

**RAILROAD COMMUNICATION  
WITH THE PACIFIC: WITH AN  
ACCOUNT OF THE CENTRAL  
PACIFIC RAILROAD OF  
CALIFORNIA**

Published @ 2017 Trieste Publishing Pty Ltd

ISBN 9780649250431

Railroad Communication with the Pacific: With an Account of the Central Pacific Railroad of California by Various

Except for use in any review, the reproduction or utilisation of this work in whole or in part in any form by any electronic, mechanical or other means, now known or hereafter invented, including xerography, photocopying and recording, or in any information storage or retrieval system, is forbidden without the permission of the publisher, Trieste Publishing Pty Ltd, PO Box 1576 Collingwood, Victoria 3066 Australia.

All rights reserved.

Edited by Trieste Publishing Pty Ltd.  
Cover @ 2017

This book is sold subject to the condition that it shall not, by way of trade or otherwise, be lent, re-sold, hired out, or otherwise circulated without the publisher's prior consent in any form or binding or cover other than that in which it is published and without a similar condition including this condition being imposed on the subsequent purchaser.

[www.triestepublishing.com](http://www.triestepublishing.com)

**VARIOUS**

**RAILROAD COMMUNICATION  
WITH THE PACIFIC: WITH AN  
ACCOUNT OF THE CENTRAL  
PACIFIC  
RAILROAD OF CALIFORNIA**



Railroad Communication with the Pacific,

WITH AN ACCOUNT OF THE

CENTRAL PACIFIC RAILROAD

Fisk, firm, bankers, N. Y.  
OF

CALIFORNIA:

THE CHARACTER OF THE WORK, ITS PROGRESS, RESOURCES,  
EARNINGS AND FUTURE PROSPECTS, AND THE  
ADVANTAGES OF ITS

FIRST MORTGAGE BONDS.

NEW YORK, JULY, 1867.

STANFORD LIBRARY

New York:

GEORGE BROWN, PRINTER, 30 FRANKFORD STREET,  
1867.

C

## OFFICERS AND DIRECTORS.

*President.*

LELAND STANFORD,  
SACRAMENTO, CAL.

*Vice-President.*

C. P. HUNTINGTON,  
NEW YORK CITY.

*Secretary.*

E. H. MILLER,  
SACRAMENTO, CAL.

*Treasurer.*

MARK HOPKINS,  
SACRAMENTO, CAL.

*Resident Engineer.*

S. S. MONTAGUE,  
SACRAMENTO, CAL.

*Consulting Engineer.*

GEO. E. GRAY,  
SACRAMENTO, CAL.

*Superintendent of Construction.*

CHARLES CROCKER,  
SACRAMENTO, CAL.

*Board of Directors.*

LELAND STANFORD,  
SACRAMENTO, CAL.

C. P. HUNTINGTON, NEW YORK.	MARK HOPKINS, SACRAMENTO, CAL.
E. B. CROCKER, SACRAMENTO, CAL.	CHARLES MARSH, NEVADA, CAL.
E. H. MILLER, SACRAMENTO, CAL.	PHILIP STANFORD, SAN FRANCISCO, CAL.

VSANGLI-PRODMAT?

CALIFORNIA OFFICE,  
56 and 58 K Street, Sacramento City, Cal.  
NEW YORK OFFICE,  
54 William Street, New York City.

349276

## RAILROAD COMMUNICATION

WITH THE PACIFIC.

---

# CENTRAL PACIFIC RAILROAD

---

THE GREAT NATIONAL PACIFIC RAILROAD LINE, which is being constructed, with the aid and under the supervision of the United States Government, between the Mississippi Valley and the Pacific Ocean, forming with its existing eastern connections a continuous line across the continent, is destined to become one of the most important channels of trade and communication in the world. With its western terminus at San Francisco, the most commodious harbor on the North Pacific Coast, and its branches reaching the railroad systems of the Atlantic States by way of Chicago and Saint Louis, it constitutes, as it were, the Grand Trunk line of this hemisphere. It lies directly in the path of the great westward movement of population and trade, along the temperate belt across this country, and becomes an essential link in the mighty inter-continental traffic between Western Europe and Eastern Asia. It presents the shortest and most practicable route to the Pacific, and must serve four-fifths of all the population west of the Missouri river. It has a dense and productive group of States at one end of the line, and an energetic coast population at the other, with a rich mining country intermediate. Already centres of population dot its length from Omaha to San Francisco,

and it seems certain that a chain of great cities must grow up in its path, swelling the volume of trade and travel to dimensions which baffle all present estimate.

#### *Need of a Railroad to the Pacific.*

The necessity for railroad communication with the Pacific has been felt ever since the gold discoveries drew thither large numbers of active people. The yield of bullion has steadily increased, and gives signs of still greater expansion when increased facility of communication will have rendered mining industry more stable and profitable. Thus far only the richest veins could be worked at a profit, by reason of the very costly freights upon all the machinery and subsistence used in extracting the ores. Hereafter many mines will be put within the limit of profitable working; while the Asiatic market for precious metals is inappeasable.

The United States Commissioner of Mining Statistics gives the following estimate of the yield of precious metals from the Pacific States and territories :

1861, .....	\$43,391,000	1864, .....	\$63,450,000
1862, .....	49,370,000	1865, .....	70,000,000
1863, .....	52,500,000	1866, .....	100,000,000

For the past year the product is estimated to be distributed thus :

California, .....	\$25,000,000	Idaho, .....	\$17,000,000
Oregon and Washington, .....	8,000,000	Nevada, .....	16,000,000
Montana, .....	18,000,000	Colorado, Utah, &c., .....	17,000,000

In eighteen years, the Pacific States have contributed no less than a thousand millions of gold and silver to the store of the world's treasure, and the annual yield is now reckoned at upwards of a hundred millions. This is a constant and immense addition to our material wealth—one of our greatest national resources. Already Oregon and California are sending us also the produce of their fields, vineyards and fisheries, and give indications of supporting an immense population.



*Material and Social Benefits.*

Beside an unprecedented export of bullion during the same period, there were shipped from San Francisco to New York and Great Britain, from the surplus of last year's harvest, between July 1 and April 27, as follows :

Wheat in sacks, 4,336,387 lbs.                      Flour in bbls., 400,000.

The crop of 1867 promises to be even larger, and large portions of the great interior basin have drawn their supplies from the States of California and Oregon, aside from the above quantity exported.

West of the Missouri boundary lies a vast expanse of country, rich in soil and minerals, as yet hardly explored. With one half of the territory, it has less than a twentieth of the population of the country. California alone, with a population of ten millions, would be no more crowded than New York State is with four millions, and the capacity of the half million square miles beyond the Missouri to support a population of two hundred millions can hardly be doubted. The half million of people in California would speedily jump to five millions upon the establishment of railroad communication; and the value of all property interests, both there and in the intermediate territories, would be largely enhanced. A railroad is the one thing wanting to shower a general blessing on the Far West.

These gratifying results, together with the prospect of a vast trade between San Francisco, China, Japan, the East India Islands, British Columbia, the Sandwich Islands, the Central and South American ports, the newly acquired Russian America, have added to the original demand for a safe, speedy and short transit to the Pacific. The best route between London and Hong Kong will hereafter lie across the American Continent, thereby avoiding the perils of the Red Sea, or the long journey through the Southern Ocean. There is a manifest disability in the American people sending their passengers, mails, freights (and soldiers even), across a tropical foreign isthmus, or 15,000 miles round the Capes,

when they might have a good and easy road through their own territory. Independently, therefore, of the great material development which must follow the construction of a railroad to the Pacific, the people demanded it because it would be an additional bond of union to its distant parts, make its people more homogeneous, and enable the Government to preserve order and concord throughout its Western domain.

The people on the Pacific coast are drawn from the East, and are still bound by the strongest ties to the Atlantic States. It is not alone the key which is to unlock the mountain stores of treasure, but also to open wide the gates of trade and comfort—the way to home and relatives. It is to bring them within from four to six days of the places they knew in their youth. It is to banish a twenty-two days' ocean voyage, with its Isthmus fevers and its shipboard discomforts, and to mark a period of deliverance to the people of the Pacific coast, who are practically further away from us now than are the people of interior Europe.

The aid of the Government was, therefore, properly invoked to put the scheme within the compass of corporate enterprise.

#### *Legislative Action on the Scheme.*

The idea of a railroad to the Pacific has been a favorite theme for speculation for years, and had been urged upon the attention of the government by commercial and political conventions at intervals since 1845.

The first practical step towards building a railroad across the Continent was the introduction of a bill into the United States Senate by Colonel Benton, in February, 1848, providing for the location and construction of a Central National Road from the Mississippi River to the Pacific Ocean—to be an iron railway where practicable—and providing for the application of the larger portion of the proceeds of sales of public lands to defray the expense. The terms of the proposal show that a very inadequate idea of the future greatness of the Far West was then entertained; but even this

project received no active support. At that time there were no railroads west of the Mississippi—none, in fact, had reached it from the East—and the Erie Railroad was not completed. In 1850, under the patronage of the State of Missouri, a company was organized, and a railroad projected from St. Louis along the south bank of the Missouri to the western boundary of the State. In 1860, the outbreak of the war found it halted at Sedalia, about sixty-five miles from the Kansas line.

About the same time, three several roads were projected across Iowa to connect the Mississippi with the Missouri. One of these has since reached Omaha (and the other is nearly completed,) which establishes a continuous line of railroad from the Atlantic nearly to the base of the Rocky Mountains, about 1,700 miles.

Upon the discovery of rich gold and silver mines in the celebrated Washoe Region, on the eastern side of the Sierra Nevadas Range, in 1859 and 1860, by which population and capital were rapidly drawn from California, certain enterprising merchants on the Pacific Coast, foreseeing that an extensive trade must spring up between San Francisco and the interior, which must eventually be extended across the Continent, combined to ascertain if it were feasible to build a railroad across this formidable barrier of snow-crowned mountains. After two years of exploration, in which several surveys were made, the Donner Lake Pass was selected as the most favorable route to be found within hundreds of miles; and in July, 1861, THE CENTRAL PACIFIC RAILROAD COMPANY OF CALIFORNIA was organized, under the laws of that State, with authority to construct a railroad to its eastern boundary, so as to form part of the projected line to the Atlantic States.

#### *The Pacific Railroad Act of Congress.*

Such was the demand for a through line of railroad to the Pacific, and such its importance for commercial, industrial and national purposes, that in July, 1862, Congress, under