

OGDEN'S EARLY HISTORY WRITTEN 20 YEARS AGO

Growth of the Place From a Wilderness to a City of Importance, as Told in a Directory—Names That Will Recall Days Gone By—Changes That Have Come in Twenty Years.

The Standard here publishes the first few pages of the "Directory of Ogden City and Weber County." The book was compiled and published twenty years ago, by Leo Haefeli and F. J. Cannon, and every line of it will prove of great interest to all Ogdenites, especially the old timers. From day to day extracts will be published in the Standard, under the above headlines:

(From Ogden Directory, 1883.)

OGDEN CITY.

Ogden City, the capital of Northern Utah, and though at present only the second in importance, probably destined at no distant day to step into the front rank as leading commercial center of this vast region, has a historyavoring in its inception somewhat of the woodland air of Cropper's "Pathfinder," while its later development, present standing, and future prospects give it a character eminently imbued with the spirit of modern American progress.

Ogden is one of the oldest towns built up by the sturdy and undaunted pioneers of the Great Salt Lake Valley. The first step towards the establishment of what now is the City of Ogden, and indeed towards the settlement of Weber County was taken by Captain James Brown, of the Mormon Battalion, when, on the sixth of June, 1848, he entered into negotiations with Miles M. Good-year, an Indian trader, for the purchase of all the lands, claims, and improvements said Goodyear possessed in virtue of a Spanish grant. The Goodyear claim covered a tract of land commencing at the north of Weber Canyon and following the base of the mountains north to the Hot Springs, thence west to the Salt Lake, then south along the shore to the point opposite Weber Canyon, thence east to the beginning. For all this land, then "uncultivated and barren but containing the germs of inexhaustible fertility, the sum of \$3,000 was paid. This purchase, it must be borne in mind, was effected under the provisions of the treaty of Guadalupe Hidalgo, not fully a year after the Mormon pioneers had first put their weary feet on the virgin soil of the shores of the American Dead Sea.

The first organization of Ogden City, whither settlers soon came flocking to found new homes, was of an ecclesiastical nature. (Jan. 1851) the branch now named Ogden being divided into two wards, Isaac Clark being appointed Bishop and Jas. G. Browning and James Brown Counsellors of the first ward; Erastus Bingham, Sr., Bishop, and Charles Hubbard and Stephen Parry Counsellors of the second ward.

This ecclesiastical arrangement was shortly after supplemented by an act of the Territorial Legislature (Feb. 6th, 1851) incorporating Ogden City. The first municipal election was held Oct. 23rd, 1852, resulting in the election of the following officers: Lorin Farr, Mayor; (a position held by that gentleman until 1879, with the exception of only three terms occupied by Lester J. Herrick) Chas. B. Dana, Erastus Bingham, Francisco Durfee, and Jas. G. Browning, Aldermen; Levi Murdock, Samuel Hickney, John Shaw, B. W. Nolan, D. B. Dillie, Elmer Sprague, Daniel Burch, Jonathan Browning, Jas. Lake, Jas. Brown, Joseph Grover, and F. Dempsey, Counsellors.

The municipal organization aided these early settlers considerably in promoting individual good by uniting in the accomplishment of public improvements. Of the latter one was a Spanish wall erected all around the city at an expense of \$40,000, for protection against probable attacks by the aborigines. Of such, however, we have fortunately seen no record, as the white citizens found it cheaper to feed than to fight their dusky neighbors.

Irrigation, the great secret of the marvelous success of Utah agriculture, was recognized as an indispensable factor for the subjugation of the refractory ground at an early date. In 1852, a canal for irrigating the lower part of the city was taken out of Weber River, it is about 7 miles in length. This was followed, five years later, by the making of a canal on the "Bench"—the upper part of the town. This arduous work in which the citizens generally participated with much sacrifice and privation, cost \$50,000—a large outlay for so young a community in such comparative isolation from resources.

The same year, the then existing public buildings having become inadequate for the increasing numbers of religious worshippers, the Tabernacle was built, on the west side of Main street, between First and Second.

A work of great public enterprise both for the city and a considerable portion

of the Territory was the building of the Ogden Canyon road, 1859, which was accomplished at an immense labor and expense, even with some loss of life and permanent physical injuries to others.

With all their arduous labors for internal improvements, however, the people did not neglect the preparations for external defense. On the 10th of March, 1858, the first brigade of the Weber County Militia was organized, with two regiments. The following constituted the general staff: G. W. West, Brigadier-General; Daniel Gamble, Brigadier-Adjutant; Col. W. Thompson, Quartermaster; David Moore, Col. 1st Regiment; B. F. Cummings, Col. Second Regiment.

Through all this time Ogden had grown steadily, though not by any means as rapidly as it has since done. For up to 1869, what is now the Junction City, an emporium of transcontinental trade and international traffic, was an inland town, sharing the disadvantages of comparative isolation with the Territory. Its business was mainly local, being principally confined to a system of barter between the storegoods and workshop fabrics of the city man and the produce of the frugal farmer. This state of things, however, changed greatly ere the seventh decade of the century had elapsed. The transcontinental highway, the iron links of which bind the shores of the Atlantic to the plains of the Great West, and the Valleys of the Rockies and Sierras to the slope of the Pacific, made its entrance, and brought with it business, enterprise, capital, life, and enhanced prosperity, though not unmingled with some minor evils. The first of the powerful twin Pacific railroads to sound its whistle was the Union Pacific R. R., the first locomotive steaming into what now was to be "the Junction City," on March 3, 1869. The universal enthusiasm, the exultant greeting, the joy and hopes then finding vent in all classes of a community which had again become linked with their fellowmen by means of rapid transit, can better be imagined than explained. The festive ceremonies of the memorable day have been specially described by Joseph Hall, Esq., who was specially detailed, at the time, to write an account of the memorable affair for the Daily Telegraph:

"At 11 o'clock this a. m., the U. P. R. R. track layers were in sight of this city, and from that time continued their march with great rapidity. The citizens exhibited the liveliest enthusiasm, and testified the liveliest joy, as, from the high bluffs and every commanding elevation, they gazed their eyes and ears with the sight and sound of the long-expected and anxiously looked-for fiery steed. Onward and still onward, they came, and thousands and thousands of our citizens, both from here and from the adjoining settlements, decked in their holiday attire, gave a hearty welcome to the nation's great highway into this city.

About half-past 2 p. m., they steamed into Ogden. When Col. Daniel Gamble, with true Hibernian enthusiasm, ran up the first flag, which, while gradually floating in the breeze, was soon followed by numerous others. And here let me observe that never, to my knowledge, did the flags of our Union wave more gracefully, or more proudly, than on this auspicious occasion. Our excellent military brass band was soon out, and, under the able leadership of Captain William Pugh, sent forth the soul-enlivening strains of rich music, which, with a salute from Captain T. S. Wadsworth's artillery, gave the preliminary welcome to the iron horse.

"At four o'clock a public stand was erected alongside the track. At five o'clock a procession was formed under the direction of the committee of arrangements, (Col. Wm. N. Fife, Captain Joseph Parry, and Francis A. Brown, Esq.) which consisted of the Mayor, members of the City Council, the various schools, under the superintendence of their respective teachers, headed by the band, bearing banners, with numerous appropriate mottoes, among which the following was conspicuous: 'Hail to the Highway of Nations! Utah bids you Welcome!'

"Pedestrians, equestrians, and crowded vehicles now thronged the festive scene. Wadsworth's artillery having arrived, a salute of twenty-one guns was fired, whose deafening echoes vibrated through the mountains, hills, and vales.

"At half past five the rails were laid to a point in a line with the Tithing Office Street (now Fourth Street), five blocks north into the city. On the stand were Hon. F. D. Richards, L. Farr, A. E. Farr, Colonels D. Gamble, W. Thomson, W. N. Fife, Major S. M. Blair, Captains, Joseph Parry, William

Clayton, Major Pike, A. Miner, J. S. Richards, Joseph Hall, Gilbert, Belnap, J. McGaw, F. A. Brown, Esqs., Col. J. C. Little, D. B. Warren, and John-son, Esqs., and others who were invited but whose names I did not learn.

"The vast audience being called to order by Hon. L. Farr, of Ogden City, Hon. F. D. Richards was introduced, who delivered an eloquent and soul-stirring address.

"Three cheers for the great highway were then proposed and given, when the wildest enthusiasm and demonstrations of joy prevailed, and loud shouts rent the air. Amid the alternate pealings of the artillery's thunder, the music of the band, and the long-continued, shrill whistling of the three engines, the waving of hats, kerchiefs, and other demonstrations of pleasure, rendered the occasion such as will not soon be forgotten by those present.

"Addresses were also delivered by Hon. L. Farr, Col. J. C. Little, Major Blair, and A. Miner, Esq."

"Only a few weeks after, in the early part of May, the connection with the West was completed, by the laying of the last rails at Promontory, when the spanning of a continent was consummated and the future greatness of the Junction City assured beyond a doubt.

But Ogden was to have a longitudinal outlet by rail as well as a latitudinal. On the 17th of the same eventful year, near Weber River, ground was first broken for the Utah Central road, a creation of the fertile brain and powerful will of Brigham Young. On this occasion, which was also attended by general enthusiasm of the people of both Ogden and Salt Lake, representative and leading men of both sister cities were present and took part in the interesting exercises. This road was completed and opened for travel, on January 12th, 1870.

Another iron highway, the establishment of which marks a memorable epoch in the history of our city is the Utah & Northern, the first rails of which were laid near Brigham City, in March, 1872, while grading commenced at Ogden in Sept., 1873, and the first train of cars left our city for Frankia, Idaho, on May 22nd, 1874.

In giving the railroad development prominence we passed by a few events of great note and importance in the history of Ogden City, as well as Weber County. The Territorial Legislature of 1868-69 elected as Probate Judge of Weber County Hon. Franklin D. Richards, who removed to the City of Ogden in 1869, in March, his family following in May. F. S. Richards was appointed Clerk of the Probate Court, and in the August following he was elected County Recorder.

The same year also witnessed the establishment and short career of the Ogden Daily Telegraph, of which more hereafter, as well as of the Ogden Junction which came into existence with the beginning of 1870.

On Jan. 9th, 1870, Bishop Chauncey Walker West died at San Francisco, aged 43 years. His remains were brought home to Ogden, where a grand funeral was given him on the 16th. His successor in the direction of the Church affairs of the County was Lester J. Herrick, with Walter Thomson and David M. Stuart.

Ogden's civil authorities, ecclesiastical dignitaries, and citizens in general were also numerously represented at the driving of the last spike on the Utah Central, in Salt Lake City, Monday, January 10th.

During the month of July the city was placed under quarantine on account of the prevalence of smallpox. In December, an ordinance was passed dividing the city into wards.

The municipal election of 1871 was one of the most interesting ever held, as the People's ticket showed, on the whole, a decided effort to reconstruct the city government, and also on account of the appearance in the field of a "local reform" ticket, composed of names from both sides of the community. The "People's" ticket which was headed by Lester J. Herrick for Mayor obtained 385 votes to 94 polled by the "Liberal" ticket. This campaign may be considered the starting point of the Liberal party of Weber County.

On the death of Thomas G. Odell, June 18, 1873, Jas. Taylor became City Recorder, which position he has filled virtually ever since.

On the morning of the 9th of August, 1873, a great fire occurred in Ogden, on Main Street, ten stores being totally destroyed, and Z. C. M. I. losing heavily. This woke the citizens up to the necessity of a fire brigade, which was ultimately organized in December, 1874, Joshua Williams chief.

In 1875, great social events of a public nature were the receptions of Governor Axtell and President U. S. Grant. A similar event occurred in May, 1876, when Dom Pedro, Emperor of Brazil, passed through Ogden.

But the great occasion of this year was the grand Centennial celebration, which, in behalf of all Utah, was held at Ogden, with unusually imposing demonstrations. This year was also distinguished by a specially animated campaign in the County election, when a "revised" People's ticket was put in the field. The latter polled 562 votes, against 917 obtained by the straight People's ticket. In October, the city was

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visited by the smallpox scourge. In the February election, 1877, Lorin Farr was returned into the municipal government as Mayor. On the 11th of June, Walter Thomson, one of the most prominent, active, and useful citizens died. In July a disastrous fire destroyed a considerable part of Main Street, the furniture houses of Boyle & Co. and James Gale being the principal losers.

The beginning of 1878 gave Fourth Street an unprecedented boom, the new postoffice, the bank of Harkness & Co., J. W. McNutt's establishment, and the Opera House being among the principal structures, followed by others in the course of years. In May the telephone system was established. The corner stone of the Catholic convent school was laid on July 14. At a Priesthood meeting of December 7, the City of Ogden was redistricted for ecclesiastical purposes. In December the large central room on the ground floor of the County Courthouse was fitted up for the District Court. On December 12th, the Mount Fort schoolhouse was destroyed by fire, the damage being about \$3,000. The same month the system of street railways and the formation of a race course was advocated by the press.

On January 15th, 1879, the Ogden Junction gave another instance of its progressive spirit by calling for the electric light—which call took over three years to be answered.

On January 26th, Mrs. Daniel P. Williams, of West Weber, was drowned in the Weber River, while crossing at the McFarlane ford from West Weber to Slaterville, in company with another lady and her husband.

Thursday afternoon, as per previous announcement, the city convention for the nomination of municipal officers met, and after a somewhat turbulent session the following ticket was settled upon: Mayor, L. J. Herrick; Aldermen, D. M. Stuart, C. F. Middleton, J. Stanford, Wm. B. Hutchings; Councilors, E. Stratford, R. S. Watson, R. McQuarrie, I. Canfield, W. W. Burton; Marshal W. Brown; Recorder, Jas. Taylor; Assessor and Collector, Thos. D. Dee; Treasurer, Aaron F. Farr. This—the People's—ticket was elected on Monday, February 11th, by an average of 690 votes against 45 for the opposition. About this time, also, a petition was put in circulation (receiving a great many signatures) asking Weber County to buy the Ogden Canyon road and open it for the free use of the public. It was then owned by a company who were obliged to charge toll at such a high rate people traveling to and from Ogden Valley found such a tax burdensome. The petition was not acted upon at the time, but the intended object was realized afterwards.

March 24th will ever be a memorable day in the annals of public improvements in the Junction City, because on that day the work cause of surveying the proper route for the sewer was commenced under the direction of Joseph A. West.

The Junction, on April 20th, advocated the establishment of a high-school or academy, a desideratum which was ultimately fulfilled in the erection of the Central School. In this connection it is interesting to mention the gathering of representative men of Ogden City, which took place in the Courthouse, on Monday evening, April 21st, to consider the best means of supplying the educational wants of the community. Hon. F. D. Richards was chairman and L. F. Moench secretary of the meeting. Short speeches were delivered by the chairman, D. H. Peery, Joseph Stanford, Job Pingree, D. M. Stuart, L. F. Moench, Edwin Stratford, Thos. Wallace, and Lorin Farr, favoring the erection of a good, substantial central schoolhouse with a view to establish a graded school. The sense of the meeting by a unanimous vote, was the approval of this project, and a committee was appointed, (L. F. Moench, C. F. Middleton, and R. S. Watson,) to draft resolutions expressing these views to the school trustees and to ask them to call a public meeting of the taxpayers when the matter could be properly discussed and legal action taken thereon. The resolution of this committee was duly drafted and published in the Junction of April 23rd. In pursuance to this resolution the trustees called a meeting of the taxpayers for May 6th, but on account of the slim attendance one meeting was adjourned one week, till May 13th, when Trustee Stanford set forth the object of the meeting. Speeches were also made by L. Farr, A. Ross, P. L. Anderson, J. Pingree, W. A. Wade, A. D. Rogers, D. Alexander, and others. The motion of L. F. Moench that we assess a tax on the taxable property of this school district for the erection of a central schoolhouse was carried by 96 against 46. Lorin Farr's motion to assess three-fourths of one percent, was carried by a large majority, and it was resolved by an almost unanimous vote that the cost in the erection of the building just referred to should not exceed \$15,000.

May 30th the great excursion of delegates of the National Sabbath School Convention (about 350 ladies and gentlemen) arrived from the East en route for the Pacific Coast. They were cordially received on the part of the Territory (Gov. Emery speaking) and Ogden City (Alderman Stanford spokesman.)

In its issue of June 19th, the Junction advocated the establishment of water works, a subject which commenced to occupy public attention and aroused increasing private discussion among the business men and the citizens generally.

At a meeting held June 8th, in the City Hall, the Ogden Driving Park and Fair Ground Association was formed, which has erected one of the finest

tracks in this western country—situated on the bench land in the northeast of the city.

The month of July records the erection of soap works, by Batchelder & Co., in Ogden.

At about 11:30 p. m., July 21st, a storeroom on Fifth Street belonging to W. G. Child, was burned down.

In the evening of July 31st, the remains of the late Joseph Standing, a Mormon missionary murdered by a mob in Georgia, July 21st, arrived in Ogden, where they were paid a fitting tribute of respect by large numbers of his mourning co-religionists.

The Fourth Ward Brass Band, Prof. John Fowler leader, was organized August 12th.

The City Council, in its session of August 8th, took the question of the establishment of water works vigorously in hand, thus laying the corner stone to that great public improvement which has since developed into so beneficial and popular a system.

On August 18th, the Catholic church, on Fifth Street, narrowly escaped destruction by fire. The blaze was discovered in time and subdued, leaving a damage of only one hundred dollars.

At 10 o'clock a. m., August 23th, the solemn ceremonies of laying the corner stone of the new Central Schoolhouse were held. Hon. F. D. Richards, assisted by the trustees and Superintendent L. F. Moench, laid the corner stone and afterwards offered up the dedicatory prayer, after which, suitable addresses were made on the subject of education in general and its progress and development in Ogden by Joseph Stanford, L. F. Moench, Leo Haefeli, F. D. Richards, and D. M. Stuart; a large number of citizens witnessed the interesting services.

At the close of August, L. B. Stephens made his exit from the Ogden Postoffice; General Nathan Kimball succeeded him, who held this office till February, 1880, when he superseded by E. A. Littlefield, editor and publisher of the Pilot.

October 6th, a fire at the depot destroyed over \$6,000 worth of buildings and merchandise in the storehouse and extra sleeping rooms of M. H. Beardsley, opposite the Union Depot Hotel.

October 30th, General Grant and wife passed through Ogden; Governor Emery delivered an address of welcome.

November 21st, formal and festive opening of the Ogden Driving Park.