

Large and commodious brick shops, engine and station houses have been constructed by the Company at the Eastern terminus of the road, and these will be repeated as often as may be necessary to operate the road successfully.

The surveys of several routes have been extended as far west as the meridian of Salt Lake City, and of one line to the Humboldt Valley; but the location cannot be regarded as definitely fixed beyond the first two hundred miles.

5. The Sioux City and Pacific Railroad, extending from Sioux City, Iowa, on the Missouri River, to a connection with the main line of the Union Pacific Railroad, "said point of junction to be fixed by the President of the United States, not further west than the one hundredth meridian of longitude aforesaid, and on the same terms and conditions as provided in this act" (approved July 1, 1862) "for the construction of the Union Pacific Railroad." This branch was originally to have been constructed by the Union Pacific Railroad Company; but the act of July 1, 1862, was amended by the act of July 2, 1864, so as to release the Union Pacific Company, and authorize the President of the United States to designate a Company to construct it upon the same terms and conditions as were previously granted to the Union Pacific Company, with an additional grant of "alternate sections of land for ten miles in width on each side of the same *along the whole length* of said branch." The President, on the 24th December, 1864, designated the "Sioux City and Pacific Railroad Company" for this purpose. The map designating the general route of the road was filed in the Department of the Interior, June 27, 1865. Nothing further has been done towards its construction.

6. The Central Pacific Railroad of California, extending "from the Pacific coast, at or near San Francisco or the navigable waters of the Sacramento River, to the eastern boundary of California." This is a State organization, but it receives from the General Government the same aid as the Union Pacific Railroad. It has also been authorized by Congress to extend its road one hundred and fifty miles eastward into Nevada, in case the Union Pacific Railroad is not completed to the State line when it arrives there. This Company has transferred to the Western Pacific Railroad Company the right to construct the road to the Pacific coast, and is now engaged in the construction of the line easterly from Sacramento to the State line, a distance of 164 miles. The laying of the track was commenced in June, 1864, and