

Stanford commenced the great work by shovelling the first earth. Though the country was rent by civil war, and Sacramento was staggering under the devastating flood, Leland Stanford was all hope, all life, all energy. Now that the work was fairly started another battle must be fought, a financial one. The 40 miles of road which must be built and stocked before aid could be received from Government, would cost at least \$4,000,000, for that 40 miles carried the road through a great deal of heavy work. The corporators risked their fortunes, San Francisco assisted the work, the State and several counties did nobly, but the success of the enterprise was assured by the prompt liberality with which Fisk & Hatch, of New York, responded to the solicitations for aid made by C. P. Huntington. Now the work went on, but from the beginning until the summit was reached the Company were derided in the columns of the California newspapers, and the road was called the "Dutch Flat Swindle," especially while laboring to overcome the heavy grade near that town. On Monday, the 10th of May, 1869, a large company gathered from the four quarters of the Union, met at Promontory Point to witness the driving of the "Last Spike," and be partakers in the glorious act of uniting the East and West. The hour and minute designated for performing the ceremony arrived, and Leland Stanford, President, assisted by other officers of the Central Pacific, came forward; T. C. Durant, Vice-President of the Union Pacific, assisted by General Dodge and others of the same Company, met them at the end of the rail, where they paused while a reverend gentlemen invoked the Divine blessing. Then the last tie, a beautiful piece of workmanship, of California laurel, with silver plates on which were suitable inscriptions, was put in place, and the last connecting rails were laid by parties from each company. The last spikes were then presented, one of gold from California, one of silver from Nevada, and one of gold, silver and