May 10, 1869

“... Done”
Profile Map of the Pacific Railroad
Central Pacific Railroad acquired route for wagon road in 1861 anticipating need for railhead.
DUTCH FLAT WAGON ROAD.

This new route over the Mountains, by way of Dutch Flat and Donner Lake, can now be traveled by Teams without load, and will be open for loaded Teams.

JUNE 15th, 1864.

It is

The Shortest, Best and Cheapest Route to Washoe, Humboldt and Reese River.

Its grade going East at no place exceeds ten inches to the rod, and it is wide enough for Two Teams to pass without difficulty. All teams coming West, without load, can travel the New Road FREE OF TOLL until further notice. All those taking loads at Newcastle, the terminus of the Central Pacific Railroad, three miles from Auburn, can travel the New Road going East, Free of Toll, up to July 1, 1864.

Teams starting from Virginia City will take the Henness Pass Road to Ingram's, at Sardine Valley, where the New Road turns off to the left.

CHARLES CROCKER.

Sacramento, June 6, 1864
Prent of the Co.
14 July 1865

Now, the question is one of labor; this is being answered satisfactorily. An important source of labor is found in our Chinese population. We have now employed about two thousand Chinese. They are found to be good laborers. By providing regular and prompt pay, and good working conditions, will secure their trust.

It is probable, from the Chinese population of our State, we shall be able to form the necessary force to do the work. We are employing, and shall employ all the white, Chinese, or other labor available.
The Last Spike by Thomas Hill (1881)
No. 539 - Chinese at laying last Rail UPRR
Mr. Strobridge, when the work was all over, invited the Chinese to dine at his boarding car.

Mr. Strobridge introduced his Chinese foreman, and leader that been with him so long, and took the head of the table.

All the guests and officers present cheered them as the chosen representatives of the race which have greatly helped to build the road ... a tribute they well deserved and which evidently gave them much pleasure.
HOBSON'S CHOICE—YOU CAN GO, OR STAY.
Regular Workingmen’s Ticket,
SANTA CRUZ COUNTY.

"The Chinese Must Go!" Workingmen’s Party of CAL. OCEAN CALIFORNIA.
Chinese Exclusion Act 1882

Hip! Hurrah! China Excluded

The Democratic Chinese Exclusion Bill Has Been Signed by Our Democratic President

Hip! Hurrah! The White Man is on Top. Let every Democrat and all other Good Citizens turn out and Ratify this Democratic Measure
SOME REASONS
FOR
CHINESE EXCLUSION.

MEAT vs. RICE.

AMERICAN MANHOOD against ASIATIC COOLIEISM.

WHICH SHALL SURVIVE?

PUBLISHED BY THE AMERICAN FEDERATION OF LABOR,
HEADQUARTERS, 423-425 G STREET NW., WASHINGTON, D. C.

SAMUEL GOMPERS, President. FRANK MORRISON, Secretary.
BOYCOTT!

TO ALL FRIENDS OF ORGANIZED LABOR—

THE BUTTE TAILORS UNION

Has placed a Boycott on all Agents taking orders for Eastern “Scab” and Unfair Houses.

Also All “Scab” and Unfair Houses as follows:

George Palmer, 50 West Broadway, Employed tailor.
James W. Bell, 40 East Broadway, Employed tailor, made garments for certain tailor’s trade.
Goldman and Rineback, 67 East Broadway, agents for ladies’ coats, Chicago and New York.
A. J. Bookman, 4 South Wyoming, agent for Eastern “Scab” and Unfair Houses.
Levine Bros., 86 Broadway, tailors.
Aiken, 40 N. Main, tailors.

McConville, agent for Eastern tailors.
P. J. Maloney, agent for Eastern tailors.
Lou Wise and Wm. Fitzgerald, tailors.
Abraham, 4 South Wyoming and Howe.
Lichtenschein, 56 East Park Ave.
Dolling, East Park, agent and in charge of the overtaking system.

And Last But Not Least
All Chinese Tailor Shops.

WE BELIEVE THAT

The Public Will Take an Interest

In this Boycott and help to carry it out, to its best interest as well as ours, and that they shall not have the good of buying a really good garment for a fraction of its price.

See That This Label is Attached

And you may rest assured that when clothing has been made under fair and square conditions, that you have the genuine article and of the same time period, which is not the case with most of the clothing made in this country.

By Order of BUTTE TAILORS’ UNION

Endorsed by Silver Bow Trades & Labor Assembly

THE SUNDAY M. REGISTER
Mug shots of three Chinese immigrants captured in a sting on smuggling across the U.S.-Mexico border in 1911. Back then, border crackdowns focused on Chinese and other foreigners barred from entering the United States -- not on Mexicans and other Latinos.

"1965 Immigration Law Changed Face of America" by Jennifer Ludden (National Public Radio)
Wong Kim Ark
Alfred A. Hart photograph of Chinese Central Pacific construction crews along the Humboldt Plains in Nevada.

https://railroad.lindahall.org/essays/cultural-impacts.html
Snow gallery at Crested Peak (detail), built by the Central Pacific Railroad, 1868
Snow Shed:
Snow Shed:
10 MILES OF TRACK LAID IN ONE DAY.
APRIL 28TH, 1869.
Central Pacific Railroad & Union Pacific Railroad display advertisements carried in The Salt Lake Daily Telegraph the week that two lines' rails were joined at Promontory Summit, Utah, on May 10, 1869.
First Day Cover Commemorating 75th Anniversary of the Transcontinental Railroad, May 10, 1944

75th ANNIVERSARY
1869 - May 10 - 1944

Celebrating the completion of
The First Transcontinental Railroad
and driving of the Golden Spike
at Promontory Point, Utah joining the
Union Pacific and Central Pacific Railroads

OMAHA
MAY
10
9:00 AM
1944
NEBR.

UNITED STATES
POSTAGE

Enlarged Reproduction of
3 Cent Stamp in use in 1869

United States

Box 1235 - Opalocka
Florida.
Chinese workers: Lee Shao, Wong Fook, & Ging Cui, May 10, 1919

3 of the 8 men who laid the final length of rail.
"It was certainly a cosmopolitan gathering. Irish and Chinese laborers who had set records in track laying that have never since been equaled joined with the cowboys, Mormons, miners and Indians in celebrating completion of the railroad."
Commemorative Stamp

Completion of First Transcontinental Railroad

UNITED STATES OF AMERICA
At the 100th anniversary, U.S. Transportation Secretary John A. Volpe:

“Who else but Americans could drill ten tunnels in mountains 30 feet deep in snow? Who else but Americans could chisel through miles of solid granite? Who else but Americans could have laid ten miles of track in 12 hours?”
Central Pacific Tunnel #3, built in 1866
Vertical central shaft of the CPRR "Summit Tunnel" (Tunnel #6) at Donner Summit
Chinese Railroad Worker Camp, Dugout with Tent Frame
“Chinese Wall”

https://californiathroughmylens.com/donner-pass-summit-tunnel-hike
Donner Summit

https://californiathroughmylens.com/donner-pass-summit-tunnel-hike