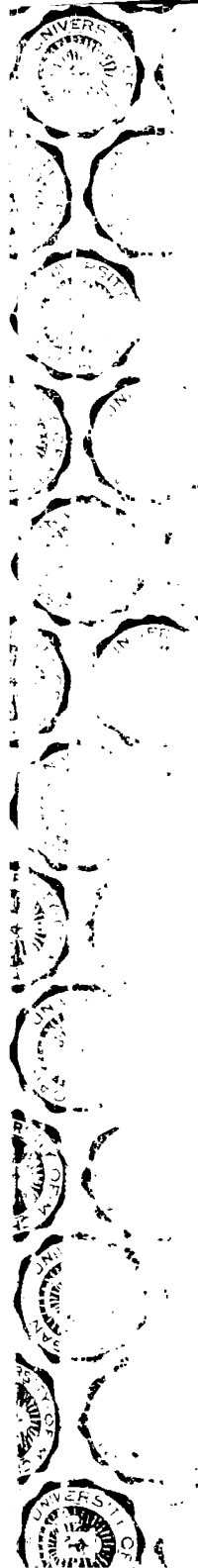

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PROPOSAL

FOR

A CHARTER TO BUILD

A

RAILROAD

FROM

LAKE MICHIGAN TO THE PACIFIC OCEAN,

BY

DR. HARTWELL CARVER.

WASHINGTON:

PRINTED BY J. AND G. S. GIBSON.

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P R E F A C E .

The author of the following pages, claiming to be the first who conceived the plan of building a railroad across the Rocky mountains, connecting the Atlantic and Pacific oceans, and thereby establishing a direct western route to China and the Indies, and also the first who wrote newspaper articles, and published on the same subject, humbly asks the attention of the public to this great and important subject, while he, in a short and succinct manner, gives his own individual ideas more at length, and more particularly in detail than he has hitherto done by the many newspaper articles he has written on the subject for the last nine or ten years, at different times, and in different parts of the United States. He proposes to embody in this pamphlet his memorial to the present Congress, asking for a charter to him and his associates, for the construction of said railroad across the Rocky mountains, some general remarks on the practicability of the undertaking, the reason why it should be done by a chartered company, and to close by an appendix, containing some of the many newspaper articles which he happens to have retained in his possession, and which he has at the several different times and places published; some of these newspaper articles will be published in the appendix, entire and verbatim; while two of the first having been published in connection with articles embracing other subjects, will only be extracts of those parts of said articles relating particularly to the Oregon railroad. And lastly, as there are perhaps some doubts in the minds of many who the first projector of this enterprise actually was, the author would remark that, in addition to the few affidavits which will be found attached to one of the articles, he can, if necessary, to prove the fact beyond any possible doubt that he was certainly the first who ever wrote and published anything about

the practicability and feasibility of this railroad, bring half of all western New York as witnesses before the jury of the country to substantiate the priority of the scheme, fully to the satisfaction of all, however skeptical they may be on the subject. The writer of these few pages will also endeavor to illustrate, partially, some of the great advantages to be derived from this railroad, and compare his plan of accomplishing the great and magnificent undertaking with the plans of Whitney and Wilkes. At the same time, endeavoring to sustain his own plan by an honest and fair construction on all the facts brought to bear upon the subject. All must and will, eventually, become devoted admirers of this gigantic enterprise, and they are now called upon for aid.

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A MEMORIAL

FOR A PRIVATE CHARTER,

ASKED FOR

BY HARTWELL CARVER AND HIS ASSOCIATES,

TO BUILD A RAILROAD FROM LAKE MICHIGAN TO THE PACIFIC OCEAN.

*To the Senate and House of Representatives
of the United States, in Congress assembled :*

Your undersigned memorialist, in presenting his petition to your honorable body, would beg leave to accompany the same with a few brief explanations, going to strengthen the merits of his claim. That a railroad across this continent in a westerly direction is required, all seem now to admit. Its starting and terminating points are not yet well or definitely settled. Neither is the way this great work shall be accomplished, or by whom, fully settled. Different ways have been proposed, each of which has its advocates. Your humble memorialist claims to have been the original projector of the plan, and the first to declare in a public manner the feasibility and the practicability of building a railroad across the Rocky mountains, and thereby connecting the Atlantic and Pacific oceans together for commercial purposes ; and he also claims to have been the first who wrote and published any newspaper articles on the same subject, and the only person who can show any newspaper articles recommending the profitable propriety of a railroad across the Rocky mountains of as early a date as your memorialist. Your memorialist would also state, that after nine or ten years particular attention to this momentous subject, having given it particular reflection, he is of opinion that the best and surest method of speedily and fully consummating the whole work will be by a chartered company, so bound and restricted by Congress as never to possess any undue power; Government at the same time reserving to itself future rights of way in the road for all military and national purposes, Government despatches, agents, ministers to foreign courts, Government mails, and telegraphic conveyances, &c., &c. Therefore, having full confidence, by clear conviction, in the propriety and good policy of the above plan, your memorialist would earnestly beseech your honorable body to grant to him and his associates a charter to build a railroad from some point on Lake Michigan, to run in a westerly direction, cross-

ing the Mississippi river somewhere at or near Dubuque, thence nearly due west to the Missouri river, crossing that river at or near the forty-second degree of north latitude, and then take the shortest and most westerly route to the South Pass (so called) in the Rocky mountains, from thence by the most feasible route to the banks of the Columbia river, and to terminate either at the first steamboat navigation to be found on said river, or to follow down its banks to the mouth on the Pacific shore, as the company may think proper. And, further, your memorialist would ask to have the same charter embrace as a part of the same the right to make and to build a branch, or an extension of said railroad, turning off to the left somewhere east of the said South Pass in the Rocky mountains, going down in a south or southwesterly direction, through California, to the bay of San Francisco; or, in other words, that the charter shall authorize two western terminations, if the company wish, to the said railroad. Your memorialist would also ask, as a part of said charter, that Government shall give land sufficient for the width of the road, stone, timber, and iron ore, and coal, for constructing said road, from any lands, and from any point on any lands, now belonging to Government, or that may hereafter belong to Government, before said road shall be completed. And, further, your memorialist would most earnestly ask and urge, in order to facilitate and expedite in a rapid manner the completion of this great national work, that Government shall sell to your memorialist and his associates eight million acres of the public lands subject to the selections of your memorialist and his associates, any where within thirty miles of the line of said road, and from lands now unsold, and which now belong to Government, or that may hereafter belong to Government before said road shall have been completed. That Government shall receive from the company one dollar and twenty-five cents per acre for said lands in stock of said railroad, and as fast as enough of the road is finished and fit for use to pay for one million acres of land, Government shall receive the stock and convey the land to the memorialist and his associates, and so continue until the whole eight million acres is paid for, and ceded by the United States to the memorialist and his associates. And your memorialist would further ask and pray that an exclusive right should be given your memorialist and his associates to erect a telegraphic line of communication from one extreme end of said road to the other, to the positive exclusion of all others, on condition that Government shall at any time have the free use of said telegraph line for all Government purposes, conveyance of all Government intelligence both in time of peace and war, diplomatic intelligence to and from any part of the line of said railroad. Your memorialist and his associates will bind themselves to build the railroad across the Rocky mountains as follows: Track rails put down eight feet or ten feet apart, all the superstructure to be of stone and iron H rail, rail four inches up and down, and the whole work to be completed in fifteen years from the date of the charter.

In conclusion, your memorialist would say, that he has none but a



high-minded, patriotic feeling in regard to this national railroad. He would despise any thing of a sordid or selfish character, as having any influence in the matter. The only incentive by which he has ever been influenced, or in any way actuated, has been the great good it would do the world, and the particular benefit it will confer on the United States in the way of wealth and national character. Your memorialist claims that a charter is by far better than a loose misunderstood contract to have the road made, and give a certain quantity of land. That an undertaking of that kind will prove a failure, and be in great danger of defeating the plan entirely; and for Government to undertake to build the road and manage it afterwards, would be a still worse policy, for that course is just as sure to fail as it is entered into. Government has always had, and always will have, quite enough to do to take care of Government; and in all cases, thus far, in the history of our country, whenever Government has made the attempt to perform any great work, entirely in and of itself, it has always proved abortive and a bad business. Look at the National road. Every body who has watched and seen the progress of that Government undertaking, knows full well that the amount of appropriations which has been expended, if used by individuals, as individual funds for individual purposes, would have made more than three times the length of road which has been made. But if your honorable body should be in favor of having the road built on a contract for a certain quantity of land, extending a certain distance each side the whole length of the road, your memorialist will build, make and construct, a good and permanent road, on the great, large, and improved scale above proposed, eight foot track, H rail, rail four inches up and down, &c., for a width of land twenty miles each side of the whole length of the railroad, from the commencement at Lake Michigan to its western terminus, which will be a strip of land forty miles wide.

With full confidence in your just deliberations, your memorialist will ever pray.

HARTWELL CARVER.

WASHINGTON, D. C., January 18, 1847.

AN INQUIRY
INTO
THE PRACTICABILITY AND BENEFITS
OF A

RAILROAD FROM LAKE MICHIGAN TO THE PACIFIC OCEAN,

With a few brief remarks on the different plans which have been proposed by different individuals for carrying the same into effect.

This great and magnificent enterprise, like most others of great magnitude, has, after slumbering for some few years in its infancy, and having been for some time, since it was first spoken of and wrote upon by the author, as I shall attempt to show, thought Utopian, chimerical, and a thing, if ever done and accomplished, would not be done for ages to come, has suddenly broke out, as it were, by a magic of conviction, which seems now to be gaining that reputation and confidence in public estimation, which it ought to have received for itself some years ago. It is now admitted by all who have given the subject even a partial attention, that a railroad across this continent, from Lake Michigan to the Columbia river, is not only highly desirable, but perfectly practicable and easy to be accomplished. And it is perhaps neither strange nor marvellous, that there should be different views in regard to the routes this great thoroughfare and highway of nations should traverse; or different opinions about the way and manner it should be done and accomplished, whether by the Government or by individuals. Among the foremost of those who favor the plan of a Government road, is Mr. George Wilkes, of New York, Mr. Asa Whitney, who proposes to build the road for a strip of land thirty miles each side of the road, equal to sixty miles in width, and amounting in the aggregate to ninety-two millions acres of land in the whole, and the author of these few pages, who claims to be the first projector of the plan, and who asks for a charter, to him and his associates, to build and complete the whole work, as set forth in his memorial to Congress in the foregoing pages of this work.

I now propose to examine, in a cursory manner, the claims and merits of each plan in its turn.

Mr. Wilkes, with unmeasured severity, condemns the proposals of the author and Mr. Whitney, and very ungenerously insinuates that we are both influenced by the love of gain, profit, or speculation. As for myself, I boldly deny the charge, and I think Mr. Whitney is entitled to great credit for his agency and perseverance in bringing the subject before the public in a way which has given it notoriety; and I,

for one, feel disposed to give him more applause than Mr. Wilkes has done. The fact is, that myself and Mr. Whitney are the only two real pioneers in the business. I do not approve of Mr. Whitney's plan of building or making the road, it is true; but I feel disposed to give every man his due, and award to him all the merit he deserves. Every reason Mr. Wilkes offers why it should be national, when rightly understood, militates strongly against its being national. I will, therefore, take a *scriptural text* and say, I will prove it should not be national, taking his own reasons, allowing him to be the judge.

In the first place, he says, it should be national because, as the high road of all nations, and the avenue between the two great oceans, its business will be governmental. I answer, not any more so than any other railroad, transporting company, or individual steamboat or ship owners, who carry on trade and commerce between any two given points.

2dly. He says, it should be national because the immense revenues arising from it, and patronage attached to it, would create a monopoly liable to the most dangerous abuses. I answer, that these reasons are good why it should not be national, because all Government patronage, in all cases and under all administrations, is sure to be used as political influence in favor of the party in power; whereas all incorporated companies, being composed of both parties, they cannot admit politics to be taken into consideration, without injuring them as a company; the one neutralizes the other, and wholly destroys the effect.

3dly. He says, it should be national because it is required as a military road, &c. Now it should not be national for that reason, because Government has the use of the road free for all public purposes, without one dollar's expense for making the road or keeping it in repair.

4thly. He says, it should be national because the undertaking is too gigantic for the successful enterprise of individuals. Now this is a very strong reason why it should not be national, for individuals can and will build this road for one-half the expense that Government could or would do it.

In conclusion, he says, it should not be private, for the same reasons it should be national, and for a thousand reasons besides, that must impress themselves upon every discriminating mind. Now, I say it should not be national, for the same reasons it should be private, and for a thousand reasons besides, which must impress themselves upon every discriminating mind, and even upon those minds not so very discriminating, for it is a plain every-day common sense fact, the correct conclusion of all the voters in the Union. Our American citizens are too well informed to be deceived by such scholastic eloquence, however boldly it may be asserted, to ever give away the State or individual rights, which belong to the sovereign people, to the General Government, and thereby lay the foundation of despotism. General Jackson, Calhoun, and many other able statesmen of our western States, have settled that dangerous doctrine long ago. Why take this great internal improvement out of the common channel of all other improvements of a similar nature?

There is no earthly reason for doing so, but the strongest reasons for not doing so. The great hue and cry about the power it will give the company has no foundation—it is all imaginary; for the fact of its being a great work, and a large wholesale operation, is the surest reason in the world why Government will reserve to itself a sufficient share of the power it might otherwise give the company, to avoid all danger from that source. And as to the great wealth it will give a chartered company, that is all imaginary. The company ought to prosper in common with the community at large, for, it is very true, it will make a perfect paradise of all the western country for some hundreds of miles in all directions from the main line of this great thoroughfare. It will, within thirty years after its completion, add three hundred millions of dollars to the value of the public lands; for, without this road, millions and tens of millions acres of these lands would never sell at all. Suppose, for instance, that the company, who shall by their unequalled enterprise, firmness of purpose, and boldness of conception, by chance make a few hundred thousand dollars in the operation of making this stupendous improvement, which will forever be the nation's glory, the next generation would spend it. So there is no fear of individual moneyed monopoly, or individual moneyed aristocracy or power in this country, nor never can be, while our present democratic institutions continue to exist; and as to moneyed power, its but a name in this country. The rich man, in this republican land, has less power of the two, in proportion to his talents and goodness as a citizen, than a man of only a fair competency. A man in this country can only have power by doing good in the community in which he lives, and according to the talents he possesses, and the use he makes of those talents. If a man of talents has money, if he is good to the poor, kind and charitable in all cases, he will have power, and be of vast benefit to the community where he lives; but money alone is not power in this country. Hence we see all these objections of Wilkes', when analyzed, fall to the ground, and are found to be mere moonshine, made use of by designing men, and men of small minds, who are penny-wise and pound-foolish.

34: We now come to our second consideration, Mr. Whitney's plan for building and accomplishing this great work. He asks, as I before stated, ninety-two millions acres of the very best lands in the known world. He says, towards the Rocky mountains and west of the Missouri river, the lands are poor and not of much value. He admits, that so far as the good lands extend, one mile wide, and across the sixty mile tract, will make two miles of the road. Now, I hold that it will make five miles of the road at the least calculation. For this mile strip across the sixty mile strip would amount to thirty-eight thousand four hundred acres, and all these lands between Lake Michigan and the Mississippi river, and between the Mississippi and Missouri rivers, even while the road was being constructed, would be worth from five to ten dollars an acre. This mile strip, at the most moderate calculation, five dollars per acre, would amount to one hundred ninety-two thousand

dollars, which, as I said before, would make at least five miles of the road. Again, the lands in the neighborhood of the large rivers, as you go on west, must some part of them at least be good, or of a middling quality, and although up about Fort Laramie, the soil is not alluvial, yet being of a light sandy loam, and sheltered by the lee side of the Rocky mountains, cannot fail to produce many productions of great value. Fort Laramie is blessed with a mild delightful climate, conducive to health and comfort, and when this railroad is made, will no doubt be a great resort for invalids. These lands having the warm sun of the east and the south, and being located on the sunny side of the mountain, sheltered by its towering heights from the cold bleak winds of the west, cannot fail to be more or less valuable. Hence, I must say, that Whitney asks too much land for making the road. Again, he has not yet specified what kind of a road he will construct. This road must be made on a large and grand scale, stout and permanent, quite beyond that of any other railroad ever made, otherwise it will be of no use; and further, to make the road with the lands, its consummation will from necessity be procrastinated to five times the length of time which a company would require to complete the whole work. Whitney himself, amidst his fondest anticipations, thinks it would require twenty years, and I think his plan would require forty years. Whereas my plan of a chartered company would, beyond a doubt, accomplish the whole work, and get the cars arunning in six or seven years. I could advance many more strong and conclusive reasons why Whitney's plan should not prevail, but time and circumstances will not permit. I will, however, mention one more, and then for the present conclude. The amount of land asked by Whitney with this road running through the middle of it, will, in fifty years from the time of commencing the road, be worth four hundred millions of dollars, and he, the original owner, and his heirs, could receive every dollar of that amount without making any other improvements than the road.

I now come to the third and last part of my subject, which is my own plan and original scheme for carrying into effect this sublime project, in a manner the most speedy, the most perfect, the most economical, and the most advantageous to this country, to all the commercial world, and to mankind in general throughout all ages to come. And as the reader is already apprised, from the reading of my memorial to Congress, I ask for a charter to me and my associates, accompanied with the sale of eight millions of acres of the public domain at Government price, payable in the stock of the road. It will be discovered that I ask no boon of Government, save the width of the road in land, timber, stone, iron ore, and coal, for the construction of the road, and offer privileges, rights of way, services to be rendered by telegraph, carrying despatches, ambassadors, &c., for Government, equal to a bonus of five millions of dollars for every five years after the road is done. I ask Government, it is true, to sell me eight millions acres of land for Government price, for which I offer to make better pay than cash down would be. For all stock in this road will be above par even before the road is done, and

no one can tell how much above par when the road shall have been in operation a few years. These lands I ask Government to sell me, without this undertaking, would hardly be sold for what I offer to give in many years to come. But these lands will be worth to the company, in connexion with the additional value which the road will give them, from eight to ten dollars an acre, which, in the hands of the company, will be equal to twenty-five or thirty millions of dollars, and this amount of capital in the lands will give the ability of the company, together with the popularity of the undertaking, to insure the success of the company. Some might be inclined to say, the stock would not be taken up. Just so all said a few months ago about the propriety of the undertaking, and the practicability of a railroad across the Rocky mountains, connecting the Atlantic with the Pacific, while now a flood of conviction is sweeping through the land in its favor. I am of the opinion that the stock will be taken up with an avidity which will astonish all, for the same confidence which exists in the practicability of the undertaking must carry the same confidence in the worth of the stock, and insure its purchase. There is in this and all other countries plenty of cash capital, which will always soon show itself when an interest of seven or ten per cent. can be realized annually. That the stock in this road will be good, no one for a moment can doubt, for it will be the highway of this and all other nations, receiving tribute, and an income from most of the commerce of the world; and while the sun continues to warm the earth, and the earth continues to produce, and while mankind continues to be engaged in commerce, and business of any kind, so long will the stock in this great national work be a good and profitable investment. Every thing else must and will be subservient to this ruling improvement, whose gigantic magnitude will control every thing and sustain every thing. It will be the great equalizer of the world, uniting in its business influence the great family of all mankind in one friendly compact of social business ties, and firmly bind them together in the great brotherhood of interest, which defies all other causes combined to break asunder. I feel all the confidence in the world, that if Congress will grant a charter that the work will progress rapidly, and to the entire satisfaction of all concerned. For, it is well known, that God in his wisdom chooses the weak sometimes to confound the strong and mighty, and that in all stages of the world, whenever the fit and proper time has arrived for any great event, he has in all cases put some individuals forward, and seemed to endow them with peculiar foresight and heavenly gifts for carrying into effect these great and astonishing results. That the wisdom of our Creator governs and directs all these great events there can be no doubt. Else why are some things and some human undertakings blest with an apparent inherent success which carries them right through in direct opposition to numerous apparent disadvantages, while others, with all apparent advantages necessary for complete success, meet with such fatal defeats. I propose to build this Pacific railroad on a large and permanent plan, durable, and improved in all its principles quite beyond that of any similar undertaking hith-

to known. I also propose to exercise that economy in all the operations which will save some millions of dollars, when compared with the expense of other railroads which have been built heretofore.

I propose, in the first place, to erect large iron foundries where there is iron ore and coal, and make all the rails and other iron materials. These iron works will be good and profitable investments aside from the railroad undertaking. By making our own rails, realizing the profits we should have to pay the manufacturers, adding transportation, the company will save between two and three millions of dollars. I propose to commence the work at the Mississippi river, and work from the river east and west. I propose to lay down the rails on a solid, permanent foundation of stone, eight or ten feet apart, and run cars just double the width of the road, so that each rail will be the centre of gravity, sustaining just one-half the weight. This will prevent the rails from spreading, an inconvenience which has heretofore deterred engineers from advising wide tracks. With an eight foot track, solid foundation, stout rails laid on a thin felt, the speed of cars can be fifty or sixty miles an hour, and the cars will run still and quiet. I propose great improvement in the construction of the cars themselves; each wheel shall run on its own axletree, unconnected with its fellow on the opposite side as now used. This will avoid the great power required in turning curves to back the wheel tracing the shortest line. When the two wheels are connected by one axletree, it requires six or eight times the power to slide the wheel back in turning a curve that it does to roll it. By having a line of wheels under each sill of the cars running entirely free by itself, and unconnected any way by any other wheel, the same power will propel twice or three times the amount of weight, be less liable to run off the track, and if a wheel or axletree fails or breaks, no mischief or delay is produced. I would have the wheels of these wide, long cars, twice the height of the present car wheels, which would make just double the speed of each revolution of the engine wheel. A speed or motion that now runs the cars twenty-five miles an hour, with high wheels, would, with the same number of revolutions, run them fifty miles, more still, quiet, and with less motion.

The passenger cars on this splendid road shall be floating palaces, sixteen feet wide, and one hundred feet long, with state rooms and berths for sleeping, splendid and well furnished saloons, dining halls, and kitchens for cooking, accommodating in each car two hundred passengers or more, with as good and almost as quiet repose as they would be at home in their own parlors. And with all this quiet accommodation they would be travelling fifty miles an hour. For I hold that, with all the improved arrangements above mentioned, fifty miles an hour can be performed with more ease and more safety than twenty or twenty-five miles is now done on any of our present railroads. Railroads are, I think, ultimately to supersede canals to a very considerable extent, and to some extent steamboats. Great improvements are yet to take place in the making of railroads, arrangements of the cars, and all the operations connected with the principles of steam as applied to railroads. I believe

it to be a fact, that the same steam power will propel, on a good, permanent, well made railroad, six times the weight that the same power will in a steamboat through the water. The resistance of the water will make all that difference. The time will shortly come when we shall see railroads climbing up and over the highest mountains. By making holes in the rails to receive cogs of wheels, which can be so arranged as to let down when it becomes necessary to ascend a grade over one hundred feet to the mile; or these wheels with the cogs can remain stationary, but above the other wheels, and as you approach the rise let the rail for the cogs commence rising above the plain rail for the main wheels, which will catch the cog wheel and take the car from the main wheels and plain rails, and there will be no difficulty whatever in climbing any mountain of any altitude. It is just as easy, as sure, and as practicable to command a twenty-horse power or more by steam as it is a ten-horse power. It may yet be found necessary to have a centre rail, or third rail, connected with wide tracks. Much saving and economy will arise from building large cars both for freight and passengers, in proportion to the amount carried, which can be done on a wide track. The Oregon railroad will, by its commercial influence, fully change the price of exchange from England in favor of this country, and make us the great bankers of the world. This great moneyed influence, and the balance of the price of exchange in favor of England, has kept alive the credit and sustained that profligate and prodigal government for half a century last past. But with this railroad, we being the carriers of Europe, and the universal change it will produce in a commercial point of view, must, from necessity, withdraw this lucrative favor from London, and transfer it to New York, Boston, and New Orleans. Look at the price of exchange in favor of England and against this country for the last thirty or forty years, and see what it has amounted to. The number of dollars would more than half build this railroad, and line it with the splendid palace-built cars I speak of. The whole secret of the support of the British government has been in this unobserved income from the price of exchange in favor of that country. And further, I appeal to that patriotic band of religious heroes, the missionaries, to all the Christian churches, and all the real friends to the wide spreading of the Gospel and Christian morality throughout China, and all the heathen world of the East, to lend their aid and sanction to this great national enterprise, which, when accomplished, will fully carry out all the desires and moral wishes of all these Christian philanthropists in this country, who have been laboring and groping their way in the dark for half a century past, endeavoring to establish and disseminate the holy religion and the true faith in heathen lands. This railroad once made, and a missionary can visit all those isolated and benighted countries of the East, as quick and as easy as he can now go from New England, or any of the eastern States, to the western States, and perform his mission. He can go across from New York or Boston, on the railroad I propose building, to the Pacific ocean in five days, and from the mouth of the Columbia to China in fifteen days by a steam vessel. A moral and

religious point of view alone, aside from any other, is enough to warrant this undertaking, for it will open the way for the conversion of millions and millions to the true faith, and bring them fully under Christian discipline. Instead of the devoted devotees occupying two or three months going to Mecca to worship false gods, the true Christian missionary can go from this country and convert thousands to a saving faith in Christ, the true Saviour of mankind, in that time. This enterprise will bring about a kind of earthly millenium, and be the means of uniting the whole world in one great church, a part of whose worship will be to praise God and bless the Oregon railroad. Some propositions have been to start this railroad from the Missouri river, and others to only have a short railroad from the gulf of Mexico to the bay of San Francisco; but neither of these plans will do. It must go from, and be connected with, the upper lakes, those inland seas, whose waters are destined to be whitened by many sails, and whose commerce is destined to surpass that of the Mediterranean, Adriatic, Black, or the Baltic seas. The benefit of all the western, northern, and eastern States demands this line of locality; Boston, New York, Philadelphia, and Baltimore, also demand the same, and so does the commerce of the world. It must unite with the Columbia river, for that river drains fifteen hundred miles north and south of the Rocky mountains, and most of it is a good and productive country.

When this road is done, and the telegraphic line completed from New York to its rival city at the mouth of the Columbia on the Pacific, it will annihilate space, and enable correspondence to be carried on between the two places, questions asked and answered every few minutes. Games of checkers and chess could be played from one city to the other, at an expense of about five hundred dollars a game for telegraph intelligence. The quality of teas would be much better coming to us in a few weeks after gathering. I suppose the flavor and quality of our teas now bear no comparison to what it would if brought direct to us, without crossing the equator twice. Methinks I can look forward, through the vista of time, and see countless thousands of our fair country-women sitting of an afternoon leisurely sipping and drinking their tea, until they become intoxicated with the sweet flavored aroma of this delicious beverage, and cry out, in sweet and musical accents, blessed be God, and the projectors and builders of the Oregon railroad, now and for evermore, amen. Some may raise the objection, that this road is to pass through a wild and unsettled country; that is true, and without this road it will for ever remain so. But with this road running through nearly the centre of this vast wilderness, it will all become inhabited with good inhabitants, who, by their enterprise and industry, will cause it to bud and blossom like the rose. Again, without this anticipated gain by building this road, the India, the China, and all the Pacific trade of Asia, and all the voluptuous East, embracing as it would the rich productions of all those sunny climes, would more than be a sufficient inducement for the undertaking. This profit alone would remunerate a company for building the road, and insure the worth of the stock to be

at par, or perhaps above par value, in all the stock markets of the world. But in order to insure all this, the road in the first place must have the proper starting point, which for the present must be Lake Michigan, (ultimately there will be a direct communication from Boston or New York with the Oregon road,) and then pursue the route pointed out in my memorial to the Columbia river, west of the Rocky mountains. If Boston and New York only knew the increase of trade which this railroad would bring them, as soon as the road was finished and in use between the Mississippi river and Lake Michigan, they would be alive to the subject; and I should include Philadelphia, who is already in raptures with the practicability and urgent importance of the thing. In three years after a railroad should have been in operation from the Mississippi to the Lake, the business of Boston, New York, and Philadelphia, would be more than three double in all the business of produce, furs, wool, and pork, and their sales of goods to the West would nearly double. With this connection between the lake and river, a large proportion of property, produce, and merchandise, which now goes down and comes up the Mississippi river, would go and come direct through the lakes. And when the time looked for, of a railroad all the way from the Atlantic cities to the Mississippi, in the winter all commercial business would take this route, which would be quicker, safer, and, what is more important, cheaper. This route would not be subject to the fates of the winds and waves, or the delays, transshipments at New Orleans, high price of insurance, frost, and low water in all the rivers, &c., &c.; and lastly, this undertaking, in order to have it what it should be, must be commenced, continued unto the end and completion, on a large, substantial, permanent, and durable plan. There is no railroad yet made, or being made, fit for a pattern to go by, in the construction of this Oregon railroad; for none of them are destined to perform the one hundred thousandth part the business of this road. And this I consider a very strong objection against Whitney's plan of building the road on a contract, for so much land; for surely it cannot be expected that he would double or treble the expense of any road which has yet been made in any part of the world; but which I insist, and am well convinced, must be expended in the making this road, or it will not be what it ought to be, and perhaps prove a failure altogether. There will be the same difficulty again, with some additions, if the Government attempts to build and to own this road; for it is considered perfectly honest to cheat Uncle Sam; as they call the Government. I do, therefore, say, in prophetic language, that if the Government, vain of a little pride and glory, which they are not willing to give to the first projectors and pioneers of this great work, does attempt to commence, progress with, and finish the Oregon railroad, that the work and progress will be procrastinated, the expense enhanced enormously, and the result will either be a failure, or what has been done will be sold to a private company; and that a chartered company will have to finish the work after all. How can it be otherwise, I would ask, for it would be subject to legislation at every succeeding meeting of Congress, and it would be utterly

impossible to keep it aloof from party and political influence. I think it would be more likely to divide the Union, in the hands of Government, than the subject of slavery; but give a charter, and let a company go on still and quietly, and accomplish the thing as any individual would any part of his business, knowing that the whole must be well done in order that it might yield a profit, and make good the investments, and you will have a magnificent improvement which will do honor to our country. Take this course, and instead of distracting the country and Government, it will bind it more firmly together than all that ever has, or ever can be done besides. It will establish and perpetuate this republic on a rock of fame, which no political convulsions of the world can shake; it will ultimately be the cause of admitting into this Union, of bestowing the blessings of our free institutions upon, all this continent, situated between the Atlantic and Pacific oceans. For people or individuals may say what they will about the annexation of more territory, the whole of this continent is bound to come in, and partake with us the divine blessings of a free and an independent people. You cannot keep them out; the God of nature has designed it, and unless the American people prove recreant to themselves, and sin away the day of grace, it will be brought about. I predicted this in one of my first Oregon railroad suggestions, nine years ago the 11th day of August, 1837, in the New York Courier and Inquirer, for the country. After speaking of the practicability of connecting the Atlantic with the Pacific, and the vast advantages it would give to this country, I said and recommended as follows: "Add to the United States the Canadas, all the territories, including Oregon, Texas, Mexico, California, and the whole continent," &c. Again, I said in that newspaper article, "And now to conclude, let me say, that however wild, enthusiastic, and unpromising this scheme may appear to some, it is rational, and founded on facts. That all this continent should belong to one Government, and a railroad crossing the Rocky mountains, I said, would be nothing more strange, or marvellous, than what we have all seen with our own eyes take place within twenty years past." I wrote this article soon after having travelled far up the Missouri river, and as far up the Mississippi as the Falls of St. Anthony; when the propriety and the practicability of running a railroad across the Rocky mountains burst upon my mind with perfect conviction, and has ever since been the idol of my heart. I afterwards published articles in country papers on my favorite enterprise; but met with no applause or encouragement; most of the notice which was given to my plan of building a railroad across the Rocky mountains was a laughable ridicule, calling it Utopian and chimerical. So I stood alone, so far as any publication has yet ever proven, in regard to this Oregon railroad some four or five years, meeting with no encouragement and but little notice any way. At length, while I was abroad, Mr. Whitney, much to his credit, took up the subject, at a time perhaps more favorable than the time when I first proposed it, and has most manfully succeeded in gaining public attention to its vast merits. But, in regard to the first conception of this project,

I believe there is no one but myself who can show any positive evidence of priority. Others may say they thought of the project at an early period, but that is begging the question in rather a slimy way, not entitled to much credit. I have got the newspaper articles to show the early time at which I spoke and wrote upon this subject; I have the affidavits, and can get thousands more, to corroborate all the facts and dates I claim. So, in claiming to be the original and first inceptor of this project, I only claim my own; and it must be allowed on all hands that every man has a just right to his own, and it is in all cases considered honorable for every man to claim his own; the law of the land secures to all the value of their thoughts; the labor of the mental as well as the corporeal labors of the body, are both alike entitled to their just rewards. I would not be understood that I advise the enlargement of our territory by conquest, but I hold that making this railroad will cause all the territory between the two oceans, which does not belong to us, to sue, nay, implore us, to admit them into our great and glorious compact. I am now, and forever have been, opposed to acquiring territory by conquest, as it is in contradiction to the republican principles which we, as a people, profess to sustain and maintain before the world. But if, after repeated manifestations by our immediate neighboring governments of a strong and general wish of all their subjects to unite their destinies with ours, we consent and admit them, we shall be fully justified in the eyes of all the world in doing so. We shall be justified before God and man for admitting all this continent between the two great and commercial oceans of the world to partake and have a part in the boon of free government. I hope I shall not be considered wild and enthusiastic in the advancement of those ideas; but if I am, I render as an excuse that I inherited it from my ancestors, for they were all great adventurers; my great grandfather, John Carver, was one of that puritanic band of pilgrims who came out in the May Flower, in the year 1620, and landed at Plymouth. He was chosen governor soon after they landed, and no doubt looked forward, with the same spirit of enterprise by which I am influenced, to the future extent and glory which he no doubt thought was to follow his enterprise. I look at him daily as I pass through the rotunda of the Capitol. He forms one among the group so beautifully represented in the large picture filling one of the spaces of the rotunda for national paintings, and which picture represents the heaven-born band who came out in the May Flower in the most impressive manner. It is a picture which no spectator, however heedless he may be, ever fails to pause, look at, admire, and pay heartfelt homage to. Every bosom is swelled with emotion, while gazing in wonder at the faces, so admirably delineated by the artist, of those religious heroes who no doubt were called enthusiastic and wild by their friends at home. My grandfather was no less wild and enthusiastic in his aspirations. He, in 1764, or 1765, was sent out by the British Government to explore the far west. He was among the first, if not quite the first, white man who ever travelled west of Detroit. He made his way through the wilderness of sa vages, as far as the Falls of St. Anthony, on the Up-

per Mississippi river, and remained exploring all about those upper lakes for three years or more. He was entirely among the Indians, nearly or quite the whole time.

He, too, I suppose, was thought wild and enthusiastic. By inheritance, I claim the heritage of my ancestors. I hail from the far northwest, the Falls of St. Anthony, which I call my present and future home. And I will here offer, as an apology for these few discordant pages, which I am about to lay before the public, that I have labored under many weighty and pressing circumstances, operating greatly to my disadvantage in the undertaking. Having, but a few days ago, arrived in Washington, from my long and fatiguing journey from the far northwest, quite jaded out with my journey, and not in very good health, the few days I have had to bestow on this subject have by no means allowed me to do it justice. But the great feeling I have, and have had for a long time, in behalf of this Oregon railroad, and finding others engaged in their plans which so materially differ from mine, and which I so confidently consider less perfect than my plan, I could not for one moment forbear this undertaking. I have now, since I first commenced my efforts in behalf of this enterprise, spent two years time, and sixteen hundred dollars in cash, for printing and expenses in my explorations up the Missouri and Mississippi rivers, and about the lakes. And, while I have power to act, thoughts to convey, or a dollar in money to spend, I intend to persevere in this laudable enterprise.

I am willing, however, to abide by the superior wisdom of Congress. If Congress thinks best to give the making of this railroad to Whitney, or to favor Mr. Wilkes' plan, and have Government embark in the enterprise, all right. I will unite my efforts either with Whitney or Government in the prosecution of this, of all enterprises the most sublime and magnificent. Or, as I have before said, if Government chooses to have the road made for a certain quantity of land, lying and being situated on both sides the road, I will make the road on the great, grand, improved, permanent, and durable scale, which I propose to make it, under the charter, for just two-thirds the quantity of land which Mr. Whitney asks for building a road not half as good and valuable as the one I propose making. A strip of land, forty miles wide, twenty on each side of the road, is enough, and even more than enough, to pay for making the road on the grand and sublime plan which I suggest. I have been so long looking at, and pondering upon this gigantic and mighty enterprise, that I think I cannot be mistaken in any of the conclusions I have most deliberately come to on the subject. One thing I fear very much in this undertaking is, that it will be on too small a scale, and not answer fully the great demand of its importance, and the extensive uses which will be required of it as a transporting and travelling thoroughfare. How was it that the most ardent friends and projectors of the great Erie canal did not begin to anticipate the immense capacity required of it as a transporting channel and way of conveyance? The period for this conviction was left to the last summer, when, to all minute

observers, it was fully demonstrated that the capacity of this great channel was insufficient by three or four times for its real wants. And this while the fertile West is yet in its infancy. It would be a deplorable fact, indeed, if this great national project, the Oregon railroad, should meet with the same fate. This is another good reason why it should not be made on a contract as Whitney proposes, or by Government, whose agents may err. But, if made by a chartered company, their interest will induce them not to fail in this very important point. For, unless the capacity is competent to the requirements, they alone must be the losers. We find in all cases that men look well to their own interests; but where do you find the men who look as well to the interests of others? If you want a thing well done, do it yourself; so says the *adage*.

I consider this Oregon railroad to be the great pivot on which hangs the future destiny of this country. With this improvement I think there will be no limits to our progress, while without it we shall remain somewhat stationary. A close observer of men and events can read in the page which each year adds to the history of this country, the divine hand of Providence, plainly directing the destinies of this great nation. It is from the past and present we are to judge of the future. It is from comparison that we get most of our ideas, both in philosophy and things more common. From careful observation, close watching of all the events, some of which have been great in their nature, that have taken place within the last five years in this country, I feel inspired with a firm and unshaken belief that this is the time allotted by the great Controller of the Universe for commencing this great national improvement. This undertaking will be, perhaps, the greatest step we have taken since the Revolution, in a national point of view. Hence, I say, if Congress refuses to grant my requests, set forth in my memorial, I shall be constrained to throw myself back upon the virtue of the people; yes, upon the sovereign people, for in them exists the only sovereignty of our Government. On all great occasions heretofore, the people have decided right. There is a redeeming virtue in the American people which I believe the people of no other government on earth possesses. This latent and redeeming virtue has thus far, in the history of our country, always come forward on the most important occasions; and in the critical and trying times, when most required, we have the mighty strength of numbers in the field, carrying all before it. I trust in God that, if necessary, the people will in this case, by their votes, show themselves worthy of universal suffrage. Each voter, however humble his station may be, can do as much by his vote as the man filling the highest station. I am but a humble individual, in common with all the rest of my fellow countrymen, and if I cannot accomplish what I deem of so much importance to every individual, however small his means, or however humble his station in society may be, from those legislating for the people, I must appeal to the people themselves, from whom all power is derived. I feel quite sure that, if the people themselves will give this railroad subject proper attention, and faithfully and

thoroughly examine it in all its bearings, that they will by their votes give a verdict in my favor. And I hereby call on the people, the common people, in whose hands the sovereign power of the country is placed, to arouse from your sleepy lethargetic slumbers; awake to your duty, and exercise your power in your own right, and in the right of your country. Come out in favor of this Oregon railroad; hold meetings in every town, village, and city in the Union, and express your opinions boldly and freely on the subject. It is not a plan ambiguous in its nature, or shrouded with abstract principles, incomprehensible by any common capacity. It has no fraudulent, speculating secret attached to it, whereby the people are going to lose any thing; but, on the contrary, every individual will share in the great advantages to be derived from it, as a general and wide-spread benefit. The poor man, who supports his family by his daily labor, can go on to this road, and in one year can earn enough to buy him a farm right by the road side, which in a few years will make him as independent as his wealthy neighbor now is, for whom he works to gain his living, and whom he considers as an independent man.

This great work will give employ in all its various departments to fifty, and, perhaps, a hundred thousand men, from the time of its beginning until it is finished. Each man employed will receive good and liberal wages in cash or land. What a relief to the suffering population of this Union. How soon and how much it would improve their situation. This would, in point of fact, be a charter to the poor instead of the rich. Most charters in our country have been given to the rich, but this will be a charter directly to the poor. They will realize most of the great profits resulting from it. All the benefits of doing the labor, the increase in the worth of the wild lands through which the road runs—for in most instances they will be the first purchasers; a good share of the increase of profit in the growing of towns along this extensive route will come to mechanics and those laborers before spoken of. The poor people will still realize another advantage not yet spoken of; the reduced price of their teas, and the quality will be much better. If some-one of the talented men of our country would only take hold of this subject with attention, and by their influence bring its merits properly before the country, they would gain universal and everlasting fame. If the Hon. T. H. Benton, who lives and dwells in the affections and hearts, not only in Missouri, the State he so ably represents, but in all the West and Northwest, would only take hold of this Oregon railroad question, he would secure a liberal feeling, which would secure to him any office within the gift of the people. His bold stand on many occasions, for the good of his country, which he has taken, independent of the slavish subserviency of party, has raised him much in the estimation of the West and Northwest. The West and Northwest want this Oregon railroad, and they want the assistance of the powerful mind of T. H. Benton, whose chivalry in behalf of this their favorite subject would add a bright gem in his diadem of fame, dazzling and substantial. I am the poor man's friend. Take care of the

poor, and the rich will take care of themselves. And I now call loudly and earnestly on all the poor and common people of this country, including foreigners from all countries, who have fled from oppression, want and starvation, to our land of plenty and freedom, to look well to this Oregon railroad enterprize. It is a blessed boon now in your reach, if you will only unite in a grand rally; and if Congress will not give it to you, take it into your own hands, and exercise the right which universal suffrage gives you, and at all subsequent elections, from President down to the most common office in your choice, avail yourselves of the rights which nature, your country, and nature's God has given you. The sovereign people should never suffer their rulers to swindle them out of their just rights. It is in the name of the common people, and for their benefit, I ask this charter of Government, which will enable them to move to Oregon and California with a few dollars, and then become rich and the aristocracy of those fertile regions.

I will again bring this golden prize before you, this charter for the poor; for it is a charter distinctly for the poor laboring community of this country. Now, suppose this railroad shall cost sixty millions of dollars to build it; and it takes six years, that would spread abroad among the laborers and mechanics ten millions of dollars a year. What an improvement in your situations, giving to all peace and plenty. I ask you again, and for the last time in this paper, as a large and worthy body of my countrymen, if you will not unite heart and soul with me, and call this the poor man's charter. It is a charter for your benefit; the expense of making the road is all yours; and will you earn it? Come forward, then, like men worthy the great privileges and power you have by your votes, and realize the rich bounties Providence has in store for you.

This railroad will give us the commerce of all Asia and her islands. Instead of paying China five millions of dollars yearly, we shall furnish her and the whole of Asia, and all the extensive coasts about the Pacific ocean, with our cotton manufactures, flour, corn, tobacco, pork, and butter, and perhaps have a balance of specie in our favor above the productions of those countries, which we should receive in pay for all our numerous exports. The true principle of trade, however, is the mutual exchange of the productions of our country for that of another. We should carry all our productions without pause or peril to regions containing six hundred millions of inhabitants, who would send us back their teas, silks, spices, and their gold. We should avoid the equator altogether, and the fatal effects of the burning and frigid zones on many of our products, which heretofore has prevented exportation altogether. In addition to the numerous reasons I have narrated in favor of this railroad, hundreds of other good and substantial reasons in favor of its construction, and its benefits to this country and mankind in general, would, from its use as time progressed, develop themselves to the great astonishment and satisfaction of all the world. It would be the great harbinger of peace to this and to all other countries. No government on earth could ever think for a moment of going to war

with us or any other government, for by so doing it would at once cut the great artery of the world, through which circulates the life's blood of all nations. It will be seen by a reference to the maps of Europe, North America, and Asia, and the Pacific coasts, that we are situated in the centre, right between the two great oceans, on whose surfaces float nine-tenths of all the commerce of the world ; and also in the middle space between the two great continents. By this railroad communication with the Pacific we shall more than double our commerce, for the commerce of the Pacific ocean, in a very few years after this road is put in operation, will be much greater with our country than that of the Atlantic ocean. We shall open a trade with the western continent containing between one and two hundred million more inhabitants than the eastern continent.

APPENDIX.

Appendix, which includes some extracts from newspaper articles, which embraced other subjects than the Oregon railroad, and therefore are not printed entire, and some of the very many newspaper articles the author has published from time to time, in relation to this great enterprise. Many of the first were hardly noticed, and therefore were not retained by the author. Several newspaper articles will be found in the last part of this appendix, verbatim, as published in the different papers, name of the paper given, day and date given, and complete copies of the said articles, as written and published at the times and places referred to in each article.

Morning Courier and New York Enquirer for the country, Friday, August 11th, 1837. In this article, among other topics of the great improvements of the West, I recommended this identical railroad across the Rocky mountains, "and if it was not extended any further than to connect the navigable sources of the different long and mighty rivers, which run in different directions from one to two thousand miles, and empty their waters into different oceans." "By this railroad will be connected the waters of these large rivers, admitting of free ingress and egress to all parts of the world." Again, I said in this same article, and which has before been referred to, that by "adding to the United States the Canadas, all the territories, including Oregon, Texas, Mexico, California, and the whole continent, we should create and perpetuate the largest republic in the world."

Again, I said in the same article, after urging the feasibility of this stupendous work of the railroad across the Rocky mountains, "And to conclude, let me say, that however wild and enthusiastic, and unpromising this scheme may appear to some, it is rational, and founded on facts. That all this continent should belong to one government, and a railroad crossing the Rocky mountains would be nothing more strange or marvellous than what we have all seen take place with our own eyes within twenty years past."

The following is an extract from a paper printed in western New York, called the Honeoye Standard, August 23d, 1838: "My plan of laying out and building a large city on the Mississippi, and still extending my improvements beyond the Rocky mountains, and building a rival city to New York on the Pacific ocean, at the mouth of the Columbia river, &c. And to close and finish in good style, by way of a grand climax to all internal and external improvements, connect the city on the Pacific ocean with New York, its rival on the Atlantic, by my former plan of building a railroad across the Rocky mountains, and thereby connecting the commerce of these two great cities." This railroad can pass over and through the Rocky mountains, at the new discovered pass in the mountains.

I was satisfied of that fact two years ago, when I was far up the Miss-

ouri and Mississippi rivers, from correct information which I received from undoubted sources. The plan which I refer to in this extract, was an article I had written and published between the time of the article first referred to, the New York Courier and Enquirer, of August 11th, 1837, and this last article of August 23d, 1838, which article I have lost, and have not got it in my possession at this time.

Next comes a long article, with some affidavits at the end of the article, going to establish the fact of my having long ago agitated this railroad subject, and in 1838 had spoken to an engineer to go on and make an informal survey of the route.

Rochester, western New York, Dec'r 19th, 1845, the date of the paper containing this article.

[FOR THE DAILY AMERICAN.]

THE GREAT RAILROAD ACROSS THE ROCKY MOUNTAINS.

This great and important subject, although yet in embryo, is destined to grow in importance, and from its inherent magnitude will certainly continue to progress until it is fully matured and accomplished. Hence, all the facts relative to its origin, and those who first conceived the plan of building or making a railroad across the Rocky mountains, connecting the navigable waters running into the Atlantic ocean and the waters emptying into the Pacific ocean, and thereby forming a new era in all the commercial world, seems to be a subject in which all are more or less concerned, and any facts in relation to it cannot fail to be interesting to the public. And as Mr. Whitney has given publicity to the subject in a way which would induce many people to think that he was the original suggestor of the plan, I hope the public will pardon me for saying boldly, and without the fear of contradiction, that Mr. Whitney is by no means the man who first conceived the plan and practicability of making a railroad across the Rocky mountains; and further, I hope the liberal public will not accuse me of arrogance, when I say positively, that I verily believe that I am the man who first thought of the thing—of making a railroad across the Rocky mountains, and thereby connecting the Atlantic and Pacific oceans.

I hope, also, that no one will think me an egotist for making these statements, when I inform them that, as I am about to petition Congress for a charter to make said road across the Rocky mountains, it becomes absolutely necessary for the support of my interest, to make those asseverations, and to support them by evidence, going to prove the fact beyond a possible doubt, that the plan of making a railroad across the Rocky mountains did positively originate with me. That my head first found a place to plant that idea. I believe such to be the fact, and have none but an honest motive in making the assertion.

The first time I ever thought of the practicability or great importance of making a railroad across the Rocky mountains, was in the spring of 1832. I was then travelling through Italy, and in going from Milan to Switzerland, I crossed the Alps by the Simplon road made by Buona-parté. As I pursued the rugged way up the stupendous heights of the

towering Alps, I was forcibly struck with the apparent ease with which the thing was accomplished, and it occurred to me that a railroad could and ought to be made across the Rocky mountains.

On my return to this country, I immediately commenced investigating the subject, and as early as 1835 I made a tour up the Mississippi, by the way of St. Louis, to the Falls of St. Anthony, and from information which I obtained from the late Mr. Clark, the early traveller up the Missouri, the late Capt. Davenport, and other Indian agents or traders, and also from the Indians themselves, I became fully convinced that a railroad could and ought to be made across the Rocky mountains, through a newly discovered pass or deep ravine through the mountain ridge. In the summer of 1837, I made mention of this railroad in a New York paper, in a communication which I had occasion to make relative to a great western enterprise, which I at that time had in contemplation.

In 1838, I published in a country newspaper more remarks in relation to a railroad across the Rocky mountains, pointing out its course, and stating that when said road was completed it would be a saving of at least 25 per cent. on all our commerce in the Pacific ocean. I also, about this time, had frequent talks with a very able engineer about going to survey and examine the route.

All these statements, the affidavits below will prove.

I now propose to petition Congress to grant me a charter to build a railroad from some point on Lake Superior to the Falls of St. Anthony, on the Mississippi river; from thence to the Missouri river, in a more northerly direction than Whitney's route, and crossing the Missouri higher up; from thence on to the Rocky mountains, going over or through the pass which I mentioned above, (and which Whitney knows nothing of,) and continue on to the most eligible point for connexion with the navigable waters to the Pacific Ocean. I propose to construct and build this road on an entire new principle from any railroad hitherto built or made in any part of the world. As this road will be for quite a different purpose from any other road, it must be differently arranged, or its utility will prove a failure. I propose to lay the track down, the rails ten or twelve feet apart, and run cars carrying two or three hundred tons weight; and, as there is abundant iron ore along on the route, I propose to make all the rails, spikes, and all iron materials for the road, in its neighborhood, which will be a great saving in the expense. I will accomplish and complete the whole work in fifteen years. If I succeed in getting the charter granted to me, I shall go immediately to China, and, as the Chinese seem to be waking up from ages of isolated slumber, I shall hope to inspire them with a spirit of activity and enterprise, which will induce them to take large amounts of stock; for surely the road will benefit China quite beyond all calculation.

By starting this road from Lake Superior, it will be a direct connexion with all the ship canals and railroads in the Canadas, which will induce England to make this road their pathway to China, and all their commerce in the Pacific. The English have now done making railroads at home, and are beginning to look abroad for opportunities to indulge the enthusiastic spirit for railroads which seems to be a part of

their nature, and would readily take large amounts of stock in this road. The western States, which will be more particularly benefited, will find it for their interest to take large amounts of stock. I apprehend no danger at all in getting the stock taken up.

Now, I claim that my plan for building this great and important road is far better than Mr. Whitney's, for the following reasons:

The plan of giving Whitney so large a tract of land will greatly interfere with the present system of equalization in selling, settling, cultivating, and improving the western world, and create a large, troublesome, and dangerous monopoly, quite inconsistent with pure democracy. It will be robbing the people of the United States, who own the public lands in common, of millions of dollars for the benefit of other countries, and individuals of a business or mercantile character. For, as Whitney very truly says, this contemplated road will pass through, between the Mississippi and Missouri, the finest tract of land in the world, which, when the road is done, will be worth some millions of dollars. Again, if this road is built by a chartered company, who are solely interested in having it well made, of permanent and lasting material, it will certainly be a much better road, and serve the purposes for which it is destined, much better. If Whitney builds this road on a contract for the land, as he proposes, we cannot expect to have a good permanent road built, and we shall find it will fall far short of being as good and useful a road as I propose building. If the road belongs to Government, it will not be taken care of as it would if belonging to a company. Government cannot keep the road in repair with as much economy, and render it as profitable as a company. There are some very strong and weighty reasons in favor of having this road built, besides its utility in a commercial point of view. It would create a general and wide expanded interest through the world of friendly business ties, which would quite do away war, and all causes of wars. It would go far towards assimilating the same feeling, the same views, the same desires, the same interest, and annihilate national animosities. It would also strengthen the strongest principle by which the United States are at present bound, which is the long lines of our natural channels of rivers, lakes, railroads, and canals. I think we ought not to be selfish in this great and magnificent enterprise, for, as it will be of vast benefit to China, and all the commercial world, it will be more magnanimous and liberal in the United States to allow other countries and governments to pay in their cash and own stock, than it would for us to attempt to monopolize the whole. We should then have the friendly sanction and co-operation of all, which would go far in sustaining and carrying into effect the whole matter.

I now submit these remarks to the public and the public press, and as I have spent much time and considerable money in the honest pursuit of this great work, I ask the friendly patronage of all, and particularly the editors, in all parts of the Union, to give me their friendly aid and sympathy, for which I shall ever remain their most obedient and humble servant,

HARTWELL CARVER.

ROCHESTER, December 9, 1845.

STATE OF NEW YORK, *Monroe county*, ss:

Simon Traver, esq., being duly sworn, says, that he is well acquainted with Dr. Hartwell Carver of said county, and that as long ago as 1837, and also in 1838, and frequently since that time, the said Carver has spoken to me, the said Traver, about going on to survey the route for a railroad across the Rocky mountains, uniting the waters running east into the Atlantic ocean, and the waters running west into the Pacific ocean. The said Carver is the first man I ever heard speak of the enterprise, and I have heard him speak of the thing as being feasible, practicable, and very important to this country and to the world. He has, at different times, made proposals to me to go on, survey, and engineer the route for a railroad across the Rocky mountains, which he intended to build. Further this deponent says not.

SIMON TRAVER.

Sworn before me, this 3d day of December, 1845.

B. BARDWELL, J. P.

STATE OF NEW YORK, *Monroe county*, ss:

Henry Fitch, being duly sworn, says, that he has been acquainted with Dr. Hartwell Carver of said county, for about ten years last past, and that in the year 1837 or 1838, he heard the said Carver frequently speak of the practicability of building a railroad, from some point in the western States, to and beyond the Rocky mountains; and that he expressed the utmost confidence in the feasibility of such a work, and stated that he had made application to Simon Traver, esq., (who was then an engineer in laying out the line of the Auburn and Rochester railroad,) to run a line of said road; and I also heard the said Traver say, that the said Carver had made application to him to run a line of said road beyond the Rocky mountains; and further this deponent says not.

HENRY FITCH.

Sworn and subscribed before me, this 1st day of December, 1845.

JOHN GARDNER, JR., J. P.

STATE OF NEW YORK, *Monroe county*, ss:

William Cogswell, being duly sworn, says, that he is well acquainted with Dr. Hartwell Carver, of said county, and that as long ago as 1837 or 1838, he heard the said Carver express the utmost confidence in the feasibility of constructing a railroad, from some point in the western States, to and beyond the Rocky mountains; and, also, that he heard the said Carver propose to Simon Traver, esq., engineer, to run the line of said railroad; and further this deponent says not.

WM. COGSWELL.

Sworn and subscribed before me, this 1st day of December, 1845.

H. FITCH, J. P.

An extract from the New York Express, December 17, 1845, in which the able editor, after speaking somewhat at length of the practicability of the Oregon railroad, says: "We notice, by the way, in the Rochester American, a communication by Dr. Hartwell Carver, who says boldly, and without the fear of contradiction, that Mr. Whitney is by no means the man who first conceived the plan and practicability of making a railroad across the Rocky mountains, and declares that he himself is the man who first thought of the thing, and that his head first found a place to plant that idea. This idea is certainly novel, and we think Dr. Carver will have the entire credit of it. He says, that if he succeeds in getting a charter from Congress, he means to go immediately to China; and as the Chinese seem to be waking up from ages of isolated slumber, he should hope to inspire them with a spirit of activity and enterprise, which will induce them to take large amounts of stock."

Extract from the New York Herald, December 15th or 16th, 1845. In speaking of the Oregon railroad, says: "Another plan, we learn, was proposed by Dr. Carver, of our own State, who many years ago, before the time was ripe, endeavored to direct the public attention to the subject."

The next newspaper article I would introduce is entirely editorial, and published in the Charleston, South Carolina, Evening News, January 10th, 1846, a daily paper, by Dr. J. N. Cardozo, and reads as follows:

"Railroad to Oregon.—A memorial is now before Congress, for the charter of a company to construct a railroad to Oregon. The practicability, as well as the utility of such an undertaking, becomes more manifest the more its details are examined. Dr. Carver, the author of the memorial to which we allude, is at present in the city, and from a conversation we have had with him, we feel impressed with the conviction that this is not an Utopian scheme.

"The idea of connecting the Atlantic and Pacific oceans by a railroad has long been before the American people. Mr. Whitney, some time since, proposed to enlist Government in a plan of this kind, and undertook to establish a road, the expense of whose construction was to be borne by the sale of the lands through which it passed. To this plan, however, there are some insuperable objections. Dr. Carver's scheme differs very materially from Whitney's. He proposes by a charter to engage individual enterprise; thus obviating the delays, as well as the speculations, incidental to Government patronage. Another important advantage will thus be gained. As a national undertaking, the rivalry of European powers would be excited, and the long contemplated canal through the Isthmus of Darien might be resorted to, with manifest destruction to the United States of all the advantages expected to result from the establishment of a road through our Western territories. On the other hand, if the road were undertaken by a company, the subscription to its shares being open to all, the capitalists of other nations, and the English especially, would readily unite in an undertaking which

would so materially benefit and facilitate the course of commerce to the East.

"Whitney proposed to make a start from some place on the Mississippi river; but Dr. Carver contemplates a more eastern terminus. Two courses have been pointed out by him, each possessing advantages of its own. One plan is to start from some point on Lake Superior, in the neighborhood of Eagle harbor; thence traversing Wisconsin in a southwestern course; to cross the Mississippi just below the Falls of St. Anthony, then passing through Iowa, in the same direction, to touch the Missouri about the 43d degree of latitude; a spot which, from personal inspection, Dr. Carver thinks the most eligible in the nature of its banks for the erection of a bridge. After crossing the Missouri the road will pursue nearly a westerly course, going through Fremont's South pass, unless a more northerly one should hereafter be discovered by explorers, and eventually strike the Columbia, or some of its tributaries, at the nearest navigable point to the Pacific.

"The advantages attendant on this starting point from Lake Superior would be, that it would immediately enlist the Canadians in the enterprise, since it is expected, by the opening of various ship canals in that province, that, in June at the utmost, a vessel of 400 tons may load at Liverpool and arrive without obstruction at Lake Superior. But the high northern latitude through which the beginning of the road would have to pass, must render this an ineligible point for starting, in consequence of the embarrassments which would arise from the frequency of frost and snow.

"The other starting point proposed by Dr. Carver is at Milwaukee, on Lake Michigan. In this case, the road will take a due west course through Wisconsin, and cross the Mississippi a little below Prairie du Chien. Thence the road will pursue a direction, which will bring it to the same point on the Missouri as that reached by the first proposed road; after which the two routes would be identical.

"This route is manifestly better than the other. Its locality is in a milder latitude, its course is more direct, and there will be a saving of from four to six hundred miles in the distance to be traversed.

"The advantages which would result, not to this country alone, but to the whole of Europe, by such a road, connecting as it would the shores of the Atlantic and the Pacific by the rapid communication of steam, and obviating the tedious and dangerous voyages around Cape Horn and the Cape of Good Hope, are too manifest to need any demonstration. Of the practicability of the execution alone, there can be no question; and on this subject the doubts of the sceptical are every day growing weaker. We do not anticipate, however, any immediate action on the part of Congress, and indeed the subject is too important to warrant precipitation; but we have thought it expedient to lay the subject before our readers, that they by deliberate consideration of the difficulties to be encountered, as well as the benefits to be derived, may prepare themselves for a cool and dispassionate judgment on the merits of the question."

The next newspaper article I wrote, was published in New Orleans, on the 27th of January, 1846, in the *New Orleans Tropic*, with editorial remarks preceding my article, as follows :

“ Railroad to Oregon.—The writer of the following communication has a memorial before Congress for the charter of a company to construct a railroad to Oregon. Whether this vast work is destined to be achieved directly by Government or by individual enterprise, encouraged by an appropriation of land, we begin to look upon it as one of the probable events of the present century. To our minds, with the past and its mighty results looming back upon us in all their startling realities, we are slow to discover in the future *any* thing Utopian or improbable. If a man were to memorialize Congress for a charter to construct an air-pipe to the moon, we should say to that dignified body, receive the memorial ; investigate the practicability and merits of the proposed enterprise ; particularly inquire into the utility of conversing through said pipe with the lunar race ; denounce it not as absurd, useless, impossible, even after the pros and cons shall have been weighed, but make a solemn report by way of stimulating the ‘inner man’ of the memorialist to the consummation of something, albeit that something might be nothing more than the improvement or enlargement of the telescope, or the invention of a new process by which æriel voyagers could be made to breathe freely in the ærotic atmosphere through which a balloon might be propelled with the speed of a comet. Jestings aside, there is nothing ridiculous in this Oregon railroad movement. It may be years before the fishermen of Lake Superior can send their huge trout or muscalonge in the markets of Oregon ; it may be a quarter of a century before the nabob of Boston can breakfast at his villa on the Rocky mountains, dine at his place of business on the Atlantic, and spend his evening at the theatres in the city of Oregonopolis, at the mouth of the Columbia. Yet is that no reason why gigantic undertakings should be discouraged. Call it, if you please, the Oregon Railroad, with one end upon the Atlantic, (for Lake Superior or Michigan cannot remain a terminus,) and the other upon the Pacific, all in imagination ; laugh, till your Congressional abdomens burst, at the absurdity of the thing ; yet encourage a beginning. If extremes cannot be connected soon, intermediate distances may, in a very short time, be traversed by iron rails, and new settlements be extended onward and onward toward the future metropolis of the ocean and mountains. Dr. Carver is probably an enthusiast ; so are all men of vast schemes. The world has ever been, and ever will be full of such ‘madmen.’ But, after all, they accomplish the work. Let Whitney, Carver, and all such enthusiasts be encouraged—no harm can result—some good assuredly will.”

FOR THE TROPIC.

“ The railroad across the Rocky mountains.—This grand and gigantic enterprise, like all others of a similar magnitude, of course will be looked upon by some persons as chimerical and impracticable, and a

thing which, if ever accomplished at all, will not be done for a long time to come.

"Having given the subject mature deliberation, and having made public my views on the subject some seven and eight years ago, I feel warranted in stating, that the making a railroad across the Rocky mountains is as practical and feasible as it is important in a commercial point of view to this country. The very fact of its being a great work, a long railroad, and attended with a great expense, when rightly considered, insures its success and great advantage to the United States. The writer of this article published an article on the subject of this railroad ten years ago, and another of greater length and more particular in detail seven years ago. More recently Mr. Whitney took up the subject in quite a different way, which has had at least one good effect, that of bringing it before the public. Of late another gentleman has given it attention, and by keeping the subject alive, and before the people, it will not be long before the public generally will see the propriety and great benefit which must, and surely will, result from its consummation.

"Next to the Oregon question, which, at this time, absorbs all other topics, and seems nearly to convulse our country, the Oregon railroad is entitled to our universal attention. The more individuals look into this railroad subject, and carefully weigh its advantages and disadvantages, the more they will see and be convinced of the great utility and practicability of the undertaking. It will be found, by close examination, that if Congress will give a charter, that a railroad can be made, starting either from Lake Superior or Lake Michigan, crossing the Mississippi at or near Prairie du Chien, from thence on to the Missouri, at or near the forty-third degree of north latitude, then on to Fremont's Pass, cross the Rocky mountains at and through this Pass, and then by the most direct course to the navigable waters of the Columbia river, much easier, quicker, and at much less expense than any one would suppose.

"I believe it can be done and accomplished for forty-five millions of dollars. I believe, also, it can be made and all completed in six or seven years. Twelve hundred miles of the route will pass over a country quite level, and a fine surface to lay a railroad track on. The writer of this has now a memorial before Congress, asking for a charter to build a railroad from one of the above named lakes to the Columbia river, Government giving land sufficient for the width of the road, and wood, stone, &c., along the route for making said road. It is presumed the stock will be taken if a charter is obtained, and the road made forthwith, which will be of vast benefit to New Orleans. It will double or treble all the capacities of New Orleans—its growth, wealth, and individual property. New Orleans would monopolize the trade of the Gulf of Mexico, and extend its business quite beyond all calculation.

"HARTWELL CARVER.

"NEW ORLEANS, *January 27, 1846.*"

wThe next is editorial, from the *Jeffersonian* of New Orleans, and in which was published quite a long and lengthy article, which is refer-

red to in the following notice by the editor, but which I have lost and cannot present. This was in January last, 1846.

*“ Railroad to Oregon.—*Dr. Carver, who claims to have first suggested the practicability of making a railroad across the Rocky mountains to the Pacific, is at present in this city. The Doctor states in a communication published by him in the Rochester, New York, American, of December 10, 1845, that the feasibility of such a project first occurred to him while travelling in Europe, in 1832, and in going from Milan to Switzerland, by crossing the Alps by the Simplon road made by Bonaparte. ‘As I pursued the rugged way, says the Doctor, up the stupendous heights of the towering Alps, I was forcibly struck with the apparent ease with which the thing was accomplished.’

“Dr. Carver seems to feel deep interest in the scheme, and to entertain the sanguine belief that his plan of building the road, and the direction in which he proposes to run it, will prove to be more advantageous than the project of Mr. Whitney. We have received a short communication from Dr. Carver relating to this subject, which we will endeavor to find room for to-morrow.”

This article, which here follows, was wrote and published at St. Louis last April, 1846. It was published in the St. Louis Morning Missouri Republican, 13th of April, 1846, and reads as follows:

*“ Carver’s railroad to Oregon.—*I have three reasons for writing the following article at this time and at this place.

“1st. For the purpose of bringing this important subject before the public in this growing and thriving section of country—this new, prosperous, and fast growing city of St. Louis, whose destined magnitude, extent, and importance, in a business and commercial point of view, can hardly be anticipated, and whose destiny and future glory I consider intimately connected with the Oregon railroad. This railroad, once made across the Rocky mountains, would bring St. Louis as convenient, and as near the Indies and China, in all commercial advantages, as it now is to Liverpool, and other parts of Europe.

“2d. I wish to keep this important subject alive and before the people, that it may the more speedily be commenced, and persevered in with vigor and energy, until it shall be fully consummated. Thus far it has progressed but slowly since it was first spoken of. Ten years ago, having occasion to visit the far West, to look after my wild lands, I was struck forcibly with the practicability of a railroad across the Rocky mountains, and, on my return to New York, I published a short article on the subject in one of the city papers. Three years after, (some years ago,) I published a longer article, and more in detail, in a country paper, which attracted considerable attention, but not sufficient to establish its universal practicability. Last summer Mr. Whitney, much to his credit, took up the subject in quite a different way, and made some progress in exploring the route between the Mississippi and Missouri rivers, the result of which was quite favorable in behalf of the undertaking.

"3d. I wish now to form a small company of daring and enterprising young men, to go up the Missouri river as far as the 43d degree of north latitude, then leave the river and explore the whole country, in a westerly direction, on to Fremont's Pass, or the South Pass, so called.

"I feel quite anxious to explore the route between the two rivers this summer, as I have now a petition or memorial before Congress, asking for a charter, to me and my associates, to build a railroad, starting from Lake Michigan, and crossing the Mississippi river above Dubuque, thence on to the Missouri river, and crossing that river at or near the 43d degree of north latitude, and then on to the South Pass, by the most direct route which we may designate by our exploring route this summer. I have some strong reasons for believing that Congress will grant me a charter next session for the building of said railroad. What objections can Congress or the country have to granting a charter to an individual and his associates, I would ask, for an object which all must confess would be of vast benefit to the United States? We can hardly number the advantages which would result to this country from this railroad—giving to us a direct and short passage to the Indies and China. It has been the ambition of all the commercial world, for two hundred years past, to find a direct and short route to the Indies and China. I believe Columbus, when he set out on his voyage of discovery, was prompted more by this desire than that of discovery. He failed of the first, but succeeded in the other. The commercial history of the world, for two hundred years past, shows us positively that every country or government, which has monopolized the trade of the Indies and China, have, in their turn, made themselves rich and opulent. The merchants of Genoa became princes, and built a city of palaces; while Venice, Holland, and more latterly England, by its vast India company, which became so rich and powerful that the government dare not renew their charter. None of these countries carried on their trade with half the profit and convenience which this country could and would do, if this railroad was made across the Rocky mountains, which would bring St. Louis within fourteen or sixteen days travel of the mouth of the Columbia river, on the shores of the Pacific ocean; and New Orleans, Charleston, Baltimore, Philadelphia, New York, and Boston, within twenty or twenty-five days travel. This great national enterprise would bring about an entire new era in the whole commercial world. We should fully monopolize the trade of India and China under more favorable circumstances than any other country has hitherto done—become the carriers of nearly the whole of Europe—carry on all our immense commerce in the Pacific ocean, with a saving and clear profit of from twenty-five to fifty per cent. above the present state of things. This communication with the Pacific would bring under our control the trade of about six hundred millions of people—said to be about three-fourths of the whole population of the globe—and bring them about as near the mouth of the Columbia river as the most of Europe is to New York.

"The whole valley of the Mississippi, and all the vast and fertile country west, would be nearer and more conveniently situated for all business and commercial purposes to the Pacific ocean than to the Atlantic.

Instance the whaling business we are now carrying on in the Pacific; the immense profit on that alone, to the United States, would be from one to two million of dollars a year. It is said we now have six hundred vessels employed in the whaling business, employing forty thousand men, all of whose hard and laborious toils would be doubly repaid, and the oil sold to us much cheaper.

"Again, this great and commercial avenue would continue to strengthen the already friendly business ties between us and China, until they would grow into a manly intimacy of a lasting and lucrative magnitude. China, Japan, and numerous islands and ports in the voluptuous East, the productions of which are scarcely known to us, only wait the beneficial and inspiring influence of this great railroad across the Rocky mountains, to break down the barriers of prejudice and superstition, and cause them most cheerfully, with the rest of mankind, to embrace the social blessings of the world. By this speedy commercial thoroughfare, all the fragrant spices, and rich and delicious tropical fruits of the sunny East, would roll into the lap of the United States in great abundance and at low prices. This railroad would soon become the great thoroughfare of the world, connecting, as it would, the extreme east and west parts of the globe, carrying all the rich and golden merchandize from each extremity, and through all parts, accommodating not only one side of the globe, but the entire circle around it. Passengers would travel and pass across this continent to the Pacific, and then by steamboat, in fifteen or twenty days, to the Indies, China, and all parts along the extended shores of the Pacific, as often, and with as little hesitation, as they cross the Atlantic to Liverpool in our packets and steamers.

"This railroad would be the great artery of our great Republic, through which would circulate its life and vitality, sending off its numerous branches to all parts of our Union, giving advantages and energy to every city and State in the Republic. There are many strong and weighty reasons in favor of having this road built, besides its utility in a commercial point of view. It would create a general and wide expanded interest through the world of friendly business ties, which would quite do away war and all causes of wars. It would go far towards assimilating the same feelings, the same views, the same desires, the same interests, and annihilate national animosities. It would also strengthen the strongest principles by which the United States are at present bound together, which is the long lines of our natural channels of rivers, lakes, railroads, and canals. It would be the means of settling Oregon immediately, putting an end to all dispute about territorial boundaries, and the entire expense of making the whole road would not cost a quarter as much as two years' war with England about Oregon. It would soon cause the Canadas, Mexico, California, and Cuba, to petition us for annexation to our great and fast growing Republic. This would fully carry out what nature seems to have designated, that all this continent between the Atlantic and Pacific oceans should belong to one government. The whole I consider necessary for the future prosperity of our Government; and with this railroad running through the country, by its advantages,

connecting the whole together by one common interest, it would continue, and stand adamant against the world. This railroad, once finished, and a magnetic telegraphic line erected the whole length of it, news could be carried round the world every two months. And if the English Government makes a railroad from Bombay, which is now called the overland mail route, it could be done in forty-five days or less. I offer, if Congress will give me a charter, give the land for the width of the road, and other materials, at a certain distance each side of the track, for the construction of the road, to purchase eight millions of acres of the public lands lying between the Mississippi and Missouri rivers, and on the west side of the latter river, at Government price, and pay in the stock of the road, when enough of the road is done to redeem the amount—Government retaining the lands in its possession until paid for in the stock of said road. I also offer, if Government will so give me and my associates the said charter, and sell the said eight millions acres of land, to secure Government for the fulfilment of making the road and paying for the lands with one million of dollars, which, if we fail to perform, shall be the forfeiture to Government for said failure, Government keeping the lands.

“But, if I get the charter and the purchase of the lands, I shall succeed, and accomplish the whole work in six or seven years, for I know my men, and the resources for raising the money necessary to accomplish the great work. By the time the road is half done, the stock will be fifty per cent. above par—no mistake.

“HARTWELL CARVER.”

The last newspaper article was communicated to the Rochester American, and was published under date of the 18th of December, 1846, signed by initials E. B. W., and reads as follows, going to show most conclusively that I was, beyond all doubt, the original projector of the Oregon railroad over and across the Rocky mountains.

“FOR THE AMERICAN.

“MR. EDITOR—SIR: As the Oregon railroad is fast becoming a subject of general consideration, and its importance renders it worthy of all honorable efforts in behalf of its merits, I am rejoiced to hear that Dr. H. Carver has gone to Washington for the purpose of obtaining a charter from Congress to build the Oregon railroad by individual enterprise.

“I am altogether in favor of Dr. H. Carver’s plan of building this road, and I believe if he gets a charter, as he proposes, from Congress, that he will rapidly carry into effect this great enterprise, with much credit to himself and great benefit to this country and the whole commercial world.

“That Dr. H. Carver is the original projector of this great and magnificent project there can be no doubt. We have seen positive documents which go conclusively to prove that fact beyond all dispute; he has got the newspapers, with the articles which he wrote and published five or six years before we heard it spoken of from any other source,

and we do not believe there is any person who can show any record of having either conceived the plan, or published any thing in relation to a railroad across the Rocky mountains, until four or five years after it was spoken of, and written upon, by Dr. H. Carver. We have seen those papers, and the articles referred to, and feel bound to give him the credit of being the first man who conceived the plan and the practicability of building a railroad across the Rocky mountains, and thereby connecting the waters of the Atlantic and Pacific oceans together; and, further, he is the first man who published any thing in relation to the subject by four or five years, so far as we have ever seen or heard. His plan is certainly much better than Whitney's, and when laid before Congress, and the people of our country, I think will be adopted without hesitation. The plan of a chartered company will build the road much sooner, cheaper, better, and manage this great and stupendous work with much more economy and profit to our country, than Government can possibly do, and free it from all speculating *frauds* incident to all Government operations of a public nature. Dr. Carver is a man of daring, bold enterprise, possessing a determined perseverance almost unequalled, and no doubt will manage this splendid undertaking with great ability and promptness, and we wish him success in this great project, which, as before stated, we really believe to be his own, to all intents and purposes.

Yours, with respect,

E. B. W.





