

country, it would be as the heart to the human body. It would, when completed, cross all the mighty Rivers and Streams which wend their way to the Ocean through our vast and rich valleys from Oregon to Maine, a distance of more than 3,000 miles.

"The incalculable importance of such a chain of Roads will readily be seen and appreciated by your honorable body. It would enable us in the short space of eight days, (and perhaps less,) to concentrate all the forces of our vast country, at any point from Maine to Oregon, in the interior or on the coast. Such easy and rapid communication, with such facilities for exchanging the different products of the different parts, would bring all our immensely wide spread population together as in one vast city; the moral and social effects of which must harmonize all together as one family, with but one interest—the general good of all.

"Your memorialist respectfully represents further to your honorable body, that the Road from New York to Lake Michigan, a distance of 840 miles, will no doubt be completed by the States through which they pass, or by private individuals. That from Lake Michigan to the mouth of the Columbia River on the Pacific, is 2,160 miles, making from New York to the Pacific 3,000 miles, and can be performed in eight days. From the Columbia River to the Sandwich Islands is 2,100 miles, making from New York to the Sandwich Islands 5,100 miles. From the Columbia River to Japan is 5,600 miles, making from New York to Japan 8,600 miles. From Columbia River to Amoy in China, (the port nearest to the Tea and Silk Provinces,) is 6,200 miles, making from New York to Amoy only 9,200 miles; which with a Railroad to the Pacific, and thence to China by Steamers, can be performed in thirty days, being now a sailing distance of nearly 17,000 miles, and requiring from 100 to 150 days for its performance. Then the drills and sheetings of Connecticut, Rhode Island, and Massachusetts, and other manufactures of the United States, may be transported to China in thirty days; and the Teas and rich Silks of China, in exchange, come back to New Orleans, to Charleston, to Washington, to Baltimore, to Philadelphia, to New York, and to Boston, in thirty days more.

"Your memorialist would respectfully represent to your honorable body the *political importance of the project*—that, affording a communication from Washington to the Columbia River in less than eight days, a naval depot, with a comparatively small navy, would command the Pacific, the South Atlantic, and Indian Oceans, and the Chinese Seas.

"Your memorialist begs respectfully to represent further to your honorable body, that he can see no ways or means, by which this great and important object can be accomplished for ages to come, except by a *grant of a sufficient quantity of the public domain*; and your memorialist believes that from the proceeds of such a grant, he will be enabled to complete said Road in a reasonable time, and at the same time settle this vast region of country, so far as the Lands may be found suited to cultivation, with an industrious and frugal people; thus in a comparatively short space of time accomplishing what would otherwise require ages, and thus at once giving us the power of dictation to those who will not long remain satisfied without an attempt to dictate to us.

"Your memorialist would further represent to your honorable body, that, from as near an estimate as can be made, short of an actual survey, the cost of said Road, to be built in a safe, good and substantial manner, will be about \$50,000,000; and as the Road cannot, from the situation of the uninhabited country through which it will pass, earn any thing, or but little before its completion, then a further sum will be required to keep it in operation, repairs, &c., of \$15,000,000, making the total estimated cost of said Road, when complete, the sum of \$65,000,000.

"It may require some years before the earnings of said Road at the low rate of tolls necessary for its complete success, can be much, if anything beyond its current expenses for repairs, &c.; but after a comparatively short period of years, and at the very lowest possible rate of tolls, it must earn more than ample for its repairs and expenses. It would be the only channel for the commerce of all the Western coast of Mexico, and South America, of the Sandwich Islands, Japan, all China, Manilla, Australia, Java, Singapore, Calcutta, and Bombay—not only all ours, but the commerce of all Europe to the most of these places, must pass this Road. Your memorialist says *must*; because the saving of time—so all important to the merchant, from the long and hazardous voyage around either of the Capes—would compel it; and in a few years would be built up towns, cities, and villages from the Lake to the Ocean, which would alone support the Road.

"Your memorialist respectfully further represents to your honorable body, that from the knowledge he can procure, he finds that the lands for a long distance east of the mountains are of little or no value for culture; that through, and for some distance beyond the mountains, would also be of very little if any value; and therefore your memorialist is satisfied that it will require an entire tract of sixty miles in width from as near to lake Michigan as the unappropriated lands commence, to the Pacific Ocean. Therefore, in view of all the important considerations here set forth, your memorialist is induced to pray that your honorable body will grant to himself, his heirs and assigns, such tract of land, the proceeds of which to be strictly and faithfully applied to the building and completing the said road—always with such checks and guarantees to your honorable body as shall secure a faithful performance of all the obligations and duties of your memorialist; and that after the faithful completion of this great work, should any lands remain unsold,

any monies due for lands, or any balance of monies received for lands sold, and which have not been required for the building of this Road, then all and every of them shall belong to your memorialist, his heirs and assigns, for ever.

"Your memorialist prays further, that your honorable body will order a survey of said route, to commence at some point to be fixed upon as most desirable on the shores of Lake Michigan, between the 42d and 45th degrees of north latitude; thence west to the gap or pass in the mountains; and thence by the most practicable route to the Pacific Ocean.

"Your memorialist would respectfully represent one further consideration to your honorable body; that in his opinion Oregon must fast fill up with an industrious, enterprising people from our States, and that they will soon attract and draw to them people from the different States of Europe, all expecting to share in the benefits of our free government, claiming its care and protection; but the difficulty of access to them by land or water will forbid such a hope. And your memorialist believes that the time is not far distant when Oregon must become a State of such magnitude and importance, as unless this rapid mode of inter communication shall be employed in preserving the union, to compel the establishment of a separate government—a separate nation, which will have cities, ports and harbors, all free, inviting all the nations of the earth to a free trade with them, where they will control and monopolize the valuable fisheries of the Pacific, control the coast trade of Mexico and South America, of the Sandwich Islands, Japan, and all China, and be ever most dangerous and successful rivals in the commerce of the world. But your memorialist believes that this road will unite them to us, enabling them to receive the protecting care of our government, sharing in its blessings, benefits and prosperity, and imparting to us our share of the great benefits from their local position, enterprise and industry."

Your Committee offer no opinion as to the terms or manner in which a portion of the Public Lands may be made available to construct this Railroad, as time permitted them not to go into the discussion of that branch of the subject.

All which is respectfully submitted.

ROBERT DALE OWEN, *Chairman.*

From the New York Herald of 7th March, 1846.

MAGNIFICENT RAILWAY PROJECTS.

While Government officials and babbling politicians are busily arranging and re-arranging, tearing down and building up systems of foreign policy, the master minds of the age are contemplating the most magnificent enterprises that ever were conceived for the advancement of civilization, and the improvement of the condition of the world. All the achievements of science are yet to be surpassed, and greater things to be accomplished than were ever dreamed of in the most utopian philosophy of the last generation. Bands of iron are to clasp whole nations in a peaceful embrace, and add the new ties of mutual interest to the common principles of their common humanity. The genius, the science, the enterprise of the nineteenth century are to usher in the first dawning of a universal political millennium.

Great Britain, with the force of her military and naval power, has struggled to open, for her own advantage, the commercial resources of China. She has, with the sword, compelled that empire to annul its venerable policy of non-intercourse. It is only just and bloodless, righteous and peaceful enterprises, that result in permanent good, and this is eminently the American course of proceeding. It is the American possession of Oregon, and the vast commerce of that territory with the Chinese, carried on under the American flag, that is gradually to refine and Christianize Asia, and change the aspect of the world.

To make the Oregon effect all this—to develop its mighty resources—a railroad, connecting the Mississippi valley with some point on the navigable part of the Columbia river, is absolutely necessary. For this purpose, various projects have been devised, and various routes selected by Whitney, Wilkes, and others. The plan of Mr. Wilkes seems, in every respect, the most feasible, and we earnestly recommend it to the attention of the Federal Government.

This proposition of a railroad to Oregon must not be regarded as chimerical. Starting, as Mr. Wilkes proposes, from the junction of the Great Platte with the Missouri, and following the level banks of the former river to its head, at the entrance of the South Pass, there can be no difficulty in the construction. Indeed there is not a region of country in the world that offers less obstruction to such a project. Why, then, should we delay? Why falter at the outset? Every facility is in our hands. The land already belongs to the Government, and will cost nothing. The vast iron and coal regions of Western Pennsylvania and Virginia, can send out their material by the way of the Ohio and Mississippi rivers; and any thing else that is needed, New York can send by the Lakes. The matter must not be procrastinated, or we shall be anticipated by our great rival; and that which, in our hands, would enrich the whole union, and tend to the high purposes of a true philanthropy, will become the ministering means to the grasping avarice of some British company of speculating capitalists. We make not this assertion without good evidence of its truth. The following extract from the *Royal Gazette* of January 28th, published at Fredericton, in New Brunswick, will prove to our readers that the British Colo-