

cannot but be struck with the net of railroads which traverse our domain on the east side of the Missouri River, from Maine to Florida. This bird's-eye view immediately evolves the immense traffic, social comfort, and political homogeneity and harmony which these roads must develop and enforce ; and not only so, it also discloses the wonderful progress which has been made in bringing the different sections of the portion of our country alluded to, in close bonds of affiliation, and therefore of Christian love and sympathy.

But still farther scanning the map of our extended country, we find a most important portion of our domain along the Pacific coast, already filled with a teeming population, and capable, agriculturally, mineralogically, commercially, militarily, politically and socially, of still farther development, so remotely situated, with regard to the portion on the east side of the Missouri River—so isolated by distance and barriers of mountain chains and extended deserts, that it at once suggests the deficiency and the absolute requirements of the extension of our railroad system, so as to bring this portion of our republic into closer and more sympathetic relation with the other ; and thus to bind all portions of our country in one homogeneous organism of political, military, social, commercial and Christian nationality and power.

This is to be effected by the Pacific Railroad and branches ; and because of their infinite importance in this respect, their completion ought to be pushed forward by the people and Government with the greatest possible dispatch.

#### CONGRESSIONAL ACTION.

The acts of Congress bearing on this important project are chiefly the act of July 1, 1862, the act of July 2, 1864, and the act of July 3, 1866. These acts, as they now stand, authorize the construction of one main line, commencing at Omaha, Nebraska, the initial point fixed agreeably to law by the late President Lincoln, and extending westward in the most direct