REPORT

OF THE

CHIEF ENGINEER

OF THE

Central Pacific Railroad

COMPANY OF CALIFORNIA,

ON HIS

OPERATIONS IN THE ATLANTIC STATES.

Judah, Theodor D.

SACRAMENTO:
H. S. Crocker & Co.'s Print, 107 J Street.
1862.
Sacramento, September 1, 1862.

To the President and Directors of the Central Pacific Railroad Company of California:

Gentlemen—In compliance with a resolution of the Board of Directors, a copy of which, marked A, is herewith appended, passed October 9, 1861, appointing me as accredited Agent and Chief Engineer, with instructions to proceed to Washington to further the interests of this company there, in obtaining Congressional grants, appropriations, etc.

I collected together all the maps, profiles, field notes, etc., of our recent survey, and sailed for the Atlantic States on steamer of October 10, 1861.

Our Congressional Representative, Mr. Sargent, being a fellow-passenger, a good opportunity was afforded for explaining many features of our project not easily understood, without more than a cursory examination, which explanations were of great service to us in future operations.

The trip also afforded an opportunity to write a portion of the report of our recent survey, which being subsequently completed in the City of New York, I procured one thousand copies to be printed, distributing a portion of the same among railroad men, where likely to do us most good, sending copies to President Lincoln, the heads of Departments, and to our Senators and Represen-
tatives in Congress. It was also published in the railroad journals, and thereby obtained considerable circulation before the meeting of Congress.

Meeting in New York our Senator, Hon. Jas. A. McDougall, Chairman of Senate Pacific Railroad Committee, after a long and exceedingly satisfactory interview, I left fully satisfied that in him the Pacific Railroad had a firm friend, not likely to be discouraged by the threatening aspect of our affairs, but ready and anxious to adopt the plan best calculated to make the Pacific Railroad a success in the present session of Congress, and to urge the same to speedy termination.

Mr. McDougall requested me to arrive at Washington at least a week before the meeting of Congress, to assist him in preparing a bill, so as to have it ready to introduce at an early day.

I accordingly proceeded to Washington on the 20th, and lost no time in calling upon both our Senators.

Senator McDougall saw in the present position and temper of Congress a favorable time to press the subject of Pacific Railroad, and accordingly determined to report a bill from his Committee at an early day. At his request, I prepared a bill similar in its general features to the Curtis bill, embodying improvements and ideas suggested by himself, and also incorporating some ideas suggested by others, his intention being to lose no time in introducing this bill. But upon mature reflection and consultation, it was thought advisable to await the action of the House, and try to maintain an uniformity and concert of action.

Upon Mr. Sargent's arrival in Washington, there was yet undisposed of a vacancy in Pacific Railroad Committee, and also on Indian Affairs. The Speaker assigned Mr. Sargent to the Pacific Railroad Committee, and to no other, so that what then seemed almost like an act of hardship, in assigning a new member to no standing committee, but placing him on a special committee which had for many years been unsuccessful in their labors, in reality proved an act of great benefit to our future interests, as well as to the State of California; for Mr. Sargent, having no other committee duties to occupy his attention, took hold of the Pacific Railroad and devoted his time and energies almost exclusively to that subject.

Mr. Sargent, in the early part of the session, prepared a bill which was introduced into the House, and referred to the Pacific
Railroad Committee of the House, but for nearly two months it seemed almost impossible to awaken any interest in the subject until the latter part of January.

Determined to arouse the attention of the House, and endeavoring to procure, if possible, some action on the subject, Congress being in Committee of the Whole on the state of the Union, Mr. Sergeant obtained the floor and delivered his first speech on the subject of Pacific Railroad, instead of on the prevailing topic of the day. Being rather inappropriate to the business then before the House, it occasioned some surprise, but the arguments it contained were so well taken and so forcibly put, as to arouse attention to the subject, and thereby accomplishing the expected result.

A meeting of the House Pacific Railroad Committee was almost immediately called, at which they decided to report, favorably, a bill forthwith. Mr. Sergeant offered a resolution in committee, appointing a sub-committee to prepare a bill, which passed, the Chairman appointing Messrs. Campbell, Sargent, Franchot and Shield, on such committee. Up to this time several bills had been introduced in the House, but they, with one exception, were all framed upon the theory of the Curtis bill in regard to the construction of road at the ends, creating but one company, and giving to them the whole road from the Missouri river to the Pacific ocean. The only exception to this was a bill (afterwards known as the Rollins bill), introduced by Mr. Rollins in the House, and by Mr. Pomeroy in the Senate, giving the eastern end to a Kansas company, and the western end, in California, to our company; and strange as it may seem, although differing in that respect from any other bill ever before offered, yet the theory of this bill seemed to be regarded quite favorably. The work of preparing a bill for the sub-committee having fallen upon Mr. Sargent, upon thorough examination and consultation with the friends of the Pacific Railroad, he decided to favor the plan of the Rollins bill, as obviously the most desirable, and frame a bill giving the ends to companies as therein contemplated. The original Rollins bill was imperfect in many particulars; as for instance, it provided that for two hundred and fifty miles from the foot of Rocky Mountains westerly, and two hundred and fifty miles from the California State line eastwardly, the appropriations should be doubled, or $32,000 per mile; which would give an increased appropriation on our side, east of the Sierra Nevadas, exactly where it was not wanted. We wanted it across the Sierra
Nevada Mountains, while this bill gave it only after they were crossed. This was altered, making the appropriation treble instead of double, for one hundred and fifty miles from the west base of Sierra Nevada eastwardly, and from the east base of the Rocky Mountains westwardly, while on all the intermediate intervening space, the appropriation was doubled. That bill also gave any other company in California the right to unite with our road, and become participants in benefits, appropriations, etc., of the bill. This clause was also removed.

The Nevada company, of Nevada Territory, not mentioned in the Rollins bill, was also recognized in the new bill, and the grants through that Territory given to that company.

Various other modifications and improvements were made, and the bill presented to sub-committee by Mr. Sargent. It received their sanction, was reported to their main committee, and received the general approval of that committee.

In the meantime Gen. McDougall had called several meetings of his committee, who had before it all the several bills introduced, and among them the Rollins bill, introduced by Mr. Pomeroy, and here, as to structure, this bill seemed to meet with most favor.

Being made aware, from day to day, of the action of the House committee, and becoming convinced of the necessity of harmony of action between Senate and House on the bill, Gen. McDougall determined to await the action of the House committees, and if they adopted a bill, which both committees could agree upon, to report the same bill to the Senate.

Immediately upon learning of the result of the action of the House sub-committee, he called his committee together, and they decided to adopt the House sub-committee's bill, which was done, and (on February 25, 1862), it was reported to the Senate for leave to print, and recommitted to the Senate Pacific Railroad Committee before being reported by the main House Pacific Railroad Committee to the House.

A few days afterward (March 4, 1862), the House committee reported this bill to the House, which was printed, and referred back to the committee.

It is not to be thought that all these matters were being accomplished without opposition; they were done in the face of decided opposition and determined hostility from various parties, whose
interests were antagonistic to our own, and who fought the bill with energy to the end.

You will observe that much had now been accomplished, notwithstanding the fact that all other bills, at all other sessions of Congress were framed upon the principle of recognizing but one company to build the entire road, which principle seemed to have been settled upon by general consent, as evidenced by the discussions and vote upon the Curtis bill in the two previous sessions of Congress. Yet this was a bill recognizing the employment of companies already existing at either end, and making the appropriations direct to them for the construction of the road through their respective States, one of them being our own company. The Maine, or Perham Company, who have had bills before Congress at every session for the last six years, and who had their bill before both branches of Congress at this session of Congress, were entirely ignored, though appropriations increased throughout the whole bill, and double the amounts contemplated in the Curtis bill, given to us, through the State of California to the Big Bend of Truckee. The right given us to build the entire line in California, either from the Sacramento river or from San Francisco; the Nevada company recognized, and $32,000 per mile, with 6,400 acres of land per mile given for that portion of the road; the lengths of sections across the Sierra Nevadas reduced from forty to twenty miles; two years given us in which to build the first fifty miles, and only fifty miles per year required thereafter. And this bill approved and reported by both House and Senate committees at the same time—this was the first time that both Pacific Railroad Committees of Congress ever reported in unison the same bill, and at the time this was done, the Chairmen of the two committees had not met, or had any consultation on the subject.

A brief explanation may suffice to show how this was done. The principles which produced this result were control and harmony.

The control of Senate committee rested with the chairman, Gen. McDougall, while the stirring speech and judicious after action of Mr. Sargent gave him virtually the control of the House committee, although not its Chairman. On Mr. McDougall, as Chairman, rested the responsibility of preparing such a bill as would receive the sanction of his committee, while upon the House side that
power was given to a sub-committee, and by that sub-committee delegated to Mr. Sargent.

I may here mention that I had been appointed Secretary of the Senate Pacific Railroad Committee, having charge of all their papers, etc., being present at their meetings, and having the privilege of the floor of Senate, while upon motion of Mr. Sargent, I was appointed Clerk of the House sub-committee, who held their meetings in our committee room, had the privilege of the floor of the House, and I afterwards acted as Clerk of the main House committee.

At the time of first meeting of the House committee, a number of bills had been introduced into the House and Senate, and it soon became evident that unless some unanimity of action were had, that no Pacific Railroad bill would pass the present session of Congress.

With a view of harmonizing and combining the strength of the three most prominent interests, the Rollins bill was framed, taking in and making the whole of these grants to the three companies; the eastern end being given to the Pawnee, Leavenworth and Western Railroad, the central portion to the Perham Company, and the western end to our company. This was the first move under the principle of harmonized action. As it combined three of the most active influences, it was a preliminary step in the right direction.

The whole matter being now in the hands of the sub-committee, and by them delegated to Mr. Sargent, the following important alteration was first made. The name of the Peoples' Pacific Railroad, or Perham Company, was left out entirely, leaving the central section or division open to corporators, as in the Curtis bill, and leaving the ends as first arranged, for the following reasons:

Upon investigation it was satisfactorily ascertained, that the Perham Company had not the strength or influence they claimed. The managers of their affairs claimed so much for their company, and made such pretentious demands that it became necessary to make an investigation as to their responsibility and standing, the result of which was decidedly against the policy of retaining them in the bill. Again, it was evident that one of the strongest features of the Curtis bill, was in the provision making grants to corporators named in the bill, as the list comprehended prominent railroad men and capitalists from all the principal lines of road in the
United States. Their names being given in by delegations from the various States, of course interested members of those delegations in favor of the bill, and combined a strength and influence which could not otherwise be had. The absence of this feature in the Rollins bill, was the absence of great strength, and after weighing the anticipated opposition of the Perham Company against the increased strength of the bill, with this feature restored, Mr. Sargent, sustained by my advice and the results of his inquiries with regard to that company, decided to throw them out, believing that the bill could not otherwise be passed, and the final result proved the correctness of these conclusions.

When this became known to the Perham Company, as a matter of course their fierce opposition was encountered, and a determined and bitter warfare kept up, not only against our company, but finally against the bill itself. Pamphlets were written and laid on the desks of members and Senators, absurd statements with regard to bribery, fraud, etc., were freely circulated, and every effort made to poison and prejudice the minds of members against the bill, but as it appears, all in vain.

This bill emanated from Mr. Sargent’s hands. Scorn of its excesses, the appropriations were increased, where an increase was wanted, the sections reduced to twenty miles in the mountains, the Nevada company recognized, the right of other companies in California to join without our consent, stricken out, the width of right of way made four hundred feet. Provision was made for an Iowa branch to reconcile that interest; the bonds and interest were to be repaid entirely in transportation and service for the Government, and no per centage deducted.

The wording of the bill was very similar to that of the Curtis bill. Room was left for the corporators to build about one thousand miles. Nearly the whole of the sections and provisions of the bill related to the Central or Union Pacific Railroad Company, who appeared to be prominent throughout, while the end companies were disposed of in a few words, such as giving them the same rights, privileges, grants, etc. The word dollar did not occur in the whole bill. The entire issue of bonds were limited to the number of fifty thousand. It appeared to be, what it really was, Mr. Curtis' bill very greatly improved, and as such commended itself to the practical good sense of the Congress who have endorsed it.
As this bill left Mr. Sargent's hands, it was approved and endorsed by the sub-committee, with but one single alteration, and that consisted only in leaving the number of sections of land per mile blank.

I immediately prepared a copy of the bill, as approved by sub-committee, and laid it before Gen. McDougall, going over the whole bill in detail with him; and although, while approving it generally, he did not fully concur in all its details, yet so important did he conceive harmonious action to be, that waiving all other considerations, he agreed (with the concurrence of his committee), to report this bill as it was, word for word, directing me to call a meeting for the following day, February 23, 1862, for the purpose of obtaining the sanction of his committee.

Five days afterward, February 25th, by direction of his committee, he reported the bill to the Senate, asked to have it printed and referred back to his committee, which was done a few days afterward, March 4th.

Mr. Campbell, Chairman of the House committee, having, by direction of his committee, reported the same bill to the House, where it was printed and referred back to his committee; and this is how both House and Senate committees adopted and reported the same bill to their respective Houses.

The plan of bill having now been settled and decided upon, being printed and before the public, it was of course open to criticism and amendments.

As was anticipated, the Iowa and Chicago interest revived the old local quarrel between Missouri and Iowa, and demanded amendments calculated to advance their own, and to prejudice the Kansas and Missouri interests. Many concessions were made to them and they appeared satisfied.

Next the great Northwest were aggrieved, and demanded a line from Minnesota to South Pass. This was finally compromised by providing, that whenever a road should be built across Minnesota or Iowa to Sioux City, then a branch should be built from Sioux City to connect with Pacific Railroad line at a point not farther west than the one hundred and second parallel of longitude, giving them six sections of land per mile, and half the number of bonds per mile.

Various minor amendments were made, and finally the bill was reported to the House, March 14th, printed with the amendments,
and made the special order for March 25th. It was again postponed on account of the Tax bill till April 1st, and again till April 8th, when the Tax bill having passed the House, the Speaker stated the business next in order to be the consideration of the Pacific Railroad bill.

Mr. Stevens raised the question of order, that as this bill contemplated an appropriation it should go to the Committee of the Whole on the state of the Union. After some debate the Speaker sustained the point of order.

Mr. Campbell moved that the rules be suspended, etc.

Mr. Lovejoy asked, before a vote was taken, to submit an amendment for the purpose of having it printed.

The rules were suspended—Mr. Dawes in the chair—and the committee proceeded to the consideration, as a special order, of Bill No. 364, etc.

Mr. Campbell moved, and by unanimous consent the first reading of the bill was suspended.

Mr. Campbell then addressed the committee, explaining the features of the bill and giving much statistical information.

Mr. Phelps, of California, then obtained the floor, but yielded to Mr. Cobb, who moved the committee rise, it being 4 p. m. At 4:10 the House adjourned.

April 9th Mr. Campbell moved that the substitute, reported yesterday, be ordered printed.

House went into Committee of the Whole on Pacific Railroad—Mr. Dawes in the Chair—and Mr. Phelps addressed committee in favor of the bill for about one hour.

Mr. Kelly, of Pennsylvania, then followed in a speech of about thirty minutes.

Mr. Sargent then followed with a speech of about one hour.

Mr. Campbell then moved that the committee rise.

Mr. Lovejoy asked Mr. Campbell to postpone his motion, that they might go into the House and postpone the special order, but Mr. Campbell declined, and the committee rose.

Mr. Lovejoy then moved to postpone the special order to one week from Monday next:

Mr. Campell rose to a point of order, that Mr. Lovejoy's motion was not in order except by unanimous consent.

Speaker overruled the point of order.

Mr. Valandingham then rose to a point of order, that the House
could not postpone a special order in the Committee of the Whole, except by a two-thirds vote, under a suspension of the rules.

Speaker overruled it, and pending the question, Mr. Vallandingham moved an adjournment, which was carried at 4:10.

April 10th, Mr. Lovejoy stated the reason why he desired to postpone the special order was, to give time to consider the bill. He had consulted with select committee and finds they are willing to postpone for one week; he, therefore, modifying his motion accordingly.

Mr. Campbell, finding a disposition on all sides, to give the Pacific Railroad that consideration to which it was entitled, and as the consideration of the Tax bill had prevented examination of this bill, and as the substitute had only just been printed, yielded to this disposition for a few days.

Mr. Stevens moved to amend so as to postpone until a week from Monday next.

Mr. Sargent called for the yeas and nays. Not ordered.
Mr. Campbell called for tellers, which were ordered.
Mr. Stevens' amendment disagreed to. Question recurring on Mr. Lovejoy's motion, it was agreed to.

Mr. Stevens then asked to have some amendments printed which he desired to offer.

April 17th, Mr. Campbell moved to close general debate in one hour, but as objection was made, withdrew his motion.

House resolved itself into Committee of the Whole—Mr. Hickman in the chair—and Mr. Lovejoy had the floor.

Mr. Lovejoy attacked the bill, severing it section by section; he endeavored to create the impression that the bill was so defective that a Pacific Railroad could not be built under it; that the grants of land were too bountiful; that the provision exempting them from taxation was unheard of—that it would absorb so large a portion of public land, as to render the homestead policy entirely useless.

He did not regard it as a military necessity; he doubted whether it was intended ever to build the road under the bill; the ends might, but the center would not be built; he deprecated the policy of employing companies at the ends, and was in favor of having but one company to build the entire road, etc., etc.

The true cause of Mr. Lovejoy's opposition arose from the fact that he was probably enlisted in favor of Perham Company, who
were not recognized in the bill of committees, whose bill he intro-
duced as a substitute immediately after his speech, and had it
printed. This bill gave all the grants to the Perham Company,
and was accompanied by pamphlets, written by some one in Per-
ham's interest, attacking the committees' bill, and recommending
the adoption of the Perham bill in its place.

After Mr. Lovejoy had concluded, Mr. Cradlebaugh obtained the
floor and spoke for about twenty minutes in favor of the bill. He
gave a description of the silver mines of Washoe, and the vast
business which would accrue to the road from its location through
that Territory.

He was followed by Mr. Dunn, of Indiana, who made a rambling
speech, the object of which seemed to be to decry the merits of
the South Pass and contiguous routes, and to advocate the adoption
of a route through Kansas and Colorado via the Cochetopa, or
some other Pass thereabout, the precise location of which he did not
seem to have a very clear idea, but through a country pronounced
impracticable by Government surveys. Mr. Dunn spoke about
one hour.

Mr. Dunn was followed by Mr. Edwards, of New Hampshire, in
a speech, in which he declared himself in favor of a Pacific Rail-
road, but was not prepared to commit himself in favor of the com-
mittees' bill.

He was followed by Mr. Wilson, of Iowa, who, while declaring
himself in favor of a Pacific Railroad, found a good deal of fault
with the committee bill, and indicated numerous amendments
which he considered absolutely necessary, before he could give it
his support.

Mr. Wilson was followed by Mr. Watts, of New Mexico, who
made a good humored, practical speech, full of good, sound com-
mon sense, and it had much weight, from the fact that he advocated
the bill of the committees, which precluded New Mexico from en-
joying the benefits of the bill; he said he would, and he did stand
by the bill of the committee,

Mr. Pike, of Maine, followed in a speech favoring the postpone-
ment of the whole subject till the next session of Congress, his
speech leading the movement to postpone the bill, of which there
was really great danger.

He was answered by Judge Kelly, of Pennsylvania, who gave
very excellent reasons why this bill should not be postponed.
Mr. Fessenden, of Maine, spoke in favor of Pacific Railroad, but objected to the bill of the committee, and favored the substitute of Mr. Lovejoy.

Mr. Morrill, of Vermont, followed Mr. Fessenden. He spoke against the passage of the bill at the present time, and advocated its postponement till the next session of Congress.

Mr. Blair answered Mr. Morrill's arguments effectually, and severely criticised the disposition shown to organize local hostility to the measure.

The debate of the day was closed by Mr. Campbell, who ably answered the arguments of Mr. Lovejoy and others. He pointed out the inconsistencies of the Perham bill, etc.

Committee rose, and House adjourned at 4:30.

April 18th, Mr. White, of Indiana, spoke against the bill—he was in favor of giving the grants to but one company, of recommitting; the bill of committee was full of objections.

Mr. Sheffield also spoke unfavorably, and on motion of Mr. Lovejoy, the bill was postponed to Monday week, April 28th.

The result of general debate up to this time, developed much hostility to the bill of committee, and gave uneasiness to the friends of end companies.

Monday, April 28th, Mr. Campbell said:

"Mr. Speaker: The Committee on Pacific Railroad have had a further meeting during the past week, and adopted some of the suggestions which were made here in general debate, and have instructed me to report an amendment. If the amendment of the gentleman from Illinois, Mr. Lovejoy, be withdrawn or voted down, the committee will recommend the adoption of the amendment I now present in lieu of the committee substitute. This question is the special order in Committee of the Whole while on state of the Union, and I give notice, that I will call it up to-morrow after the morning hours. I now move that the amendment I now submit, be ordered to be printed."

Motion agreed to.

April 30th, Mr. Campbell moved that the House resolve itself into Committee of the Whole on Pacific Railroad Bill, and that all debate be closed in five minutes.

Motion agreed to.

The bill was taken up to be perfected, and for that purpose to be read section by section.
On motion of Mr. Wilson, of Iowa, the first section of the committees’ bill, relating to the incorporation of the Central Company, was amended so as to define more fully, the powers and duties of the incorporators.

Mr. White, of Indiana, moved that five Commissioners be appointed by the Secretary of the Interior, to act with those named in the bill, in the organization of the company, and also that the Secretary of the Interior appoint two Directors, after the organization, on the part of the Government. He thought the interest of the Government should be protected, as it would have millions invested in the road. Adopted.

A large number of names were inserted as Commissioners, and the enemies of the bill endeavored to make these additions the occasion of ridicule, when Mr. Sargent said it was time such amendments were voted down. The position of Commissioner entailed only hard work without pay, and gentlemen could not have read the bill aright who sought to get their friends in as corporators.

Mr. Morrill, of Vermont, moved to amend so as to require the subscriptions to the stock to be paid into the Treasury of the United States.

Mr. Sargent opposed this, as making the United States the treasury of a private company. The Treasurer of the United States has his own peculiar functions to perform in handling public money, and ought not to have the handling of private funds. It was never intended to use the vaults of the United States for the keeping of private funds.

Amendment withdrawn.

Mr. Stevens, of Pennsylvania, renewed it so far as to require ten per cent. to be paid into the Treasury.

Mr. Campbell opposed the amendment. He could see no propriety in paying the funds of a private company into the Treasury of the United States.

Without coming to any conclusion the committee rose.

May 1st, the House resolved itself into Committee of the Whole and resumed the consideration of the Pacific Railroad bill. Mr. Stevens’ amendment was so modified as to require ten per cent. to be paid into the treasury of the company, and adopted.

Mr. Morrill returned to the charge, and moved that one half of the capital stock should be subscribed for, and $10,000,000 be actually paid into the Treasury of the United States, before the com-
pany should have a right to organize. He wanted a genuine working company. It was usual to require the whole stock to be subscribed. Any man could, by paying $20,000, get possession of all the grants and funds granted in the bill.

Mr. Campbell said it was unusual to require more than five per cent. to be paid before organization. We required ten. The company could not draw a dollar from the Treasury until millions had been subscribed, and part of the road built. The gentleman from Vermont was opposed to the whole scheme at this time, and it was evidently the result of that opposition which led him to propose to have $10,000,000 placed by the company in the Treasury of the United States. No company could afford to have so much dead capital. The Government had guarantees enough. He hoped the friends of the bill would vote down the amendment.

At this point in the proceedings Mr. Lovejoy endeavored, vigorously, to procure a substitution of the Perham bill for that of the committee, which led to a long debate on questions of order, which was participated in by Messrs. Sargent, Stevens, Campbell, White, and Lovejoy, and ended in the withdrawal of the amendment by Mr. Lovejoy.

Mr. Sheffield, of Rhode Island, moved to require ten per cent. to be paid on 50,000 shares, instead of 2,000. He thought the amount entirely too small. He deemed it unsafe to the public to allow a corporation of this magnitude, capable to perform so much mischief as this corporation may perform, to be launched out on so small capital.

Mr. Phelps, of California, regretted very much to see this kind of amendments offered. He could not think they were offered with any other purpose than to embarrass the bill. The fact that it was a large corporation, did not justify in embarrassing it with conditions.

Amendment lost.

Mr. Shanks, of Indiana, moved to strike out the right to take from the public lands stone, earth and timber for the construction of the road. He thought the alternate sections for ten miles on either side of the road enough.

Mr. Sargent opposed the amendment. It could not injure the Government to allow the company to take the stone and timber along the route, and apply it to the uses of the road, when at pres-
ent it is of no use whatever, and may never be, unless the road is built.

Amendment lost.

Mr. White moved to reduce the right of way from four hundred to two hundred feet. Mr. Campbell had advised with practical engineers on the subject, and thought four hundred not too much, considering the heavy embankments and cuttings.

Amendment withdrawn.

On motion of Mr. Stevens, the iron to be used in the road was required to be of American manufacture.

Mr. Cradlebaugh proposed that the lands, after being conveyed to the company should be opened to prospectors for metals, and providing that a jury assess damages.

Mr. Sargent was opposed to patch work legislation in regard to the mines. Mineral lands were excepted in the bill. The local care of the mines had been left to the people. When that system was changed he desired it should be by a carefully considered bill, not by incidental legislation.

Amendment lost.

Mr. Wilson moved to reduce the rate of interest on the bonds from six to five per cent., which was opposed by Mr. Campbell, and lost.

Mr. Holman moved to insert a provision that the road should remain a public highway for the use of the Government of the United States free of charge.

Mr. Campbell opposed the amendment. The Government must come forward with a liberal hand, or the enterprise must be abandoned forever. The necessity was upon us. The question is whether we shall hold our Pacific possessions.

Amendment lost.

Mr. Shelbarger, of Ohio, moved that surveys be first made of a through route, demonstrating its practicability before any bonds should issue.

Mr. Campbell answered him, and the amendment was lost.

The committee then rose.

On Monday, May 5th, a test vote was taken on the question of going into Committee of the Whole on the Pacific Railroad Bill, and resulted, 56 yeas, 49 nays. Encouraged by this the friends of the bill took fresh courage, and prepared for the conclusive struggle.
Messrs. Campbell and Sargent proposed, on behalf of the committee a great many amendments to the pending bill, changing the starting point of the Central Company from the western boundary of Kansas to the one hundred and second meridian of longitude, striking out the Nevada company, etc. The change in the starting point, and certain additional privileges granted to the Iowa branch, were the results of a compromise between conflicting interests, that had given infinite trouble, labor and anxiety to the friends of the measure. The compromise satisfied all parties, and did justice to all, and the effect of the cheerful cooperation of all parties who favored a bill against those who were opposed to all bills, was apparent throughout this day.

Mr. Kellogg, of Illinois, moved to strike out of the bill the ninth section, providing for the companies on the ends. He had no objection to that portion of the bill providing for a road from the one hundred and second meridian of longitude to the State line of California. But the bill proposed to build an independent road in California and one in Kansas. He was opposed to it. The center would never be built. The bill proposed three roads.

Mr. Campbell replied, the amendments would destroy the whole bill. Greater inducements were offered to build the central portion. The ends had but $16,000 per mile, the center $48,000 and $32,000. Government had a mortgage on the whole.

Amendment lost.

Mr. Kellogg moved to amend so as to require forty miles of the Central part to be built before any part of the bonds should issue. He wanted some security to the country that the central portion would be built. Why not let the people subscribe to the whole road? Why make three charters instead of one? He called upon the friends of the bill to give this poor guarantee that the central would be built.

Mr. Sargent said, because we are friends of the bill we vote down, when we are able, all such amendments. What security to the Government or good to any body, would arise from compelling the company to go five hundred miles into the wilderness to build forty miles of road without connection with any other road? The rails, ties, etc., would have to be carried in wagons. The gentleman would impose a useless, ridiculous task. Mr. Sargent was in favor of a Pacific Railroad now, and for that reason was in favor of commencing at the ends, not in the middle. Books of all the compa-
ancies would be open for subscriptions, for much capital would be needed from the people.

The amendment was lost.

Mr. Lovejoy moved to insert a provision, that if a road is not built from the Missouri river to the city of Sacramento by the 1st of January, 1874, the road should be forfeited. He believed, notwithstanding the views of the committee, the bill could not build the road. It would build the ends only. He thought his amendment would test the sincerity of the friends of the bill in their purpose to construct the road across the continent.

Mr. Campbell had no objection to the amendment. He believed Congress would always act liberally towards any company endeavoring to fulfill its obligations.

The amendment was adopted.

Mr. Morrill, of Vermont moved to amend so that no bonds should issue, or any lands be granted until surveys should demonstrate the practicability of the route, or until, in the opinion of the President of the United States, the circumstances of the country shall justify the building of the road. He had been astonished that a matter of so much importance should be considered in so thin a House. His amendment would prevent anything being done that could involve the Government, till the circumstances of the country would warrant it. At the proper time he would be in favor of a railroad. He was not in favor of a sham. Under the bill we would get somebody to take a vast quantity of bonds and public lands, but would get no road. He desired a practical survey. We had never had anything but picture-books—mere barometrical surveys. Those surveys show that there are extreme difficulties to be overcome. He regarded the bill as purely ornamental; he was opposed to increasing our annual taxation five or six millions, as this bill would.

Mr. Sargent said that the gentleman did not desire to arrest legislation when the tax bill was under consideration, although they had to resort to frequent calls of the House, to get a quorum. They were there to attend to the legislation of the country, and were not excused by the remissness of others. The gentleman would not go on with the work till more surveys, and hence more picture-books had been made. But there was more in those picture-books, than the gentleman seemed aware of. He showed by the abstract of grades, as shown by Government surveys, the practica-
bility of the route, and explained the value of barometrical recon-
oisances, illustrations by the surveys made by our company over
the Sierras. The gentleman was in favor of a Pacific Railroad,
except when it could be passed. If we continue to put off the
Pacific Railroad till the war debt is paid, we will never have it.
We need it to develop the resources of the country, and the greater
the debt, the more we would need such development, as a farmer
would need to more carefully cultivate his farm if he fell into debt.
The road was a political necessity. The present generation in
California was loyal, but neglect all the interests of the State, and
squeeze it with taxation, and a new generation might ask what
they were gaining. We must break down the barrier between the
two great sections of the country—legislate for the future as well
as the present. He trusted that the bill now so near completion
would be sent to its final vote without insidious amendments, dis-
tractive of its object.

The amendment was lost.

Mr. Aldrich moved to insert a provision for a northern road from
the western boundary of Minnesota to Puget Sound, and was
humorously replied to by Mr. Watts, and the amendment rejected.

Mr. Kellogg again moved his amendment, to have the forty miles
of the central division built first, which Mr. Stevens said was like
the boy, who, in digging for a squirrel, commenced at the bottom
of the hole and dug upwards.

His motion again failed.

The committee having completed its labors, on motion of Mr.
Campbell, rose and reported the bill to the House, where it was
considered, engrossed and read a third time, and ordered to be
printed with the amendments, and by unanimous consent, the final
vote on the bill was set for the next day at two o'clock P. M.

At two o'clock on May 6th, the speaker stated that the hour had
arrived for taking the vote on the Pacific Railroad bill, and the
question being taken by yeas and nays, the bill passed—yeas 79,
nays 49. And thus the Pacific Railroad bill passed the House.

SENATE PROCEEDINGS.

May 7th, the bill having been engrossed, was reported to Senate
from the House, and on motion of Mr. McDougall, was referred to
his committee. He stated that it was in substance the same bill
reported by Senate committee to Senate, and gave notice that he should bring it to the attention of the Senate at an early day.

On motion of Mr. Lane, of Kansas, four new members were added to the committee: Messrs. Wade, Lane, of Kansas, Browning and Kennedy, and at Mr. McDougall's request, I called a meeting of Senate committee for next day, May 8th.

May 8th a meeting of Senate committee was held, where the bill was read and discussed, the general sense of the committee being to agree to report it with very slight amendments. It was agreed to meet again on Monday the 11th, and report the bill immediately.

May 11th some of the members of the committee not having returned, meeting was postponed till to-morrow, Tuesday, 12th.

May 12th, committee met at 9 A. M., and completed their work on the bill. Most of the amendments were verbal and unimportant, except the one with regard to Iowa roads.

The House bill required the main Iowa branch to be completed in the same time with the Kansas road, viz: one hundred miles per year, etc. In view of the fact that no railroads were completed across Iowa, the Senate committee did not require them to commence until these connections were completed. The amendment was made in a spirit of liberality and fairness, but made much trouble afterward.

Mr. McDougall reported the bill to Senate May 12th, and gave notice that on to-morrow he should move to have the bill made the special order for Thursday, the 15th, on account of the expected absence of the two Missouri Senators.

It was soon afterwards ascertained that the Iowa and Chicago interests were opposed to the Senate amendment as to the Iowa branch, also to the Kansas road, and would endeavor to defeat the Kansas company, if all companies had to be excluded. They set on foot many reports calculated to prejudice Senators and others, and when the bill was called up, this opposition began to manifest itself strongly. The Senate refused to accede to Mr. McDougall's motion to make the bill a special order. But Mr. McDougall succeeded in getting it in such position as made it the unfinished business of the morning hour each day until disposed of.

Tuesday, May 20th, Mr. McDougall called up the Pacific Railroad bill.

Mr. Fessenden opposed taking it up. Mr. Wade asked that it be postponed a day or two. Mr. Clark opposed taking it up, also Mr.
Howe and Mr. Wilson. Mr. McDougall persisting, a vote was taken, and Mr. McDougall's motion prevailed.

Mr. Harlan, of Iowa, then gave notice that he should move that the bill be recommitted to the Committee on Public Lands, of which he was Chairman, assigning various reasons therefor, but the real one being, to get hold of it, so as to restore the House amendment with regard to the Iowa branch, and make others prejudicial to the interests of the Kansas road. By insisting on the reading of the bill until the morning hour had expired, Mr. Harlan was defeated in his attempt to get his motion in that day, but his motion was next in order, after the reading of the bill had been concluded.

At this stage of proceedings the Tax bill came up for consideration, and nothing more was done with the Pacific Railroad until after its passage.

Ad interim, I, with others exerted myself to allay the opposition of Messrs. Harlan and Grimes. Here let me do Mr. McDougall the justice to say that he agreed for himself and his committee, to yield to Mr. Harlan's views—restoring the House amendment with regard to Iowa branch. I also procured the assent of the Kansas company to shortening their line from the one hundred and second to the one-hundredth meridian, and also to some other alterations, insisted upon by Mr. Harlan, which withdrew his opposition. Mr. Harlan was subsequently added to the Pacific Railroad Committee, and entirely gave up his idea of having the bill referred to the Public Land Committee.

At several subsequent meetings of the committee, Mr. Harlan presented his amendments, which were adopted, with one exception, and on that a compromise was made, to which Mr. Harlan reluctantly consented. He insisted on making Fort Kearney the point where the Kansas road should terminate. But it was finally decided by a vote in the committee, to be the one-hundredth meridian of longitude, between the Platte and Republican rivers. And to the bill in this shape the committee agreed to stand.

On June 9th, Mr. McDougall called the bill up.

Mr. Wade insisted upon taking up a bill of his own.

Mr. McDougall objected, and called for the yeas and nays.

Mr. Wade's motion was sustained, and his bill considered and passed.

Mr. McDougall then tried to make it a special order, but Mr. Fessenden opposed. He, however, succeeded in having the bill or-
dered printed with the final amendments of the committee, and to come up in the Senate to-morrow at one p. m.

June 10th, other matters crowded the Pacific Railroad bill out until late in the afternoon, when Mr. McDougall made another attempt to have the bill made the special order for to-morrow, June 11th. In this he was opposed by Messrs. Wade and Clark—both of his committee—and Mr. Wilson, and finally, on Messrs. Wade, Wilson and Clark's advice, they agreeing, if he would let it lie over, to take hold of it and assist him to press it through, he reluctantly consented, rather than give occasion of offense to three Senators of influence, who were really friendly to the bill.

Wednesday, June 11th, Mr. Latham called up the Pacific Railroad bill, and moved to postpone all prior orders, to which Mr. Wilson objected, as he wanted another subject disposed of. Messrs. McDougall, Harlan, Latham, and Pomeroy insisting, the yeas and nays were ordered, and the motion agreed to.

Mr. McDougall announced that the committee had agreed upon the amendments unanimously, and the Senate proceeded to their consideration.

Mr. Trumbull wished to know the reason for changing the House bill in regard of meridian of longitude at commencement.

Mr. Trumbull raised the point, that it would bring the commencement within the State of Kansas, and the United States had no power to grant rights, etc., within a State.

Mr. Pomeroy explained, but not satisfying Mr. Trumbull.

Mr. Collamer called on Mr. McDougall to explain the general features of the bill, which he did occupying about half an hour.

Mr. Lane, of Kansas, moved to postpone the bill and make it special order for one o'clock to-morrow. It gave rise to a debate. Messrs. Fessenden, Morrill, Trumbull and Wilson, opposed making it a special order. Messrs. McDougall, Latham, Lane and Browning, advocating it. Mr. Lane finally withdrew his motion, and on motion of Mr. Wilson its further consideration was postponed until to-morrow, at one p. m. June 12th, Mr. Latham made his speech on the Pacific Railroad. After disposing of a few amendments, Mr. Morrill commenced a speech, when, on motion of Mr. Doolittle, the Senate went into executive session, with the understanding that consideration of the bill should be resumed on the following day.

June 13th, Pacific Railroad bill came up as unfinished business,
but there being a general desire to act on the naval appropriation bill, the Chairman of the Pacific Railroad Committee yielded, with the expectation that the naval bill would occupy but a short time. It, however, took up the time until Senate adjourned, without concluding it, and nothing was done on the Pacific Railroad bill.

June 16th, the naval appropriation bill came up as unfinished business, and upon its passage, the Vice President gave notice that the Pacific Railroad bill was before the Senate.

Mr. Hale asked consent of Mr. McDougall to introduce a resolution, fixing the hour of daily meeting at eleven, instead of twelve o'clock. Mr. Latham suggested to the Senate to lay aside the Pacific Railroad bill informally, to consider the resolution. Mr. McDougall gave way; but finding it would lead to discussion, proposed to let the resolution go over till to-morrow; but a vote being taken on it, the resolution was taken up, and consumed all the balance of the day. Mr. McDougall again took the floor and declared his intention not to yield again except for an adjournment, which gave him the right of the floor at one p. m. to-morrow.

June 17th, the Pacific Railroad bill came up in Senate at one p. m. for the first time in earnest, the Senate resuming its consideration as in Committee of the Whole. The debates of the day were voluminous and interesting, and will be found in the Globe, containing proceedings of June 17th.

June 18th, Senate engaged on amendments to Pacific Railroad bill all day. (See debates of Globe, proceedings of June 18th.)

June 19th, Senate engaged on Pacific Railroad bill all day. (See debates of Globe, proceedings of June 19th.)

June 20th, resuming the consideration of Pacific Railroad bill, the Senate completed their labors upon it, and it finally passed by a vote of 35 to 5. Those voting against it, being Messrs. Howe, King, Pearce, Wilkinson and Wright; Mr. Ten Eyck asking to be excused from voting, and Mr. Powell stating that he was paired with Mr. Simmons, but should have voted no.

The only unfavorable alterations of any importance were made by the New England Senators. But with regard to retaining the per centage, and as to the mode of repayment to the United States, these might perhaps have been remedied by a Committee of Conference, but it was thought best not to risk sending the bill back again to the Senate.

June 24th, the bill as passed was referred to the House Commit-
tee, and by them reported to the House on June 24th, with a recommendation that the House do concur in all the Senate amendments, which was accordingly done—the House concurring by a vote of 104 to 21.

The last action of the House on the Pacific Railroad, was upon a motion of Mr. Sargent, to print 2,500 copies of the bill, which was agreed to.

The bill was signed by the President, and became a law on July 1st, 1862.

The bill having passed, I immediately prepared a map and designation of our route as required by Section 7 of the act, which says that "Whenever said companies shall designate the general route of their road, and file a map of the same in the office of the Secretary of the Interior, he shall cause the lands for fifteen miles on each side of said route or routes, to be withdrawn from private enterprise, emption and sale."

This was so altered in the bill, for the purpose of keeping speculators and others from taking up the Railroad lands before they could file their final map.

I found Messrs. Smith and Usher, Secretary and Assistant Secretary of the Interior, ready and willing to do anything in their power to advance the interests of the Pacific Railroad, and in advance of the signing of the bill by the President, they allowed me to file the necessary papers, agreeing to forward the proper instructions to the land offices, to withdraw such lands from market, upon the signing of the bill.

I left Washington Friday, June 27th, for New York, for the purpose of making necessary inquiries, and securing provisional contracts, if possible, for the Iron Equipment, etc., for the first fifty miles of our road. My desire being to make such contracts, if possible, for Government bonds—and so that, if necessary, the first fifty miles could be completed by the fall of 1863.

Finding that Iron was rapidly advancing in price, and mills beginning to refuse to take orders, most of them being filled up with orders for many months ahead, I placed matters in the hands of G. T. M. Davis, Esq., with instructions to immediately close some kind of arrangement with iron, locomotive and car men, upon the best terms he could get, before further advances took place. Any contract or agreement not to be binding on us until ratified by the Central Pacific Railroad Company.
Mr. Davis succeeded in making a contract with Norris & Co., of Philadelphia, for eight locomotives, deliverable in January, to be paid for entirely in Government bonds, when issued. (See contract.) Also, obtained a proposition from the Lackawanna or Scranton Iron Company, for 5,000 tons of rails, deliverable in time for the completion of our first fifty miles as proposed. (See letter of Mr. Davis.) Also, obtained a proposition from Wason & Co., of Springfield, for eight passenger, four baggage and sixty freight cars, deliverable as above. (See proposition.)

All of these contracts and propositions to be subject to the approval of our Board of Directors, which was required to be given within thirty days from July 21, 1862, they otherwise to be void. Unless these contracts are accepted by our company, I doubt if it will be possible to otherwise arrange to procure this material so that the first fifty miles can be finished by the fall of 1863, which I regard as quite essential to be done, in order to complete the entire line through California as contemplated in the bill.

Herewith accompanying, you will find:

Three contracts with Norris & Co., of Philadelphia, for locomotives.

Proposition of Danforth, Cook & Co., of Patterson, for locomotives.

Proposition of Wason & Co., of Springfield, for cars.

Proposition of Lackawanna Iron Company, for Iron.

Letter from G. T. M. Davis, explaining the results of his negotiations.

Deeming it of importance that the President should fix the gauge of road as soon as possible, I procured several letters from influential Railroad managers, among which is one from Mr. Garrett, President of the Baltimore and Ohio Railroad, recommending a five feet gauge, and forwarded them to Mr. Sargent in Washington, who went to see the President several times about the matter, but found him too much occupied to take the time necessary for a proper examination.

Mr. Sargent also kindly endeavored to procure the President, to establish the west base of the Sierra Nevadas, but owing to the above causes was obliged to postpone it until next winter.

I would further state that a resolution was passed by the Senate making an appropriation out of the contingent fund of the Senate for the purpose of altering the plates and printing 1,000 copies
each of certain maps in possession of the Bureau Topographical Engineers; upon which maps so altered you will find the line of our Railroad, as well as others in California, laid down.

These maps were freely distributed among Senators, Representatives and others, and proved of the greatest assistance in furthering our interests in Washington.

I would also state, that in pursuance of an agreement with Hon. S. A. McDougall and Hon. T. G. Phelps, made in Washington, I assigned to certain parties representing the interests of the San Francisco and San Jose Road, the rights, grants and franchises, given us for that portion of the road between Sacramento and San Francisco. Also, that in order to provide for the contingency of the non-passage of the Pacific Railroad bill, I prepared early in the session a bill making a grant of lands for railroads in California, including our own; which bill was introduced into the House by Hon. A. A. Sargent, and into the Senate by Hon. M. S. Latham, and referred to the appropriate committee, but the aspect of the Pacific Railroad affairs became so encouraging that all efforts were concentrated upon the latter, and consequently nothing further was done with the land bills.

In justice to the Hon. Henry Wilson, of Massachusetts, than whom the Pacific Railroad had not a firmer or truer friend, I desire to state that to him are we indebted for the passage of that feature of the bill giving us the timber on mineral lands.

As the bill passed the House, mineral lands were excepted from the operations of the act.

Knowing that nearly all our lands in the Sierra Nevadas might possibly be decided to be mineral lands, and as no provision was made for our taking other lands in lieu thereof they would be lost to us.

Aware, also, that they were covered with timber, and that it was of the greatest importance to us in the future that we should have this timber for fuel, etc., I drew up a little amendment which read as follows: "But when the same shall contain timber, the timber thereon is hereby granted to said Railroad companies;" and when the bill, as it passed the House, came before the Senate committee urged upon them the importance of adopting this or a similar amendment, and the injustice of depriving us of both lands and timber, while if no mineral had existed on them, the provisions of the bill, as passed, would give us both lands and timber.
After discussion upon several occasions, although supported by Gen. McDougall, the Chairman, it was lost in committee, on a direct vote, by a majority of one, principally in consequence of the opposition of Mr. Cowan, of Pennsylvania, who conceived that we might find coal lands among the mineral lands, and then the timber would be necessary in order to work them.

Somewhat discouraged by the action of the committee on this particular point, I applied to several Senators friendly to the bill, to offer it as an amendment in Senate, but while they acknowledged its justice and importance, they did not like to offer in Senate an amendment rejected by committee.

As a last resource, I saw Senator Wilson, who, after an explanation, kindly offered to take charge of the amendment, and at the proper time offer and support it.

A record of the proceedings will show that he fulfilled his promise to the letter, the amendments passed, and to him, therefore, are we indebted for the passage of this feature, without which our land grants would have been comparatively worthless.

Having successfully accomplished the objects of my mission, I sailed from New York in the steamer Champion, July 21, 1862, arriving in San Francisco August 17, 1862.

* * * * * * * * *

I have the honor to submit the following testimonial letter, signed by forty-six Congressional representatives and seventeen Senators, and by Mr. Forney, Secretary of Senate, approving my course with regard to the Pacific Railroad bill in Washington:

WASHINGTON, June 24, 1862.

T. D. Judah, Esq., of California—Dear Sir: Learning of your anticipated speedy departure for California on Pacific Railroad business, we cannot let this opportunity pass without tendering to you our warmest thanks for your valuable assistance in aiding the passage of the Pacific Railroad bill through Congress.

Your explorations and surveys in the Sierra Nevada Mountains have settled the question of practicability of the line, and enabled many members to vote confidently on the great measure, while your indefatigable exertions and intelligent explanations of the
practical features of the enterprise have gone very far to aid in its inauguration.

Very truly yours,

JAMES H. CAMPBELL,
Chairman Select Committee of Pacific Railroad.

A. A. SARGENT,
Of Sub-Committee of House.

REPRESENTATIVES.

R. Franchot,  
Schuyler Colfax,  
Wm. D. Kelly,  
T. G. Phelps,  
Frank F. Blair,  
S. Edgerton,  
J. H. Goodwin,  
A. W. Clark,  
Burt. Van Horn,  
Augustns Frank,  
H. G. Blake,  
John A. Bingham,  
W. H. Wallace,  
R. E. Fenton,  
I. N. Arnold,  
John B. Alley,  
William Watt,  
W. F. Kellogg,  
Erastus Corning,  
C. Vibbard,  
Thos. S. Price,

E. Aug. Smith,  
John B. Steele,  
Thaddeus Stevens,  
Edward Haight,  
Edwin H. Webster,  
J. S. Watts,  
W. A. Wheeler,  
B. B. Van Valkenburgh,  
Alfred Ely,  
Jno. F. Potter,  
Wm. Windom,  
F. F. Lowe,  
Elihu B. Washburn,  
Saml. F. Worcester,  
Wm. T. Cutter,  
Cyrus Aldrich,  
George W. Julian,  
F. C. Beaman,  
Theo. M. Pomeroy,  
Alex. H. Rice,  
C. B. Sedgwick.

SENNATORS.

S. C. Pomeroy,  
J. H. Lane,  
A. Kennedy,  
Daniel Clark,  
H. B. Anthony  
B. F. Wade,  
Jas. A. McDougall,  
Milton S. Latham,  
J. W. Nesmith,  
Edgar Cowan,

O. H. Browning,  
J. B. Henderson,  
R. Wilson,  
L. M. Morrill,  
John A. Wright,  
Lyman Trumbull,  
John C. Ten Eyck,  
John W. Forney,

Secy. U. S. Senate.
Accompanying, please find:—

1—A set of all Pacific Railroad bills offered at this session of Congress; also Curtis’ Bill.
2—Set of Pacific Railroad reports with maps.
3—Debates on Pacific Railroad in present Congress.
4—People’s Pacific Railroad charter and address.
5—Two pamphlets against present bill, and answers.
6—Charter, etc., of Leavenworth, Pawnee and Western Railroad of Kansas.
7—Copy of assignment from Sacramento to San Francisco.
8—Three contracts with Norris & Co., for locomotives.
9—Proposition of Wason & Co., for Cars.
10—Proposition of Lackawanna Iron Company for 5,000 tons of iron.
11—Proposition of Danforth, Cook & Co., for locomotives.
12—Letter of G. T. M. Davis, respecting iron contracts.
13—Letter of Wm. Garrett, President of Baltimore and Ohio Railroad respecting gauge.
14—Letter of Henry Tyson, respecting gauge.
15—Sundry letters respecting the working of engines on heavy grades.
16—Copy of bill granting lands in and of railroads in the State of California.

Trusting my course and action on this subject, while absent, will meet your endorsement and approval,

I am, very respectfully,

THEODORE D. JUDAH;

Chief Engineer and Accredited Agent C. P. R. R. Co. of California.
Cpl. H. C. Taylor, U.S.N.

Compliments and best wishes of Mr. Anna F. Arden.

Greenfield, Mass,
March 1889.