In compliance with a resolution of the Senate of the 16th instant, copies of all documents, papers, and maps relating to the branch of the Union Pacific railroad from Sioux City, Iowa.

January 22, 1866.—Read, referred to the Committee on the Pacific Railroad, and ordered to be printed.

Department of the Interior,
Washington, D. C., January 20, 1866.

Sir: In compliance with a resolution of the Senate of the United States, dated January 16, 1866, directing "That the Secretary of the Interior be requested to communicate to the Senate copies of all documents, papers, and maps, of file in his department, relating to the branch of the Union Pacific railroad from Sioux City, Iowa," I have the honor to transmit, herewith enclosed, copies of all documents, &c., relating to said road, on file in this department, as follows:

1. Letter from Hon. A. W. Hubbard, dated Fort Dodge, Iowa, July 24, 1864, to his excellency A. Lincoln, President of the United States, stating that a company has been organized under the laws of Iowa, by the name of the Sioux City and Pacific Railroad Company, for the purpose of constructing the Sioux City branch of the Pacific railroad, and requesting that the same may receive his approval.

2. Letter from Hon. James F. Wilson and James W. Grimes, dated Fairfield, Iowa, August 22, 1864, to his excellency A. Lincoln, President of the United States, asking the approval of the company for the same purpose.

3. Letter from Hon. William B. Allison, not dated, to his excellency A. Lincoln, President of the United States, asking his approval of the organization of the company for the same purpose.

4. Letter from his excellency A. Lincoln, President of the United States, dated September 13, 1864, to the Secretary of the Interior.

5. Letter from Hon. William T. Otto, Acting Secretary of the Interior, dated September 14, 1864, to his excellency the President of the United States, stating, in addition to other remarks on the subject, that under existing circumstances no action should be taken by the President in the premises.

6. Minutes of a meeting of the directors of the Sioux City and Pacific Railroad Company, held in New York city on the 15th September, 1864, requesting the President of the United States to designate said company as the proper organization to construct and operate the branch of said road.
7. Articles of incorporation of said company.
8. Letter from Hon. A. W. Hubbard, dated December 15, 1864, to the Department of the Interior, asking that the application of said company may be acted upon.
9. Minutes of a meeting of the stockholders of said company, held in New York city, December 23, 1864, amending the articles of association.
10. Letter from Hon. J. P. Usher, Secretary of the Interior, dated December 24, 1864, to the President of the United States, recommending the designation of said company, in pursuance of the seventeenth section of the act of Congress approved July 2, 1864, and enclosing form of order for that purpose.
11. Order of the President of the United States, designating said company, dated December 24, 1864.
12. Letter from Hon. A. W. Hubbard to Hon. J. P. Usher, Secretary of the Interior, not dated, requesting certified copy of order designating company.
15. Letter from Hon. J. P. Usher, Secretary of the Interior, dated December 30, 1864, to Hon. A. W. Hubbard, enclosing copy of order, as requested.
16. Letter from his excellency Newton Edmunds, governor of Dakota Territory, dated Yankton, January 25, 1865, to his excellency A. Lincoln, President of the United States, enclosing memorial by the legislative assembly of Dakato in relation to the location of said road, with indorsement by John G. Nicolay, private secretary of the President, referring the same with enclosed memorial to the Secretary of the Interior.
17. Memorial of the legislature of Dakota, referred to above.
18. Letter from Hon. J. P. Usher, Secretary of the Interior, dated March 9, 1865, to his excellency Newton Edmunds, governor of Dakota, stating that the President of the United States has designated the Sioux City and Pacific Railroad Company, organized under the laws of Iowa, as the company to construct and operate the line of railroad and telegraph from Sioux City, &c.
19. Joint resolution of the legislature of the State of Minnesota, requesting the location of said road, with indorsement by John G. Nicolay, private secretary of the President of the United States, referring the same to the Secretary of the Interior.
20. Letter from Hon. J. P. Usher, Secretary of the Interior, dated March 9, 1865, to his excellency Stephen Miller, governor of Minnesota, stating that the President of the United States has designated the company to build said road.
21. Memorial from citizens of Delaware county, Iowa, to the President of the United States, relative to the route of the road, with indorsement thereon by John G. Nicolay, private secretary of the President, referring the same to Department of the Interior.
22. Letter from Hon. J. P. Usher, Secretary of the Interior, dated March 16, 1865, in reply to the said memorial, stating that the President of the United States has designated the company to construct said road.
23. Letter from John J. Blair, esq., president of said company, dated June 15, 1865, to the Secretary of the Interior, transmitting, for file, map designating general route of said road.
24. Map referred to above, designating general route of said road.
25. Letter from Secretary of the Interior to J. J. Blair, esq., dated June 27, 1865, acknowledging receipt of map.

I am, sir, very respectfully, your obedient servant,

Hon. L. F. S. Foster,

President of the Senate of the United States.
PROVOST MARSHAL'S OFFICE,
SIXTH CONGRESSIONAL DISTRICT, STATE OF IOWA,
Fort Dodge, Iowa, July 24, 1864.

SIR: A company has been organized under the laws of Iowa, by the name of the Sioux City and Pacific Railroad Company, for the purpose of constructing the Sioux City branch of the Pacific railroad.

The men composing the company represent the interests most interested in the construction of this road, and have engaged in the enterprise with the intention of completing it.

I hope the company may meet with, and receive, your approval.

Very respectfully, your obedient servant,

A. W. HUBBARD.

President A. LINCOLN,
Washington, D. C.

FAIRFIELD, IOWA, August 22, 1864.

SIR: The bearer hereof waits upon you for the purpose of securing your approval of the Sioux City and Pacific Railroad Company, which has been organized for the purpose of constructing the Sioux City branch of the Pacific railroad, in accordance with the act of Congress.

This company fairly and impartially represents the different railway interests involved in the Sioux City connexion with the Union Pacific road, as I believe. It thus harmonizes the various interests and unites them all in a common effort to give full effect to the legislation of Congress.

I trust that your approval will be given to this company, as it is without any rival, and is satisfactory to all concerned.

Yours truly,

JAMES F. WILSON,
JAMES W. GRIMES.

His Excellency A. LINCOLN,
President of the United States.

TO THE PRESIDENT: I have the honor to state on behalf of the Sioux City and Pacific Railroad Company, a company organized under the laws of Iowa, as provided by the 17th section of an act to amend an act entitled "An act to aid in the construction of a railroad and telegraph line from the Missouri river to the Pacific ocean, and to secure to the government the use of the same for postal, military, and other purposes," approved July first, eighteen hundred and sixty-two, that they respectfully make application to you for your approval of their organization, as provided in said section 17.

I have the honor to state that the gentlemen composing this company are directly interested in the railroads terminating at Sioux City, on the Missouri river, and at points on the Missouri river between Sioux City and Omaha.

The corporators are, Platt Smith, president of the Dubuque and Sioux City Railroad Company; L. B. Crocker, president of the Cedar Rapids and Missouri River Railroad Company, and M. K. Jesup, Frederick Schuchardt, John J. Blair, Charles A. Lambard, William B. Allison, A. W. Hubbard, and other gentlemen interested, as stockholders and directors of the said companies. That said section was inserted in the act to enable said companies to form a connexion with the Union Pacific Railroad Company. The company has organized by the election of Hon. A. W. Hubbard, of Sioux City, as vice-president, and W. W. Hamilton, of Iowa, secretary and treasurer. The office of president of said company has been left vacant until the company shall have so far progressed as to enable it to raise funds to commence the work on the road.
The gentlemen comprising this, with the exception of the writer of this, are men of large means and railroad experience, and men of correct business integrity. I respectfully ask your approval of their organization for the purposes herein indicated.

I beg to further state that this organization unites and harmonizes the various interests that unite and connect with the Sioux City branch of said Union Pacific Railroad Company.

I have the honor to be your obedient servant,

WM. B. ALLISON.

His Excellency A. LINCOLN,
President United States of America.

EXECUTIVE MANSION,
Washington, September 13, 1864.

SIR: Please see Hon. Mr. Allison, and make up for me the sort of paper you shall think proper for me to sign, on the case and law he will present you.

Yours truly,

A. LINCOLN.

Hon. Secretary of the Interior.

DEPARTMENT OF THE INTERIOR,
Washington, D.C., September 14, 1864.

SIR: The honorable William B. Allison, of Iowa, has handed me the note which you were pleased, on yesterday, to address to the Secretary of the Interior.

Mr. Allison desires your action under the seventeenth section of an act entitled "An act to amend an act entitled 'An act to aid in the construction of a railroad and telegraph line from the Missouri river to the Pacific ocean, and to secure to the government the use of the same for postal, military, and other purposes,'" approved July 2, 1864, (Acts of 1863-'64, page 363,) in behalf of "the Sioux City and Pacific Railroad Company," which he represents to be a corporation recently organized under the laws of the State of Iowa. The company, he informs me, was not created by special charter, but has been formed pursuant to the provisions of the general railroad law of that State.

No certified copy of the articles of association has been presented for my inspection, nor has any legal proof of the existence of the corporation been furnished.

The President can only designate a company for the purposes mentioned in the seventeenth section when such company shall have made a request to that effect. That request should be communicated in some authentic form by the company, or some one duly authorized to act in its behalf. It does not appear that such request has been made by this supposed company.

I have the honor to submit that under existing circumstances no action should be taken by the President in the premises.

I am sir, with much respect, your obedient servant,

WILLIAM T. OTTO,
Acting Secretary of the Interior.

The President.

At a meeting of the directors of the Sioux City and Pacific Railroad Company, held at No. 59 Exchange Place, New York, on the 15th day of September, 1864, a majority being present in person and by proxy, M. K. Jesup
was chosen chairman pro tem., (the vice-president being absent,) and A. B. Brittin, secretary.

The following resolutions were offered by Frederick Schuchardt, esq., and adopted:

Resolved, first, That the Sioux City and Pacific Railroad Company request the President of the United States, as provided in section seventeen of an act approved July 2, 1864, amendatory of an act entitled "An act to aid in the construction of a railroad and telegraph line from the Missouri river to the Pacific ocean, and to secure to the government the use of the same for postal, military, and other purposes," approved July 1, 1862, to designate the said Sioux City and Pacific Railroad Company as the proper organization to construct and operate the branch of said road provided for in said section seventeen of said act, and that he be requested to approve the organization of said company for said object.

Resolved, second, That the Hon. W. B. Allison be requested to present the foregoing resolutions to the President of the United States for the purpose therein indicated.

A. B. BRITTIN, Secretary.

Approved:

FREDERICK SCHUCHARDT,
M. K. JESUP,
W. B. ALLISON,
L. B. CROCKER,

Directors.

I hereby certify the foregoing to be a correct transcript from the records of the proceedings of the board of directors of the Sioux City and Pacific Railroad Company in relation to the matter therein set forth.

Witness my hand and the seal of said company, at Dubuque, Iowa, this 9th December, 1864.

[1. 8.]

W. W. HAMILTON, Secretary.

Articles of incorporation of the Sioux City and Pacific Railroad Company.

ARTICLE 1. Platt Smith, L. B. Crocker, M. K. Jesup, John J. Blair, James F. Wilson, A. W. Hubbard, Charles A. Lombard, Frederick Schuchardt, William B. Allison, and their associates, hereby associate themselves, and become incorporated under the provisions of chapter 52, (fifty-two,) title 10, (ten,) article 1, (one,) and the acts amendatory thereof, of the revision of the laws of 1860, of the State of Iowa.

ARTICLE 2. This company is organized for the purpose of constructing, maintaining, and operating a railroad from Correctionville to Sioux City, Iowa, and from Sioux City, Iowa, to such point at and upon the Union Pacific railroad, or the Iowa branch thereof, from Omaha, as may be hereafter selected under the provisions of an act of Congress entitled "An act to aid in the construction of a railroad and telegraph line from the Missouri river to the Pacific ocean, and to secure to the government the use of the same for postal, military, and other purposes," approved July 1, 1862, and the acts amendatory thereof.

ARTICLE 3. Said incorporation shall be known by the name and style of the Sioux City and Pacific Railroad Company, and its principal place of business shall be at Dubuque, Iowa, until otherwise directed by said company.

ARTICLE 4. This corporation shall commence on the first day of August, A. D. 1864, and continue for the full period of fifty years from that date, with the right of renewal.
ARTICLE 5. The capital stock of said company shall be six millions of dollars, which shall be divided into shares of one hundred dollars each; and may be taken by individuals and corporations, to be paid in such instalments as said company may require, and under such rules, regulations, and restrictions as may be provided by the board of directors.

ARTICLE 6. The officers of said company shall consist of nine directors, who shall have the management of the affairs of the company, a majority of whom shall form a quorum for the transaction of business, and any director may vote by proxy.

ARTICLE 7. The persons named in the first article of these articles of incorporation shall be the directors of said company until the first Wednesday of August, A. D. 1866, and until their successors are elected and qualified, upon subscribing these articles of incorporation, and subscribing for at least ten shares of stock in said company.

ARTICLE 8. The board of directors shall elect from their number a president and vice-president, and shall also elect a secretary and treasurer of said company: Provided, That the secretary and treasurer shall hold their respective offices during the pleasure of the board.

ARTICLE 9. The board of directors shall appoint an executive committee of five, one of whom shall be the president, and who shall possess such powers as may be delegated by the board of directors; and which appointment may be revoked at any time.

ARTICLE 10. The president, vice-president, or any director may be removed by a two-thirds vote of all the directors; and in case of a vacancy by resignation or otherwise, the board shall fill such vacancy within sixty days, or at the first meeting of the board thereafter.

ARTICLE 11. At all elections for directors, each stockholder shall have one vote for each share held by him; and the votes may be cast in person or by proxy, under such rules and regulations as said company may prescribe: Provided, That each director shall hold at least ten shares of stock.

ARTICLE 12. The said company shall at no time subject itself to an indebtedness or liability exceeding the sum of four millions of dollars.

ARTICLE 13. The private property of the officers and stockholders of said company shall be exempt from corporate debts.

ARTICLE 14. These articles may be amended at any annual meeting of the stockholders: Provided, That such previous notice of said amendments shall be given as may be prescribed by the board of directors.

ARTICLE 15. The board of directors shall have power to meet in New York City, due notice being first given to all the directors at least ten days before such meeting.

ARTICLE 16. There shall be on the first Wednesday of August, A. D. 1866, and annually thereafter, a meeting of stockholders for the purpose of selecting directors, and for the transaction of such other business as may be properly transacted at such meeting. Four weeks' notice of such meeting shall be given in such manner as the board of directors may prescribe.

ARTICLE 17. Shares of stock subscribed shall be transferred by the president and secretary of said company, at any time, upon the request of the holders thereof.

PLATT SMITH.
L. B. CROCKER.
M. K. JESUP.
JAMES F. WILSON.
A. W. HUBBARD.
CHARLES A. LAMBARD.
FREDERICK SCHUCHARDT.
WILLIAM B. ALLISON.
JOHN J. BLAIR.
Indorsement on said articles of incorporation.

State of Iowa:
Filed for record this 18th August, 1864, at 10 o'clock a.m. Recorded in book B of incorporations, pages 434 to 436.  

JAMES WRIGHT,  
Secretary of State.

State of Iowa, Dubuque county:
Filed for record August 6, 1864, at 10 o'clock a.m.; and recorded in book No. 1 of incorporations, page 310.  

WILLIAM G. STEWART, Recorder.

I hereby certify that the foregoing is a correct copy of the articles of incorporation of the Sioux City and Pacific Railroad Company, and the indorsements thereon; and that publication thereof, as required by the law of the State of Iowa, has been made in the Times, a newspaper in this city, as witness my hand and the corporate seal of said company, at Dubuque, Iowa, this 26th November, 1864.  

W. W. HAMILTON,  
Secretary of said Company.

House of Representatives,  

Sir: Since I saw you this morning I have examined our statute, and find the following provisions bearing upon the point suggested by you. Section 2, article 4, page 221, of the revision of 1860:

"Any railroad company heretofore organized, or which may hereafter be organized under the laws of this State for the purpose of constructing a railroad from any point within the State to the boundary line thereof, is hereby empowered to extend said railroad into or through any other State or States, under such regulations as may be prescribed by the laws of such State or States, or through which said road may be extended; and the rights and privileges of said company over said extension in the construction and use of said railroads for the benefits of such company in controlling and applying the assets of said company, shall be the same as if their railroad had been constructed wholly within this State."

I think, under the provisions of this section, the organization of our company to construct a road from within Iowa into Nebraska will be valid.

This is a matter in which northwest Iowa is deeply interested. I wish you would so far interest yourself in the matter as to have the application of the company acted upon as soon as convenient. I would, if possible, like to have it settled this week. It has been delayed so long that I feel interested in having it closed at once.

Very respectfully,

A. W. HUBBARD.

At a meeting of the stockholders of the Sioux City and Pacific Railroad Company, held at the office of M. K. Jesup & Company, 59 Exchange Place, New York, on Friday, December 23, 1864, at which meeting all the corporators were present in person or by proxy. M. K. Jesup, esq., was called to the chair, and John B. Dumont was appointed secretary pro tem.

The following amendment to the articles of association was proposed by Wm. B. Allison, esq., namely:
In article second, before the words Sioux City insert the words "Correctionville to," and after the words Sioux City insert "and from Sioux City to." The object of which amendment being stated by Mr. Allison, the same was unanimously adopted, and the secretary of said company was directed to have said article recorded as amended in the records of said company.

On motion of Mr. Crocker, it was

Resolved, That the secretary of this meeting be requested to forward to his excellency the President of the United States, through the honorable Secretary of the Interior, a copy of the proceedings of this meeting, so far as the same relate to the amendment of the second article of the articles of association.

M. K. JESUP,
L. B. CROCKER,
WM. B. ALLISON,
JOHN J. BLAIR,
F. SCHUCHARDT,
CHAS. A. LAMBERT,
PLATT SMITH,
JOSEPH F. WILSON,
A. W. HUBBARD.

I hereby certify that the foregoing is a correct transcript of the minutes of a meeting of the stockholders of the Sioux City and Pacific Railroad Company held at the office of M. K. Jesup & Company, 59 Exchange Place, New York, on the 23d day of December, 1864.

JOHN B. DUMONT, Secretary pro tem.

DEPARTMENT OF THE INTERIOR,
Washington, D. C., December 24, 1864.

SIR: I have examined the papers submitted by Hon. W. B. Allison, of Iowa, in reference to the designation of a company to construct the Sioux City branch of the Pacific railroad, and respectfully recommend that you designate the Sioux City and Pacific Railroad Company, in pursuance of the seventeenth section of the act of Congress approved July 2, 1864. The form of an order for your signature is accordingly enclosed.

I have the honor to be, very respectfully, your obedient servant,

J. P. USHER, Secretary.

The President of the United States.

Whereas "The Sioux City and Pacific Railroad Company," a company organized under the laws of Iowa, has requested the President of the United States to designate said company "for the purpose of constructing and operating a line of railroad and telegraph from Sioux City to such point on, and so as to connect with, the Iowa branch of the Union Pacific railroad from Omaha, or the Union Pacific railroad, as such company may select:"

Therefore be it known, That by the authority conferred upon the President of the United States by the seventeenth section of the act of Congress approved July 2, 1864, entitled "An act to amend an act to aid in the construction of a railroad and telegraph line from the Missouri river to the Pacific ocean," &c., &c., I, Abraham Lincoln, President of the United States, do hereby designate the said Sioux City and Pacific Railroad Company for the purpose above mentioned.

December 24, 1864.

ABRAHAM LINCOLN.
SIR: If convenient, send me a certified copy to the St. Nicholas Hotel, New York, so that I can have it by next Wednesday.

A. W. HUBBARD.

Hon. J. P. Usher, Secretary of Interior.

Department of the Interior,
Washington, D. C., December 24, 1864.

SIR: In compliance with your request I herewith transmit to you a certified copy of the President's order of this date, designating the Sioux City and Pacific Railroad Company "for the purpose of constructing and operating a line of railroad and telegraph from Sioux City to such point on, and so as to connect with, the Iowa branch of the Union Pacific railroad from Omaha, or the Union Pacific railroad, as such company may select."

I am, sir, very respectfully, your obedient servant,

J. P. USHER, Secretary.

A. W. Hubbard, Esq., St. Nicholas Hotel, New York.

[Telegram.]

New York, December 30, 1864.

I would like copy of article and approval. Send next mail and I pay expense.

A. W. Hubbard, At St. Nicholas Hotel.

Hon. J. P. Usher,
Secretary of Interior, Washington.

Department of the Interior,
Washington, D. C., December 30, 1864.

SIR: I have received your telegram of this date, and, as therein requested, enclose a copy of the President's order of the 24th instant.

I take occasion to state that a certified copy of said order was mailed to your address with a brief letter on the 24th instant.

I am, sir, very respectfully, your obedient servant,

J. P. USHER, Secretary.

Hon. A. W. Hubbard,
St. Nicholas Hotel, New York City.

Dakota Territory, Executive Office,
Yankton, January 25, 1865.

Dear Sir: I have the honor to enclose herewith a memorial by the legislative assembly of this Territory in relation to the location of the northern branch of the Pacific railroad.

I beg leave, in connexion with this subject, to state that in my opinion the route indicated in the enclosed memorial possesses many advantages over that of any other contemplated for this line of road. It is shorter by from one hundred and fifty to two hundred miles. It possesses facilities for the establishment of a grade at less cost than any other route, and has an abundance of wood and water in the immediate vicinity of the proposed route to within twenty-five or thirty miles of Fort Laramie.

I have the honor to be, sir, very respectfully, your obedient servant,

His Excellency Abraham Lincoln.

NEWTON EDMUNDS.
Respectfully referred by the President to the honorable the Secretary of the Interior.

JNO. G. NICOLAY,
Private Secretary.

FEBRUARY 27, 1865.

A memorial to his excellency the President of the United States, relating to the northern branch of the Pacific railroad.

The legislative assembly of the Territory of Dakota would most respectfully represent, that in the law of Congress passed July 1, 1862, popularly known as the "Pacific Railroad Law," provision is made in section 14 for a branch of said railroad from Sioux City to unite with the central branch, or main branch, at a point not further west than the one hundredth degree of west longitude. The restriction as to the point of junction rendered this branch entirely useless for all practical purposes. In order to remedy that defect the legislature of Iowa, for the year 1864, memorialized Congress so to amend the section as to allow the branch to run "westwardly," to unite with the main trunk at the nearest and most practicable route. (Session laws of Iowa for 1864, page 179.) The legislature of Dakota Territory for 1864, upon the recommendation of the governor, passed a similar memorial. The legislature of Wisconsin for the same year passed a like memorial to Congress. The object and purpose of all these memorials was to secure such an amendment to said 14th section as to allow that branch to run westwardly up the valley of the Missouri river, also up the valley of the Niobrara, one of its tributaries, to unite with the main trunk of the Pacific railroad at a point further west than the one hundredth parallel of longitude.

This would enable this branch to run by the nearest and most practicable route, to unite with the main trunk. The valley of the Niobrara is selected because it is exactly along that nearest and most practicable route. This stream rises in the Wind River mountains, or rather the southern slope of the Black Hills, a little northwest of Fort Laramie, running thence about three hundred miles nearly due east to the Missouri river, on about the parallel of 42½ degrees of north latitude. This route would allow all the roads running west and southwest from Lake Michigan and the head of Lake Superior through the States of Wisconsin and Minnesota and the north half of Iowa to unite at some point on the western boundary of the latter State, or near 42½ degrees, and thence to continue on that line to unite with the main trunk by the nearest and most practicable route east of the passes of the Rocky mountains.

There are four principal lines of railroads passing through those States, all now being rapidly constructed, that cannot make a good and feasible connexion with the main trunk of the Pacific railroad by any other route.

One of those roads, which is destined to become one of the most important among those connecting with the lakes, runs from the head of Lake Superior southwest, via Saint Paul, in Minnesota, to Sioux city, in Iowa. (Session laws of Congress for 1864, page 77, sections 1 and 7, and laws providing for a road from Saint Paul and Lake Superior.)

Another road runs from Lake Michigan, via La Crosse, in Wisconsin, and Winona, in Minnesota, to unite with the northern branch of the Pacific railroad at Yankton, the capital of Dakota.

Another road from Milwaukee, via Prairie du Chien and McGregor's, Iowa, to unite with the first-named road, in the interior of Iowa. (1b., page 77, section 1.)

Another road, via Dubuque, to Sioux City. The route via the Niobrara
valley will be the shortest, most direct, and most feasible route for all these roads to unite with the main trunk of the Pacific railroad. Indeed, as we are credibly informed, it is the only feasible, practicable, and direct route. We are also informed that there is some talk of a route down the valley of the Missouri river, to unite with the central or Iowa branch of the Pacific railroad at or near the mouth of the Elkhorn, a tributary of the Platte river. Such a route would run about south from Sioux city for nearly one hundred and fifty miles. This would necessitate all the above roads to run at least two hundred miles out of the most direct route by the way of the Niobrara valley. That is to say, when the roads are completed, it would necessitate the business on these four roads to travel at least two hundred miles further to reach the passes in the Rocky mountains than would be necessary should that Sioux City branch run up the Niobrara valley, or by the way direct from Chicago. It needs no argument to prove that such a route would not be of any practical value or importance whatever to those roads. The only one that would, in the slightest degree, be benefited by such a diversion of that branch would be the aforesaid road via Dubuque, known as the Dubuque and Sioux City railroad. But we do most earnestly protest against a policy which would favor that or any other of these roads at the expense of all the others, as that supposed south route assuredly would.

This branch was evidently intended to be a link by the nearest and most practicable route between those lakes and navigable routes to the Mississippi and the main trunk of the Pacific railroad. Such a southern diversion would utterly destroy such a connexion. This is easily connected. From a point at or near the South Pass, where the Pacific railroad must cross the Rocky mountains, to Milwaukee and the head of Lake Superior by the way of this southern diversion, would be at least two hundred miles further than it would be if the branch passed down the valley of the Niobrara, or than it would be to Chicago by the Platte valley route. Hence, every pound of freight and every passenger not absolutely compelled to go by these routes would pass directly to Chicago. There are many other advantages of this Niobrara route over any other. First. The road would necessarily cross the Missouri river at or near the mouth of the Niobrara. This would shorten the navigation of the Upper Missouri nearly three hundred miles, thereby cutting off that much of the very worst and most difficult and dangerous portion of that river. Second. It would develop a very large and the best portion of Dakota Territory, which otherwise would be utterly cut off from all railroad communication. Third. It would also be the nearest and most feasible route to the rich and fertile valleys of the Yellowstone and Upper Missouri rivers and their numerous tributaries. Fourth. It would make available to the necessities of the whole Missouri valley those rich and inexhaustible coal mines, lying within easy and practicable navigation on the Missouri river, above the mouth of the Niobrara. Fifth. It would make available for the necessities of the settlements of Dakota, Nebraska, and western Iowa, the extensive and valuable pine forests lying on the Niobrara and White Earth rivers and the eastern slope of the Black Hills. These cannot be reached in any other manner, as the streams penetrating them are not raftable, nor is the Missouri. Sixth. It would develop the great agricultural and other resources of that whole region of country, and cause its early settlement, which would not and could not be done for long years to come, should that branch be diverted from that route. Seventh. On the contrary, by allowing that branch to be changed to the contemplated south direction, would utterly ruin three of the above-named roads as national highways leading to and from the lakes, and reduce them to mere local roads. Eighth. In short, it would utterly defeat the very object and purpose of that branch, to wit, to make it a link, "by the nearest and most practicable route," in the great system of railroads between Lakes Michigan and Superior and the
Central Pacific railroad. Ninth. On the contrary, by allowing it to run up the valley of the Niobrara, all the above-named and many other advantages would be gained without any additional expense to the government. Tenth. Should it run on that southern direction, it would pass through a region already amply supplied with the very means of constructing railroads by other provisions of the laws of Congress.

Therefore your memorialists would most respectfully ask that the company designated to build said northern branch of the Pacific railroad may be a company that would build the same on the line designated by this memorial. And they would most respectfully suggest the name of the Missouri and Niobrara Railroad Company, a company chartered by this Territory.

And, as in duty bound, your memorialists will ever pray.

Approved January 12, 1865.

SECRETARY'S OFFICE,
Yankton, D. T., January 16, 1865.

I hereby certify that the foregoing is a true and correct copy of the original passed at the fourth session of the legislative assembly, 1864-'65, and now in my office.

Witness my hand and the great seal of Dakota Territory. Done at Yankton this 16th day of January, 1865.

JOHN HUTCHINSON,
Secretary of Dakota Territory.

DEPARTMENT OF THE INTERIOR,
Washington D. C., March 9, 1865.

SIR: The President of the United States having referred to this department the memorial of the legislative assembly of the Territory of Dakota, (which you enclosed to him in a letter of the 25th of February last,) relative to the location of the northern branch of the Union Pacific railroad, I have the honor to inform you that under the authority conferred upon the President by the 17th section of the act of Congress approved July 2, 1864, he has designated the Sioux City and Pacific Railroad Company, organized under the laws of Iowa, as the company to construct and operate the line of railroad and telegraph "from Sioux City to such point on, and so as to connect with, the Iowa branch of the Union Pacific railroad from Omaha or the Union Pacific railroad, as such company may select."

I am, sir, very respectfully, your obedient servant,

J. P. USHER, Secretary.

His Excellency NEWTON EDMUNDS,
Governor of Dakota, Yankton, Dakota Territory.

JOINT RESOLUTION of the legislature of the State of Minnesota, requesting the senators and representatives thereof to use their influence to secure the location of the north or Sioux City branch of the Pacific railroad, westwardly, as near as may be, along the parallel of 42½ degrees of north latitude, to a point of junction with the main trunk of said railroad.

Be it resolved by the senate and house of representatives of the State of Minnesota: Whereas by several acts of Congress liberal grants of public lands have been made for the construction of a railroad from the head of Lake Superior, southwesterly, via Saint Paul, to a point on the western boundary of Iowa, at or near the parallel of 42½ degrees of north latitude, intersecting in its passage a railroad running westwardly from Winona, and another running up the valley
of the Root river, in Minnesota, and one from McGregor, in Iowa, and connecting with the north or Sioux City branch of the Pacific railroad at the above point; that southwestern road operating as a main trunk to all the others: And whereas the best interests of all of those roads, as well as of the country through which they run, and the whole region of country westwardly thereof, require and demand that that branch should run westwardly on the nearest, most direct and most practicable route, to unite with the main trunk in the neighborhood of Fort Laramie: And whereas a diversion of that branch from that route to the Platt valley route, thereby increasing very materially the distance, will be destructive of the best interests of those roads, and the country through which they run, as also a palpable violation of the spirit and evident intention of the law creating that branch: Therefore

Resolved, That our senators and representatives in Congress be requested to use their best efforts and influence to secure the location of said branch westwardly, as near as may be, along the parallel of 42\(\frac{1}{2}\) degrees of north latitude to a point of junction with the main trunk, and so as in the most effectual manner to promote the best interests of all those roads, and of the country through which they pass.

Resolved, That they protest against and use their influence to prevent that branch from being diverted down the valley of the Missouri river, to unite with the Platt valley route.

Resolved, That the secretary of state be directed to send a duly authenticated copy of this preamble and resolutions to the President of the United States and to each of our senators and representatives in Congress.

CHARLES D. SHERWOOD,
President of the Senate.

THOMAS H. ARMSTRONG,
Speaker of the House of Representatives.

Approved February second, one thousand eight hundred and sixty-five.

S. MILLER.

STATE OF MINNESOTA,
Office of the Secretary of State.

I certify the foregoing to be a true and correct copy of the original on file in this office.

Witness my hand and the great seal of the State, this 2d day of February, A. D. 1865.

[seal.]

D. BLAKELEY, Secretary of State.

Respectfully referred by the President to the honorable the Secretary of the Interior.

JNO. G. NICOLAY, Private Secretary.

FEBRUARY 27, 1865.

DEPARTMENT OF THE INTERIOR,
Washington, D. C., March 9, 1865.

SIR: The President of the United States having referred to this department a copy of the joint resolution of the legislature of Minnesota, relative to the location of the northern branch of the Union Pacific railroad, I have the honor to inform you that under the authority conferred upon the President by the 17th section of the act of Congress approved July 2, 1864, he has designated the Sioux City and Pacific Railroad Company, organized under the laws of Iowa, as the company to construct and operate the line of railroad and telegraph from
Sioux City to such point on, and so as to connect with, the Iowa branch of the Union Pacific railroad from Omaha or the Union Pacific railroad, as said company may select.

I am, sir, very respectfully, your obedient servant,

J. P. USHER, Secretary.

His Excellency STEPHEN MILLER,
Governor of Minnesota, Saint Paul, Minnesota.

RAILROAD MEMORIAL.

To his Excellency the President of the United States:

The undersigned, citizens of the county of Delaware, in the State of Iowa, would state that in the law of Congress passed July 1, 1862, popularly known as the "Pacific railroad law," provision is made in section fourteen for a branch of said railroad from Sioux City, to unite with the central branch or main trunk at a point not further west than the one hundredth degree of west longitude. The restriction as to the point of junction rendered this branch entirely useless for all practical purposes. In order to remedy that defect the legislature of Iowa for the year 1864 memorialized Congress so to amend the section as to allow that branch to run westwardly to unite with the main trunk at the nearest and most practicable route. (Session Laws of Iowa for 1864, page 179.)

The legislature of Dakota Territory for 1864, upon the recommendation of the governor, passed a similar memorial.

The legislature of Wisconsin for the same year passed a like memorial to Congress.

The object and purpose of all these memorials was to secure such an amendment of said fourteenth section as to allow that branch to run "westwardly" "up" the valley of the Missouri river, and also up the valley of the Niobrara river, one of its tributaries, to unite with the main trunk of the Pacific railroad at a point further west than the one hundredth parallel of longitude. This would enable this branch to run by the nearest and most practicable route to unite with the main trunk. The valley of the Niobrara it selected because it is exactly along that "nearest and most practicable route." This stream rises in the Wind River mountains, or rather the southern slope of the Black Hills, a little northwest of Fort Laramie, running thence about three hundred miles, nearly due east to the Missouri river, on about the parallel of 42 1/2 degrees of north latitude. This route would allow all the roads running west and southwest from Lake Michigan and the head of Lake Superior, through the States of Wisconsin and Minnesota, and the north half of Iowa, to unite at some point on the western boundary of the latter State, at or near 42 1/2 degrees, and thence to continue on that line to unite with the main trunk by the nearest and most practicable route east of the passes of the Rocky mountains.

There are four principal lines of railroads passing through those States, all now being rapidly constructed, that cannot make a good and feasible connexion with the main trunk of the Pacific railroad by any other route. One of those roads (which is destined to become one of the most important among those connected with the lakes) runs from the head of Lake Superior southwest, via St. Paul, in Minnesota, to Sioux City, in Iowa. (Session Laws of Congress for 1864, page 77, sections 1 and 7; and laws providing for a road from St. Paul to Lake Superior.) Another road runs from Lake Michigan, via La Crosse, in Wisconsin, and Winona, in Minnesota, to unite with the other at some convenient point in the interior of the latter State. Another road from Milwaukee, via Prairie du Chien and McGregor, Iowa, to unite with the first-named road in the
interior of Iowa. (Ibid., page 77, section 1.) Another road, via Dubuque, to Sioux City.

The route via Niobrara valley will be the shortest, most direct, and most feasible for all these roads to unite with the main trunk of the Pacific railroad. Indeed, as we are credibly informed, it is the only feasible, practicable, and direct route. We are also informed that there is some talk of a route down the valley of the Missouri river, to unite with the central or Iowa branch of the Pacific railroad at or near the mouth of the Elkhorn, a tributary of the Platte river. Such a route would run about southeast from Sioux City for nearly one hundred and fifty miles. This would necessitate all the above roads to run at least two hundred miles out of the most direct route, by the way of the Niobrara valley. That is to say, when the roads are completed it would necessitate the business on those four roads to travel at least two hundred miles further to reach the passes in the Rocky mountains than would be necessary should that Sioux City branch run up the Niobrara valley, or by the way direct from Chicago. It needs no argument to prove that such a route would not be of any practical value or importance whatever to those roads. The only one that would in the slightest degree be benefited by such a diversion of that branch would be the aforesaid road via Dubuque, known as the Dubuque and Sioux City railroad. But we do most earnestly protest against a policy which would favor that or any other of those roads at the expense of all the others, as that supposed southeast route most assuredly would.

This branch was evidently intended to be a link by the nearest and most practicable route between those lakes and navigable routes to the Mississippi and the main trunk of the Pacific railroad. Such a southeastern diversion would utterly destroy such a connexion. This is easily demonstrated. From a point at or near the South Pass, where the Pacific railroad must cross the Rocky mountains to Milwaukee and the head of Lake Superior, by the way of this southeast diversion, would be at least two hundred miles further than it would be if that branch passed down the valley of the Niobrara, or than it would be to Chicago by the Platte valley route; hence every pound of freight and every passenger not absolutely compelled to go by these routes would pass directly to Chicago.

There are many other advantages of this Niobrara route over any other, all, too, of a national character.

1. The road would necessarily cross the Missouri river at or near the mouth of the Niobrara. This would shorten the navigation on the upper Missouri nearly three hundred miles, thereby cutting off that much of the very worst and most difficult and dangerous portion of that river.

2. It would develop a very large and the best portion of Dakota Territory which otherwise would be entirely cut off from all railroad communication.

3. It would also be the nearest and most feasible route to the rich and fertile valleys of the Yellowstone and upper Missouri rivers and their numerous tributaries.

4. It would make available to the necessities of the whole Missouri valley, those rich and inexhaustible coal mines lying within easy and practicable navigation on the Missouri river above the mouth of the Niobrara.

5. It would make available for the necessities of the settlements of Dakota, Nebraska and western Iowa, the extensive and valuable, pine forests lying on the Niobrara and White rivers, and the eastern slopes of the Black Hills. These cannot be reached in any other manner, as the streams penetrating them are not raftable, nor is the Missouri.

6. It would develop the great agricultural and other resources of that whole region of country and cause its early settlement, which would not and could not be done for long years to come, should that branch be diverted from that route.
7. On the contrary, by allowing that branch to be changed to the contemplated southeast direction, would utterly ruin three of the above-named roads as national highways, leading to and from the lakes, and reduce them to mere local roads.

8. In short, it would utterly defeat the very object and purpose of that branch, to wit, to make it a link, by the nearest and most practicable route, in the great system of railroads between Lakes Michigan and Superior and the Central Pacific railroad.

9. On the contrary, by allowing it to run up the valley of the Niobrara, all of the above-named and many other advantages would be gained without any additional expense to the government.

10. Should it run on that southeast direction it would pass directly through a region already amply supplied with the means of constructing railroads by other provisions of the laws of Congress.

In conclusion, we would state that, as we are credibly informed, a company was organized as early as 1857, under the provisions of a charter granted by the legislature of Nebraska, approved February 9, 1857, the object of which was the construction of a railroad from the western boundary of Iowa, at or near Sioux City, up the valley of the Niobrara, and that the stockholders therein have expended large sums of money in explorations along that route and in other work necessary in the incipient stages and successful prosecution of such an enterprise. If this be so, justice and a fair and proper encouragement of such noble and patriotic enterprises would seem to dictate that that branch should be awarded to that company.

As there are several very important national roads that must be benefited or injured by the final location of that branch, sound policy would seem to dictate that it should be awarded to some company independent of all others, which, as we are informed, is the case with this one.

All which we respectfully submit for your excellency’s consideration.

JANUARY, 1865.


Respectfully referred by the President to the honorable the Secretary of the Interior.

JNO. G. NICOLAY,
Private Secretary.

MARCH 14, 1865.

DEPARTMENT OF THE INTERIOR,
Washington, D. C., March 16, 1865.

SIR: In reply to your memorial addressed to the President, relative to the route of the Sioux City branch of the Union Pacific railroad, I have to inform you that the President of the United States has designated the Sioux City and Pacific Railroad Company, organized under the laws of Iowa, to construct and operate the line of railroad and telegraph from Sioux City to such point on,
and "so as to connect with, the Iowa branch of the Union Pacific railroad from Omaha, or the Union Pacific railroad, as such company may select," as provided in section seventeen of the act of Congress approved July 2, 1864.

I am, very respectfully, your obedient servant,

J. P. USHER, Secretary.

Z. B. Scobery.
E. O. Taylor, and others,
Delhi, Delaware County, Iowa.

Office Sioux City and Pacific Railroad,
Dubuque, Iowa, June 15, 1865.

Dear Sir: Herewith I transmit by Hon. W. W. Hamilton, secretary of this company, a map designating the general route of this company's road, which we desire to file in your office, as provided for in the acts of Congress relating thereto, approved July 1, 1862, and July 2, 1864.

Please acknowledge through Mr. Hamilton the receipt of the same, that it may be placed on record in this office.

Very truly yours,

JOHN J. BLAIR, President.

Hon. James Harlan, Secretary of the Interior.

Department of the Interior,
Washington, D. C., June 27, 1865.

Sir: I have to acknowledge, at the hands of W. W. Hamilton, esq., secretary of the company, a map designating the general route of its railroad, known as the "Sioux City and Pacific railroad," as provided for in the acts of Congress relating thereto, approved July 1, 1862, and July 2, 1864.

Very respectfully, your obedient servant,

James Harlan, Secretary.

John J. Blair, Esq., President, &c., Dubuque, Iowa.

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