

as follows: Union Pacific, 13,295,104; Central Pacific, 9,440,000.

By mutual agreement between the Union and Central companies, made several years ago, Ogden, in Utah, has been decided upon as the "junction" of the two roads.

In addition to the grant of lands and right of way, Government agreed to issue its thirty year six per cent. bonds in aid of the work, graduated as follows: for the plains portion of the road, \$16,000 per mile; for the next most difficult portion, \$32,000 per mile; for the mountainous portion, \$48,000 per mile.

The Union Pacific Railroad Co. built 525 78-100 miles, for which they received \$16,000 per mile; 363 602-1000 miles at \$32,000 per mile; 150 miles at \$48,000 per mile, making a total of \$25,236,512.

The Central Pacific Railroad Co. built 7 18-100 miles at \$16,000 per mile; 580 32.100 miles at \$32,000 per mile; 150 miles at \$48,000 per mile, making a total of \$25,885,120.

The total subsidies for both roads amount to \$52,121,632. Government also guaranteed the interest on the companies' first mortgage bonds to an equal amount.

**Cost of construction, material, etc.**—In the construction of the whole line, there were used about 300,000 tons of iron rails, 1,700,000 fish plates, 6,800,000 bolts, 6,126,375 cross-ties, 23,505,500 spikes.

Besides this, there was used an incalculable amount of sawed lumber boards for building, timber for trestles, bridges, etc. Estimating the cost of the road with equipments complete by that of other first-class roads (\$105,000), per mile and we have the sum of \$186,498,900 as the approximate cost of the work.

We have not had much to say heretofore in regard to the

**Importance of the Road**—to the American people, the Government, or the world at large, simply from the fact that it seemed to us, anything we might say would be *entirely superfluous*, as the incalculable advantages to *all* could admit of *no possible doubt*. We contented ourselves in annually calling attention to the vast extent of rich mineral, agricultural and grazing country opened up—a vast country which had heretofore been considered *worthless*. We have pointed out, step by step, the most important features, productions, and advantages of each section traversed by the road; stated that the East and West were now connected by a *short* and *quick* route, over which the vast trade of China, Japan, and the Orient could flow in its transit eastward; and, finally, that its importance to the miner, agriculturalist, stock-raiser, the Government, and the world at large, *few, if any*, could estimate.

To those who are continually grumbling about the Pacific railroad, and forget the history of the past, professing to think that these railroad companies are great debtors to the Government, we would most respectfully submit

**Facts in Brief.**—On the 18th day of March, 1862, before the charter for the Pacific railroad was granted, while the country was in the midst of a civil war, at a time, too, when foreign war was most imminent—the Trent affair showed *how imminent*—and the country was straining every nerve for national existence, and capital, *unusually cautious*, Mr. Campbell, of Penn., Chairman of the House Committee on the "Pacific Railroad" (See *Congressional Globe*, page 1712, session 2d, 37th Congress), said:

"The road is a necessity to the Government. It is the Government that is asking individual capitalists to build the road. Gentlemen are under

the impression that it is a very great benefit to these stockholders to aid them to an extent of about half the capital required. I beg leave to call the attention of gentlemen to the fact that it is the Government which is under the necessity to construct the road. If the capitalists of the country are willing to come forward and advance half the amount necessary for this great enterprise, the Government is doing little in aiding the Company to the extent of the other half by way of a loan."

Again, (page 1,911)—"It is not supposed that in the first instance the Company will reimburse the interest to the Government; it will reimburse it in transportation." Mr. White said: "I undertake to say that not a cent of these advances will ever be repaid, nor do I think it desirable that they should be, as this road is to be the highway of the nation."

In the Senate (see *Congressional Globe*, page 2,257, 3d vol., 2d session, 37th Congress) Hon. Henry Wilson, from Mass., said:

"I give no grudging vote in giving away either money or land. I would sink \$100,000,000 to build the road, and do it most cheerfully, and think I had done a great thing for my country. What are \$75,000,000 or \$100,000,000 in opening a railroad across the central regions of this Continent, that shall connect the people of the Atlantic and Pacific, and bind us together? Nothing. As to the lands, I don't grudge them."

Nine years later—after the road had been completed nearly two years—Senator Stewart, from the Committee on the Pacific railroad, said in his report to the U. S. Senate:

"The cost of the overland service for the whole period—from the acquisition of our Pacific coast possessions down to the completion of the Pacific railroad—was over \$8,000,000 per annum, and this cost was constantly increasing.

"The cost, since the completion of the road, is the annual interest"—[which includes all the branches—Ed.]—\$3,897,129—to which must be added one-half the charges for services performed by the company, about \$1,163,138 per annum, making a total expenditure of about \$5,000,000, and showing a saving of at least \$3,000,000 per annum.

"This calculation is upon the basis that none of the interest will ever be repaid to the United States, except what is paid by the services, and that the excess of interest advanced over freights is a total loss.

"In this statement no account is made of the constant destruction of life and private property by Indians; of the large amounts of money paid by the Secretary of the Treasury as indemnity for damages by Indians to property in the Government service on the plains, under the act of March 3, 1849; of the increased mail facilities, of the prevention of Indian wars, of the increased value of public lands, of the development of the coal and iron mines of Wyoming, and the gold and silver mines of Nevada and Utah; of the value of the road in a commercial point of view in utilizing the interior of the continent, and in facilitating trade and commerce with the Pacific coast and Asia; and, above all, in cementing the Union and furnishing security in the event of foreign wars."

Remember that the Government by charter exacted that these companies should complete their line by 1876; but, by almost superhuman exertion, it was completed May 10, 1869—and the Government has had the benefit of the road *seven years* before the company were compelled by law to finish it.

Now, if we take *no account* of the millions the Government saved during the building of the road—and at *their own figures*—the *saving* during the