

The Pacific extension of the Burlington and Missouri River Railroad, by the act of July 2, 1864, is not entitled to bonds, but to lands to the extent of ten alternate odd sections on each side of its line of route.

THE COMPLETION OF THE ROADS.

Having thus given the chief points of the law with regard to the Union Pacific Railroad and branches, I would recall your attention to the anticipation confidently entertained by Mr. Stanford, the President of the Central Pacific Company of California, that they will, even under the present law, be able to reach Great Salt Lake during the year 1870. General Dix, the President of the Union Pacific Railroad Company, has informed me that they will meet the Central Pacific, of California in five years; and, thus, according to both the gentlemen named, we may expect the completion of the road in 1871, or six years before the 1st of July, 1877—the limit fixed by the law. It is submitted, however, that as the work in the Rocky Mountains and Utah will be very heavy, there should be some legislation which will enable the Union Pacific Railway Company to work in advance of their completed line, at least eight hundred miles; so that the Company could now be employing the Mormons in Utah, who, with the “Gentiles,” are willing and anxious to take contracts for grading the road, getting out the ties, and making the necessary iron. The act of July 3, 1866, enables the Union Pacific, and Central Pacific of California, to work three hundred miles in advance of their continuous line; but while this privilege is probably sufficient for the California Company, on account of the nature of the country through which it will have to construct its road, it is not so for the Union Pacific, whose difficult portions stretch out for so great a distance west of their present work. It is hoped that this matter will receive the attention of Congress at the earliest possible moment.