

summer of '61 in the gulches and defiles of the Sierras, until the driving of the last spike at Promontory at its final completion, is well known to all Americans who were interested in its progress. But familiar as it is it never ceases to be interesting, especially to Californians, for the Golden State was the moving power which brought this mighty project before the nation, secured its aid, and by that means accomplished that which to others seemed an impossibility.

Some years before the final act was passed by Congress, many self-reliant men felt convinced that the scheme was a practical one, and were sure that all that was necessary was to have the matter rightly brought before Congress. Thus, it became in time a political issue, and none but railroad men could be elected to those offices, the holder of which could injure or advance the prospects of the proposed road.

The name of Theodore D. Judah is one of the first that stands out in the memory of those who are familiar with the early history of the road, which, in the estimation of some, his genius brought into being. With the aid of his personal friends, C. P. Huntington, "Charlie" Crocker, Mark Hopkins, and others, who subscribed \$50 a piece, Judah was enabled to test his theory by making a careful survey of the passes of the Sierras. He returned encouraged by his success; and the fall following \$1,500 was raised and used in the same manner. The result of both surveys was favorable and greatly encouraged this persistent, sanguine engineer. In '62 Judah went to Washington with charts, maps, etc., of the road. Sargent was there, as enthusiastic in the support of the measure as Judah. James H. Campbell, of Pennsylvania, and Schuyler Colfax were his most efficient supporters in the House. In the Senate, McDougal, of California, and Wilson, of Massachusetts, and Morrill, of Maine. There the battle was fought and the victory won. In Sacramento, on the 22d day of February, 1863, Governor