

world ; and therefore without doubt one of the greatest cities of the world—second on this continent to probably only the metropolis of New York.

Adding my thanks to those of the gentlemen who have preceded me for the very kind and munificent reception which the Union Pacific Railroad excursion party has received at your hands, I will here close my already, I fear, too extended remarks.

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The laws of Congress require that the first one hundred miles of the Union Pacific Railroad, west of the Missouri River, shall be completed on or before the 27th June, 1866 ; and that it shall be completed to the one-hundredth meridian of longitude, a distance of one hundred and forty-seven miles further, at the rate of one hundred miles per year thereafter ; or, say, by the middle of December, 1867.

The Railroad Company however, had, in utter disregard of all precedents in railroad construction, completed the first one hundred miles on June 2d, 1866, and had laid the track across the hundredth meridian on the 5th October of the same year.

In fact, the Company had become so regardless of these precedents, and of the slow progress contemplated by Congress, that it had allowed Mr. Reed, the Engineer in charge of construction, to do the grading, construct the bridges, and lay the superstructure, all complete, upon two hundred and forty-five miles of road in one hundred and eighty-two working days ; averaging more than one and one-third miles per day.

It was therefore deemed expedient and proper, by the managers of this great national enterprise, that the completion of the first division, extending from the Missouri River, at Omaha, to the one-hundredth meridian of longi-