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REPORT of the COMMITTEE on  
FEDERAL RELATIONS of the  
PACIFIC RAILROAD, Submitted  
March 24, 1856.

Sacramento.



\$7.50

Document No. —

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IN ASSEMBLY.]

[SESSION OF 1856.

## R E P O R T

OF THE COMMITTEE ON

# FEDERAL RELATIONS

ON THE

## PACIFIC RAILROAD.

SUBMITTED MARCH 24, 1856.

JAMES ALLEN STATE PRINTER

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## REPORT.

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*Mr. Speaker:*

The Committee on Federal Relations, to whom were referred the Joint Resolutions introduced by Mr. George, relating to the establishment of a Railroad from the Mississippi River to some point in the State of California, having had the same under consideration, respectfully submit the following report ;

The Committee regret that circumstances attending the investigation of this important subject, have not permitted us to give it the minute examination it demands, feeling, as we do, that it is a matter of the greatest importance and most vital interest, not to the State of California only, but to her sister States upon the Atlantic slope, and to the Union as a whole. The intensity of our interest in the subject has increased as we have the more minutely examined it, and we offer the result of our investigations with diffidence, briefly alluding to the value of California to the Union as a source of wealth, considering her own resources only ; the necessity of developing those resources ; an increase of inhabitants the only method by which they can be developed ; and a speedy, cheap and safe means of intercommunication with the Atlantic States the only method by which she can be peopled with a population desirable, and her perfect safety insured.

An attempt to estimate the value of California, in a pecuniary point of view would be vain, yet your committee have deemed it expedient to present some statistics relating to the export of gold from the State, as a basis for calculating the value of her mining interests in future. The amount of treasure shipped from California, of which an account has been taken, during the last five years, is two hundred and thirty millions of dollars, (\$230,000,000.) At a reasonable calculation, an amount equal to twenty per cent of this shipment, or forty-six millions of dollars, (\$46,000,000), has been carried by passengers, and consequently has not come to public knowledge, and it is equally reasonable to estimate twenty per cent, or forty-six millions of dollars, (\$46,000,000) as the amount reserved by miners and other people of the State for private purposes.

The committee, indeed, consider forty per cent. in the latter case, as nearer the fact, but at the estimate given, we have the sum of three hundred and twenty-two



millions of dollars as the result of five years labor in the gold mines of California alone.

But aside from shipments of gold, California is already beginning to assume a prominent position in the export of grains and products of her soil, to the various ports upon the coast and the Islands of the Pacific, as well as to the countries of Asia; but we deem it sufficient to say that, during the year 1855, these articles of export from the port of San Francisco, amounted to four millions eight hundred and seventy-seven thousand five hundred and nineteen dollars.

In the opinion of your committee, hardly a commencement has been made towards a development of the resources of the State. Discoveries of mineral deposits are daily being made, surpassing in value, richness, and extent, former discoveries, and to us, the conclusion is irresistible, that many centuries of constant labor will not suffice to exhaust the mountains of California of their golden wealth. The surface has, in comparatively a few places, been skimmed over; but now our mining population are diving into the interiors of the mountain ranges, by means of tunnels, and with a certain prospect of success. This is a fact now so generally known, that we have thought it necessary to revert to it only. Aside from the gold deposits in the State, large quantities of cinnabar are found, and mining for that article has already assumed a character of great importance.

The discoveries made of veins of silver, copper, galena, and beds of coal, lead us to the conclusion, that mining for these minerals will, at no distant day, be a prolific source of wealth to the State and nation; but the high price of labor, and the fever for gold, have heretofore prevented other metals than gold from receiving the attention their importance demands. We feel it proper to mention in this connection, that the fertility of the soil of California is unsurpassed by any State in the Union, and, that probably no country in the world, of equal extent, can boast of so productive lands, or a more salubrious climate, than ours, from one extreme of the State to the other. California has an area of 188,981 square miles, of 122,947,840 square acres of land, with a seaboard of between seven hundred and eight hundred miles in length; and yet the population of this vast territory does not probably far exceed four hundred thousand white inhabitants, and these mostly congregated in mountain villages, and the cities and villages of the plains, so that our soil, which is capable of sustaining a population more dense than even China, is left untilld, save an occasional spot; and the immense resources of the State, for agricultural as well as mineral productions, remain undeveloped.

Your committee look upon it as an axiom, that in order to develop the resources of the State, the number of her inhabitants must be increased. But the present means of intercommunication between California and the Atlantic States are too limited, expensive, inconvenient, and uncertain, to afford us reasonable grounds of hope for the accomplishment of this desirable result, other than by the establishment of a railway from the western frontiers of the States upon the Atlantic slope, to some point upon the Pacific coast. But there is another, and, in the opinion of your committee, a more important view, plainly showing to all who give the subject a candid examination, that this great work is an imperative duty of the General Government without delay.

The United States cannot reasonably hope, at all times to be at peace with the powerful nations of the old world, and should the mischance occur, that our beloved country be embroiled in war with any European nation, the great extent, and unprotected condition of our seaboard, make California the most vulnerable point of attack in the Union. Unless the means of ready transit for soldiers and munitions of war across the continent be provided, nothing could pre-



vent the landing of hostile forces on our coast, or the descent of armies upon us from the north, through Oregon, or through Mexico, from the south. Under such circumstances, the blow for a time would not only be disastrous to California, but to the whole country.

Your committee call your attention to the important and almost startling fact, as stated in some of the public prints, that British, French, and Mexican capitalists have undertaken the building of a Railroad from Vera Cruz to the city of Mexico, the termination of which, ultimately will be the Pacific Ocean. The preliminary arrangements for its construction, it is understood, are already made, actual, *bona fide*, cash capital is secured to complete the work. It is estimated that the cost of building the road to the city of Mexico, will be \$12,000,000; six millions have been subscribed by that city. No reflective mind can fail to see the effect of that road upon the United States. Unless the Atlantic and Pacific Road be built, that road will command the principal trade and passage between the Atlantic States and the States on the Pacific coast. The money expended in that trade, or upon passage, will go to increase the wealth of foreign capitalists. The wealth which Americans should by interest and nature inherit, will be drawn into the coffers of those inimical to the prosperity of our country.

In case of hostilities between our government and any European nation, that road will be the scene of rapid transit for our enemies, while our own soldiers would be compelled to force their way for two thousand miles, on foot, along the track where a Railway should carry them, and by their necessary delay, California, the coming glory of the United States, might be wrested from her hand, through her own unpardonable negligence. A Railroad between the old States and California, would be an instrument of greater terror to an invading power, than forts and arsenals. The general government, and each State in the Union, is interested, and should exercise an active interest in the safety and well-being of California, because her sons are here.

There are other, to the minds of the committee, important considerations in favor of the General Government taking immediate action in this great work. California has already secured to herself the attention of the world. The European, when contemplating a trip to Australia, regrets that his course does not lead through California. Merchants at Asiatic ports have surrounded the name of California with a golden halo. There is not a settled portion of the United States which has not been electrified by the positive influence of this young State, and with just reason. Taking the maps of the civilized world, California is now the converging point of the nations of the earth. There are but few men in any nation boasting of civilization, who have not a friend in California.

In this connection, the attention of your committee has been drawn to the increased commercial interests resulting to the Union from the establishment of this Railroad. While there are many articles of commerce which will ever follow the slower transportation by sail vessels, there are others, by the exchange of which a greater profit is realized, which take the more speedy conveyance, as experience has proved that the more rapid mode of transit is the most profitable, the cheapest and best.

By the establishment of a Railroad from the Missouri or Mississippi river to the Pacific, San Francisco would be within ten days travel of Boston, New York, Charleston or Savannah. The more profitable trade of the Atlantic States and Europe with the Celestial Empire, the southern countries of Asia, and the Islands of the Pacific would naturally follow this channel as the cheapest and most expeditious, and it would be useless to remark, that the revenue of the General Government would be enhanced in proportion as the trade of nations is



drawn through this channel. Travel, a great source of wealth to those within its influence, would in this direction be immense; and along the line of the road would spring into life and activity new States, to swell the revenue of the Government and increase the wealth of the nation. The people of London and Paris and the nations of Europe, seeing their coast but twenty-one days from the coast of the Pacific, would feel dissatisfied until they had passed over the great American Railroad, and placed their feet upon the golden soil. Business men and men of independence in the old States, desirous of spending their winters in the loveliest of climates, will avail themselves of this Road for a sojourn of a few months annually in California: and those wasting in ill-health or fleeing from the ravages of disease will hasten to it as the healthiest land in the world.

This is not the language of declamation, but calm conviction based upon experience: the natural course of events and the principles of the human mind. California is second to no State in her attachment for the Union. Your committee will be permitted the suggestion, that the Government of the United States, founded as it is in the attachment of the people to its institutions, and dependent for its *support* upon that attachment, should adopt every reasonable measure for increasing the bond of union, by the more intimate alliance of interest. Experience in the Atlantic States has proved that those sections which are united by means of speedy conveyance from one extreme to the other, thereby causing a constant interchange of feeling and interest, and more closely allied in sentiment than those sections which have not been favored with such facilities of intercourse. So this national Railroad, your committee believe, would more strongly cement the bond of union between the Atlantic and Pacific States, as well as the Atlantic States themselves, and each individual of the nation, in whatever extreme, would feel that he has an interest in this national work, of which he would never willingly be disfranchised, and it follows, as a natural sequence, that he will also feel interested in the welfare of every State in the Union.

The committee hardly deem it necessary, in this day of progress and enlightened reason, to revert to the constitutionality of an appropriation by Congress of lands or money, or both, for the accomplishment of a work so greatly to the enhancement of the general welfare of the Union. That question has already been settled by former appropriations of lands for the benefit of railroads, in the States. But another matter presents itself for consideration in this connection, by an appropriation of alternate sections or divisions of land along the line of the road, for the purpose of building it the General Government would be greatly benefitted, by an increase of revenue, consequent upon the rapid and permanent settlement of the country through which the road must pass. The tariff being the same, the revenue must increase in proportion to the increase of articles imported, and imports will augment in proportion as demand for them increases. The demand for articles of import would be as great, by people settled along the line of this road, as by an equal number of people in the States, now settled. More than this, immense tracts of land which now are useless to the General Government would be brought into market, and become of great value. But your committee deem it unnecessary to pursue this part of the subject further. With regard to the practicability of the enterprize, the committee are of the opinion that no Californian, acquainted with the various railways in the Atlantic States, and who has traveled the overland route to California, can entertain any doubt, "as Nature has already graded the road for more than fifteen hundred miles, and the remainder is by far less difficult to be surmounted than many of the routes in the Atlantic States." As to which would be the better route, although there is no diversity of opinion in the committee respecting it,



yet they deem it better that no opinion be expressed, leaving that to the result of a survey by a competent corps of Engineers.

Respecting the granting of the right of way for the road through any portion of the State of California, there could hardly be found a dissenting voice. Every Californian feels the necessity of having the road, and will be found ready to do anything within the bounds of California liberality to secure its early accomplishment.

Estimates have formerly been made upon the cost of building the Atlantic and Pacific Railroad, varying from eighty to one hundred and fifty millions of dollars; but the committee having had the matter of the cost under consideration, taking the middle or Platte River Route as the basis of their calculation, have arrived at the conclusion that a medium between these extremes, from one hundred millions to one hundred and fifteen millions of dollars, will be much nearer the probable cost.

There are now in operation, and in process of construction in the United States 16,000 miles of railroad, of which the Chicago and Galena road, it is believed, pays the highest dividend, in proportion to the amount of capital invested; but your committee are satisfied that dividends on the Atlantic and Pacific railroad must be much greater in proportion to the amount of capital employed in its construction than the road referred to, as the travel and freight passing over the Atlantic and Pacific road cannot but be proportionally much greater than that over the Chicago and Galena road, and your committee are further firmly of the opinion, from a knowledge of the country through which the Chicago and Galena road passes, and the route over which we are satisfied the Atlantic and Pacific road must pass, that the cost of building the latter road cannot be proportionally greater than the expenses of constructing the Chicago and Galena road.

Your committee think it not proper to withhold an expression of opinion, that so great a work as the Atlantic and Pacific Railroad should not be left to individual enterprize, believing that it can hardly be so accomplished; and admitting it can be, it would be impolitic in creating a monopoly which would be dangerous; the immense profits of the road, going as they would in that case, to a few individuals only, when they should be distributed to the people of the States. They are also equally of the opinion, that it should not be exclusively a work of the General Government—for, although in the latter case, if properly conducted, the profits would benefit the whole nation, the throwing of such immense patronage into the hands of the General Government, would give to the few who manage its concerns, too great an opportunity for injustice and fraud. Your committee, therefore, have thought it proper to suggest the outlines of a plan by which, with such assistance as may be obtained from the General Government, the road can soon be built, and every individual in the Union be benefited by it, while speculation will almost certainly be prevented, which we now submit:

Each State in the Union, or as many as see fit, should make itself a party or stockholder in the road, in proportion to the amount of taxable property within its limits. By a reference to the statistics of taxable property in the United States, the amount of such property will be found to be nine billions of dollars. A tax of two and a half mills on a dollar levied by each State, on the taxable property within its borders, would amount annually to twenty-two millions five hundred thousand dollars. Such a tax levied by each State, for five consecutive years, would alone, and without assistance from the General Government, except the granting of a charter, and the expense of surveying the route, build the road. But your committee cannot doubt that the General Government will grant assistance to the enterprize, sufficient to defray at least one half of the expense of completing it. Now if the Legislature of each State were to submit



to its people, the proposition asking them to vote upon, and express their willingness or unwillingness to be taxed to the amount of two and a half mills on the dollar, for the purpose of building this road, and at the same time set before them the ultimate advantages which would accrue to them by its construction; your committee are of opinion, from their knowledge of the enterprise and public spirit of our brethren in the Atlantic States, that a large majority in each State would vote in favor of being taxed.

It is doubtful, even if the heaviest capitalists would object to such taxation, although the greater burthen would fall on them. The plan then proposes, that each Legislature submit to its respective people the proposition of a tax of two and a half mills on a dollar on the property, for the purpose of building the Atlantic and Pacific Railroad, and if a majority of the people are in favor of it, the plan further proposes that each State (or so many as vote in favor of the proposition) select one Railroad Director and one Engineer, and one Assistant Engineer, to discharge the duties of such offices, as in other roads.

As soon as laws are passed by the respective States, levying such tax, the labor upon the road can commence, and the circulating medium cannot be seriously affected by the concentration of a large amount of money, for that would soon find its way back to every section of the States, to purchase articles for the road, and means of subsistence for the laborers upon it, thus keeping up a constant circulation, and preventing the accumulation of a large amount of money at one time. Arrangements also might be made, by which the States could pay in their amounts at different times, which would remove all objection to a fancied "tightness" in the money market, from a concentration of capital at any one point. If, however, these regulations should be thought insufficient, each State could issue bonds for the amount of taxes collected for this purpose, drawing a reasonable rate of interest, and retain the money in her possession, for a term of years, or until the dividends from the road cancel the amount. Should the latter suggestion be deemed the most feasible, each State could issue her bonds immediately upon her passing a law levying a tax which would expedite the work. As before stated, the plan proposes that each State holds stock in the road in proportion to the amount paid in by her, and when the road is completed, the dividends to each State will, of course, be in proportion to that amount, and your committee are confident in the opinion, that in a few years the entire amount contributed will be returned to the States respectively, in the way of dividends, which they can constitute into a perpetual school fund, or make such other disposition of as, in their wisdom, they shall see fit.

Should this or some similar plan be adopted, the cost of the road would fall lightly upon the entire people of the United States, and grants made by the General Government for the road, would be indirect grants to the people of each State in the Union, which, as an ultimate result, must suggest itself to the mind of every one of ordinary capacity.

With regard to the appointing of Commissioners to visit the several legislative bodies of the Union, for the purpose of securing their influence in behalf of this work, the committee can see no necessity for such appointment, believing that a calm statement of facts, as set forth in this report, will convince those honorable bodies of the importance to them and their interest with us in the success of this enterprise, and secure for it their hearty co-operation. The interests of the nation require that this work be accomplished; and when directed to it, intelligent minds cannot fail to enter upon it with zeal and give to it their earnest support.

In view of carrying out the matters contained in this report, your committee submit the following preamble and resolutions, as a substitute to those referred to them for consideration, and recommend their adoption:



*Whereas*, the isolated position of California, the unparalleled accumulation of her wealth, the rapid increase of her foreign and domestic commerce, and the safety, prosperity and happiness of her people, require that measures be taken by parties interested, and especially by the General Government, immediately to provide for the protection of our people against foreign aggression, to cement more closely the bonds of union between the inhabitants of the Pacific and those of the Atlantic coast, and to make our country, as it should be, the highway of the nations of the world. Therefore

*Resolved*, (by the Senate and Assembly of California,) That our Senator and Representatives in Congress be requested to urge upon that body, the necessity of establishing a Railroad from the Missouri or Mississippi rivers to some point in the State of California, and to use their utmost endeavors to procure the passage of a law in Congress providing for the construction of such Road, by the donation of alternate sections or divisions of the public lands along the route of said Railroad, or by the appropriation of money from the Treasury of the United States, or both, and the adoption of such other measures as shall be necessary to secure, at an early day, the completion of this great national work.

*Resolved*, That the proposition of a tax of five mills on a dollar on all taxable property in this State, and in addition thereto, a tax of two dollars per capita on all able bodied men in the State, for the purpose of building the Atlantic and Pacific Railroad be, and is hereby submitted to the people of California, to be voted upon at the general Election, in September next.

*Resolved*, That the Governor of the State be requested to transmit a copy of this report to each Senator and Representative in Congress, and to the Executive of each State in the Union, and that we ask their hearty co-operation with us, by using their influence for the early accomplishment of this great work of mutual benefit.

The committee have also had under consideration, that portion of the Governor's Message referred to them, having reference to the Pacific Railroad, and respectfully beg leave to report it back to the House incorporated with, and as a portion of this report:

### PACIFIC RAILROAD.

The rapid progress which has, during the past year been made in developing the vast and unequalled resources of the Pacific country, together with the evident fact, that additional population alone is required on this coast to give it still greater prominence in the eyes of the world, and immensely to augment the national prosperity and wealth, has called forth from our people a universal demand for the speedy construction of a thoroughfare across the continent, connecting the Atlantic and Pacific Oceans.

The growing importance of California—the wants of her people, and the requirements of her fast augmenting commerce, would seem to demand the consideration of the Federal Government, and that prompt, decisive, and judicious legislation which should ever characterize its action in matters involving the national welfare, or the prosperity of the individual States.

That it is peculiarly the province of Congress, at least to lend a helping hand to this vast undertaking, uniting with bands of iron, and the more indissoluble



bonds of a common interest, the extremes of our mighty confederacy, few will deny. Forming a part of the same free republic—having a common interest in the affairs of the nation—partaking of the same blessings, and submitting to the same burthens:—enjoying identical institutions, with similar laws and language, and firmly united in feeling with our sister States, the people of California are yet more widely separated in distance from the parent Government than they are from the Empires of China and Japan. With all their wealth, free institutions, commercial importance and mineral resources, they are, at this time, on a far off coast, beyond the protecting arm of the General Government, and, in case of war, are left almost entirely to their own resources to defend their hearths or repel aggression. With our national fleet at a distance of fifteen thousand miles, an army of rescue would be compelled to travel through a foreign country or traverse an unpeopled waste, across a continent, with stores, munitions of war, and artillery, ere we could receive succor in case of invasion. It is a wise maxim and one now especially worthy of consideration, which teaches governments “in time of peace to prepare for war,” and it is the part of true wisdom for the General Government to attend to the wants of our people in this respect, ere their necessities shall demand it, or the threatened safety of the youngest and brightest star of the confederacy show the fallacy of a procrastination which has already been felt too long, and which, in the end, must redound to the injury of California, if not irreparable loss to the Union.

The time has at length arrived when our people can no longer brook delay, and when renewed and constant exertions on our part are eminently demanded, to press upon Congress the importance and the necessity of an early completion of the Atlantic and Pacific Railroad.

It is true, that now, while all Europe is trembling on the verge of an interminable warfare, and while her battle-fields ring with the clang of arms and the roar of artillery—while thrones, principalities and kingdoms rock with internal discord, and the mutterings of popular outbreak are heard on every side, we are calmly enjoying the blessings of continued peace, and in plenty and prosperity reveling in the fruits of abundant harvests and peaceful pursuits.

But we know not how long this happy state may continue—how long we may be exempt from the ravages of foreign war—or how soon a combination of the great Powers of the earth may wreak vengeance or envy upon our own people. Standing in the vanguard of nations in commerce, civilization, and enlightened progress—in agriculture, manufactures, arts, literature and science—in all that elevates the man, dignifies the race, or makes renowned a people, it is our duty, which prudence, if not necessity, should dictate, to be prepared for any emergency; to be ready as well to meet an enemy at the threshold, as to give succor to a friend.

While we, with hospitable arms and generous liberality, extend an invitation and kindly greeting to the downcast and oppressed of every land, and offer a home and protection to those who seek our shores to share our privileges and burthens, and enrich the State, we should not, in the days of prosperity, forget, that, in the course of events, and from the very necessity of things, we, too, may be called upon to defend our honor and our homes against the aggressions of an invading foe. It is needless for me to say, that in such an event, in our present condition, California would be entirely unable to protect herself. With an open and almost unprotected seaboard of seven hundred miles in extent, her cities, from north to south, would be liable to capture and destruction, ere succor could reach these shores: her people could be harassed, their property destroyed, their commerce, domestic and foreign, completely annihilated, and a sufficiently powerful armament could, for a time at least, terminate the political existence of **this the brightest gem in the galaxy of States.**



To avert so dire calamities, and, also, to foster and extend our varied commerce, to advance our prosperity, and to add to the glory and wealth of this young State, as well as to promote the dignity, importance and welfare of the whole Union, is the province and the duty of the Congress of the nation. In no way can this so well be accomplished—in no way so many blessings be vouchsafed and insured, or evils untold averted, as by the speedy construction of a great national highway from the Mississippi to the shores of the Pacific.

But the benefits of this enterprise, although immensely important to California, will not be confined solely to her, and it is not alone in her behalf that we urge the measure upon the consideration of Congress. The railroad across the continent is a great national work, eminently worthy of the enterprise, industry, wealth and energy of this great Confederacy.

Its magnitude and utility to the whole Union, embracing, with its branches, every section of the country, and uniting with iron bands the outermost portions of a mighty empire, render it a proper object for the exhibition of the powers and resources of the United States, and when once completed, will forever remain a monument to the intelligence, progress, wisdom, and energy of the nineteenth century.

As a thoroughfare for the certain and speedy transportation of mails, munitions of war, and emigrants who may desire to find a new home on the Pacific, as well as to increase the facilities required by the commerce of the world, and that frequent and safe intercommunication and friendly interest necessary between the people of the same great confederacy, this road is demanded by every consideration of justice, necessity, and propriety.

In the consideration of this truly important question, it should be borne in mind that this young giant republic, with its three millions of square miles of territory, extending from ocean to ocean, over a space of twenty degrees of latitude, (being nearly one million square miles more than the Russian possessions proper), with its twenty-six millions of inhabitants,—with its unequalled resources of wealth, and all the elements of true greatness, has no national highway, no grand thoroughfare extending across its compact territory; in truth, has no reliable means of transit for its mails, munitions of war or troops, from one portion of the continent to the other.

In order to remedy this great want now beginning to be felt as a necessity by our people, I regard it as the duty of Congress to provide at an early day for the building of the road, and, if necessary, to lend the name, credit and territory of the nation in assisting in its speedy completion. So far as the construction of the road by Congress is concerned, I deem it proper to state, that I regard the Atlantic and Pacific Railroad as a necessity of the age, as a great national enterprise, and that the constitutional power of Congress to provide for its construction through territory *exclusively under the jurisdiction of the Federal Government*, by the donation of alternate sections of such territory, or, if necessary, by the appropriation of treasure from the coffers of the nation, cannot be questioned. The refined distinction, advanced by some, between the donation of lands, and the appropriation of money derived from the sale of those lands, is, in my opinion, not authorized by any principle of constitutional construction, nor can it be derived, either expressly or impliedly, from the language, context or tenor of that instrument. With reference to the great question of internal improvements I desire here to state, that the position taken by the framers of the Constitution itself, and by the great lights who followed them, whose names and deeds are now history, as understood by me, has always been that Congress possessed the constitutional power to commence, carry on and complete, with the public funds, if necessary, each and every work, *national* in its character, and which is requisite to advance the prosperity and provide for the *common defense* and general welfare of the whole people.

In a word, the line of distinction drawn, is between a system of internal improve



ments for the special benefit of individual States, and those larger, more extended and important enterprises which embrace in their nature the well being of the whole nation—those national undertakings which are necessary to preserve its unity, defend its outposts, and provide for the protection and fostering of its extended foreign and internal commerce. As such a work, the Pacific and Atlantic Railroad pre-eminently deserves to receive the aid and care as well as the resources of the nation.

In conclusion of this highly important and interesting subject, I would simply remark, that, in my opinion, the most advisable plan to secure the early completion of this great work, would, perhaps, be the donation of alternate sections of land on the route selected, and, if need be, the lending of the name and credit of the nation, with a lien upon the road itself, as security for payment.

The first would not only be amply sufficient in a short time, to raise funds to complete the road, but would greatly enhance the value of the alternate sections reserved by the Government, so that while the country now unpopulated would be opened up to the industry and enterprise of our people, the revenue of the nation derived from the sale of these lands would not be diminished but actually increased. The latter would, perhaps, be necessary to begin the work and assist in its speedy completion, and would assuredly secure the Government from loss."

In conclusion, your committee, feeling that this subject is one of most vital importance to California and the Union, cannot but express the hope and belief that the Legislative bodies of the Union will look favorably upon the enterprise and join with us in the work.

All of which is most respectfully submitted,

R. B. LAMON,  
Chairman.

S. T. GAGE,  
H. A. GASTON,  
J. M. COVARRUBIAS,  
Committee.