or as separate plates. Wheat devotes twenty-four pages of detailed discussion to the maps in this series of reports, singling out the Warren map as among the great maps of the United States that preceded the Civil War.

All things considered, this edition of the Pacific Railroad Surveys stands as a testament to one of the greatest government sponsored projects in our history and is a foundation work for any collection devoted to Western Americana or cartography. HOWES P3, etc. WHEAT TRANSMISSISSIPPI 822 through 824, 843 through 846, 852, 853, 864 through 867, 874, 875, 877 through 882, 898, 936 (23 in all). TWENEY 89, 59. WAGNER-CAMP 262 through 267. RITTENHOUSE 442. REESE, STAMPED WITH A NATIONAL CHARACTER 75. ZAMORANO SELECT 108. REESE, BEST OF THE WEST 138.  $8500.


A defence by Senator Patterson of his conduct, in answer to his condemnation by a Senate committee. $75.


P.P. Degrand’s plan for a transcontinental railroad is laid forth. This is the first issue of twenty-four pages, which was followed by a thirty-two-page issue. Degrand was among
the first to appreciate Asa Whitney's schemes. Sabin lists a fourth edition of the
same year only.
SABIN 19303. $375.


Although this copy of the Rockwell report is lacking the landmark Preuss map, it is hardly without interest, as it presents a comprehensive overview of the travel routes between the Atlantic and Pacific coasts, overland as well as isthmian sea passages. The report also contains several other maps and charts, most taken from foreign works, relating to isthmian routes through Panama, Tehuantepec, and Nicaragua.

$400.


The author worked as surveyor and engineer for the Central and Southern Pacific Railroads; this work includes much information on early California railroads. Howes states: “Not over 100 copies [printed].”

HOWES R435. COWAN, p.542. $125.


Howes enters this under “S,” presumably for St. Louis. What he does not note (nor does anyone else) is that there are two distinct issues of this pamphlet, one of forty-seven pages and another of forty-eight pages. They are identical to page 38; after that some of the material is the same, though arranged differently, but the forty-eight-page issue has a list of steamboat disasters for 1853 while the forty-seven-page issue has an article on the Pacific Railroad. The latter also has two unpaginated lithographs not in the other version, “View of the Iron Mountain” and “View of the Pilot Knob.” The map is the same in both. Issued by Jules Hutawa, it shows the U.S., with the five possible railroad routes to the Pacific indicated by dotted lines. Wheat suggests that Hutawa leaned on Edwin Johnson’s maps of 1853.

HOWES S33. WHEAT TRANSMISSISSIPPI 809. $350.


Interesting frontier publication full of material on railroads, manufacturing, agriculture and the economic development of the West. Mott says “valuable for articles on early railroad projects and material bearing on the development of the Mississippi Valley.” The first issue here holds a slightly different title, printed as The Western Journal, of Agriculture, Manufactures, Mechanic Arts, Internal Improvement, Commerce, and General Literature in its first three years. The October 1851 issue here includes an extract from Marcy’s report on traveling the Arkansas, Red, and Rio Grande rivers, titled “Southern Route to the Pacific.” Marcy would publish his Exploration of the Red River just two years later. The Western Journal was one of the first frontier periodicals issued in the trans-Mississippi.

MOTT, AMERICAN MAGAZINES II:116. $250.


Account of the first trip of this railway from Chicago to San Francisco and back, including material on the Mormons and San Francisco.

FLAKE 7591. $25.
Facsimile of the complete run of this newspaper printed on the first chartered rail excursion from coast to coast. $15.

A summary of the prospects for the Pacific Northwest, and a description of the author's activities on the Pacific Railroad survey.
HOWES S960, “aa.” WAGNER-CAMP 310. GRAFF 3976. SMITH 9888. $375.

An address by Washington territorial governor Isaac I. Stevens, delivered in Congress on May 25, 1858, on the subject of proposed Pacific railroad routes.
Stevens not only supported the extension of the rail line, but proposed there be at least three west coast termini. At the time, Stevens was working fervently to promote Washington’s territorial interests, publishing his well-known Circular Letter to Emigrants Desirous of Locating in Washington Territory... the same year. Scarce. OCLC locates only seven copies.
SABIN 91525. OCLC 44638780 $225.

One of 100 copies, specially printed on large paper, numbered and signed by the printers, R. & R. Clark. Stevenson travelled overland from New York to San Francisco in 1879 on the Union and Central Pacific railroads; his daily journal herein first published in book form was originally presented in Longmans in two issues in 1883. Stevenson’s trip was generally without incident, but he incorporates an account written by a young man who travelled by ox team to California in 1859 whose trip was by no means a safe one. The plains fascinated Stevenson, as did the native inhabitants for whom he felt a pronounced feeling of outrage due to their victimization by the encroachment of white men. Also present is an essay on his visit to Monterey, and various other travel pieces, though relating chiefly to Europe and the Pacific islands.
PRIDEAUX 33. $450.

A fundamental and very scarce work on the region, based on the author’s twelve years of residence in the Rocky Mountains and on the plains. He recounts details of the settlement of Cheyenne, events in its early history, the actions of the vigilantes, the pioneer press, early commercial endeavors, etc. The thirteen terminal pages of this work comprise a business directory, including ads for the Union Pacific Railroad, stage lines, land promoters, merchants, etc. “The work is the
result of personal observation and experiences in the Dakota-Wyoming country extending over a period of some twelve years on the plains and in the Rocky Mountains. Triggs set out in June of 1863 from Davenport, Iowa, as Lieutenant of the Seventh Iowa Cavalry. He accompanied the command of General Mitchell on the Sioux-Cheyenne expedition of 1864, was then assigned to duty at Fort Halleck; fought in the Indian Campaigns of ‘65, retiring as Captain. From that year onward he devoted himself to prospecting and exploring in the Wyoming Territory” – Eberstadt (asking $200 for a copy in 1937). Triggs produced the first directory of Laramie City in 1875. The map, drawn by W.M. Masi, covers the present state of Wyoming.

As a whole, this work comprises one of the earliest and most important histories of the Wyoming-Dakota region. “Exceedingly rare” – Adams, Six-Guns. “Of greatest importance” – Midland Notes. South Dakota book dealer Herman Chilson bought the Streeter copy for $250 in 1968.

An extensive guide to travel from Cleveland and Chicago to the Missouri River, through Nebraska, Wyoming, and the Rocky Mountains via a number of railroads, including the Cleveland and Toledo, Michigan Southern and Northern Indiana, Chicago and North-Western, Union Pacific, and Pacific and Sioux City Railroad. Included are chapters on early explorations in the West, railroads, steamboat travel, manufactures, and general capabilities and prospects for the West. Pages 213-232 are devoted to Wyoming, including an early description of Cheyenne and towns in the Black Hills. The last twenty pages contain ads (many of them illustrated) for merchants, real estate agents, attorneys, bankers, etc. from all over Nebraska, Wyoming Territory, Iowa, and Indiana. The colored frontispiece depicts a Studebaker Wagon. A lively western travel book. Howes lists a gazetteer of the St. Joseph valley by Turner published in 1867, but not the present work. Chicago Ante-Fire Imprints locates only four copies (CSmH, DLC, IC, ICH). Scarce. CHICAGO ANTE-FIRE IMPRINTS 1414. GRAFF 4211. EBERSTADT 114:804. $1000.


Describes in words and pictures the routes of the Union Pacific and the Southern Pacific Railroad from Omaha, Nebraska through Wyoming, Utah, and Nevada, to Oakland, California. The color illustrations throughout are most unusual in a publication this early. $75.

49. [Union Pacific Railway]: REPORT TO THE STOCKHOLDERS OF THE UNION PACIFIC RAILWAY COMPANY FOR THE YEAR 1883. New York. 1884. 27pp. plus large folding map. Original printed wrappers. Some minor edge nicks and chips to front wrapper, else just about very good.

Annual stockholder's report for the famous western railway. With detailed financial statement and other statistics relative to western lands, etc. Total surplus earnings for 1883 topped $12,700,000. The handsome and quite large folding map of the United States (west of the Mississippi) shows the Union Pacific Route and its connections. $400.


The author, a member of Parliament, went to the Pacific and back across the Union Pacific, taking in the California sites as well. Vivian visited Utah and includes notes on the Mormons and polygamy. The letters published here were originally published in Vivian's local paper, and he put them together in a book on his return. COWAN, p.662. FLAKE 8545. ADAMS, HERD 2414. $175.


A very nice, photographically-illustrated account of a Pullman car trip from Ohio to California in 1894. The group departed Columbus in late February 1894, and while in California passed through San Diego, Los Angeles, Riverside, San Jose, Monterey, Santa Cruz, San Francisco, and Sacramento. The photographs, taken by traveller Jesse Lippincott, include a group photo in Monterey, Magnolia Avenue in Riverside, the Hotel Coronado in San Diego, a street scene in San Francisco's Chinatown, redwood trees in Santa Cruz, and more. This account was originally designed to include the reminiscences of many members of the group. Martin Wells was to initiate the history with his memories and then pass it along to other travellers for their additions. When Wells died shortly after completing his portion, the touring party decided to issue only his contribution, as a memorial. Fifty-seven members made up the touring party, and this account of their journey was likely printed in an edition not much in excess of their number. OCLC lists only three copies, at the Library of Congress, Ohio Historical Society, and the Western Reserve Historical Society. Not in Cowan, Rocq, Graff, Eberstadt, or Decker. Rare. OCLC 33339362, 47160661. $450.


During the 1840s, Congress considered Whitney's proposals for building a transcontinental railroad, to be assisted by government land grants and finances, and in the 1850s, Whitney financed three major railroad surveys. “This was
the culmination of Whitney's promotion of his scheme for a transcontinental railroad. The opposition was so great, despite his own prodigious labors, that he abandoned his plans and retired. He lived, however, to see the completion of one such railroad and the inauguration of three others — Graff. One of the maps shows the potential world-wide connection of the Pacific railroad, while the other shows the proposed route in detail. 


The author worked his way across the country as a day laborer, recording these observations and interviews as he went. He was sympathetic to the plight of the common man, ranging from the hobo of the open road to the inhabitant of metropolitan slums. Included is a chapter pertaining to his experiences traveling the Union Pacific Railroad. An important work of pre-Terkeian reportage.

$35.