RESOLUTIONS

OF

Legislatures, Boards of Trade,

STATE GRANGES, ETC.,

FAVORING GOVERNMENT AID

to

THE TEXAS & PACIFIC RAILWAY.

PHILADELPHIA:
REVIEW PRINTING HOUSE, N. W. COR. FOURTH & WALNUT STS.
1874.
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JOINT RESOLUTION OF THE TEXAS LEGISLATURE,

March 28th, 1874.

Joint resolutions instructing our Senators, and requesting our Representatives in Congress, to aid in securing the passage of a law giving Government aid to the Texas and Pacific Railway:

Whereas, The early completion of the Texas and Pacific Railway is of great interest to the people of Texas; and of national importance as affording the shortest and most practical route to the Pacific, and the most effective protection to our long line of exposed settlements; and

Whereas, The magnitude of the enterprise is beyond the means of any private corporation unless aided by the General Government, which has been so generously granted to other Pacific Railways; therefore be it

Resolved, By the Legislature of the State of Texas, that our Senators be instructed, and our Representatives in Congress be requested, to use all proper means, through their votes and otherwise, to secure the passage of an act, which, guarding the interests of the Government and the rights of the people, shall afford to the Texas and Pacific Railway Company such aid as will insure its early completion.

Resolved further, That the Secretary of State be required to furnish a copy of these resolutions to each of our Senators and Representatives in Congress, as as soon as practicable after their passage.
RESOLUTIONS OF THE MISSISSIPPI LEGISLATURE.

April 11th, 1874.

Resolved, By the Legislature of the State of Mississippi, That our Senators in Congress be, and they are hereby instructed, and our Representatives requested, to give their earnest, zealous, and united support to any measure of aid, by the general Government, in the completion of the Texas and Pacific Railroad, whether that aid be extended in the shape of a land grant, a subsidy in money, or an endorsement of the bonds of the company by the Government: Provided, that the company shall furnish sufficient guarantees of good faith in the construction of said road, and reasonable security against loss by the Government of the United States.

Resolved, That His Excellency the Governor be, and he is hereby, requested to forward a copy of this resolution to each of our Senators and Representatives in Congress.
MEMORIAL OF THE

CHAMBER OF COMMERCE OF NEW ORLEANS,

Wednesday, March 4th, 1874,

Praying that National Aid shall be extended by Congress to the Texas and Pacific Railway Company.

To the Senate and House of Representatives of the United States in Congress Assembled:

The New Orleans Chamber of Commerce respectfully represents:—

That they are deeply concerned to learn that the Texas and Pacific Railway Company, notwithstanding that the ultimate resources of that work are valuable almost beyond computation, have found that its immediate accomplishment by corporate means cannot be effected with sufficient rapidity to comply with the public demand.

The co-operation of the Federal Government becomes, therefore, necessary to the development of the national interests involved in the completion of the corporate undertaking.

These national interests may be thus indicated:

1. A national highway to the Pacific coast, uninterrupted by snow, undisturbed by savage raids, located on more favorable grades, and throughout a more productive territory than any other.

2. A line developing to American settlements a region of unequaled capacity for the production of cattle, cotton, sugar, and tobacco, and not otherwise accessible for want of navigable waters.

3. The most direct line of transit between the Capitol and
great commercial centres of the Union, and the coasts of commercial Asia and Africa.

4. A route penetrating by its main trunk and branches the richest States of Mexico, thus giving to the manufacturing and mercantile interests of the Union a monopoly of commerce with these States, beyond the possibility of competition on the part of foreign merchants, who can neither employ navigable waters nor transitable highways from their ocean coasts across the mountains to the rich and populous cities of interior Mexico. Thus the precious metals may be again, as formerly, sent from Chihuahua, Coahíula, Neuva Leon, and New Mexico, through the territory of Texas, to New Orleans, as the nearest wholesale market, in exchange for various manufactures, imported and domestic, and sent also to other cities of the Union.

5. The attraction of population will rapidly fill our own territory, and not improbably spread, by purchase and lawful acquisition, into States adjacent to our own. The effect of this migration upon the power, wealth, and development of the Union, is only to be estimated by the result of similar expansion in its past history.

6. The expenditure of national aid will stimulate the employment of thousands now idle, and thus spread throughout the whole system of industrial circulation this relief to unemployed labor. This demand for unsaleable surplus is an incident of fair consideration, among the consequences which must follow the assistance asked at the hands of the Government.

In estimating the trade thus made accessible, the value of the precious metals exportable from the Mexican States of Sonora, Durango, Guadalajara, and Guanajuata alone may be stated at $20,000,000. To this it may be added that the capacity of these interior States to produce sugar and coffee, is only restricted by the cost of getting these products to market. The comprehensive statement is made that there are 9,600,000 Mexican people, with
an interior trade of more than $500,000,000, and a foreign export
and import trade of $55,000,000, all within five days rail of
Chicago.

The Government will thus see that the completion of this last
link of communication is alone wanted to place these great
elements of reciprocal interests in direct connection with each
other. Humboldt said, sixty years since, that "coaches will one
day roll between Washington City and the City of Mexico." It
is your province to realize this prediction.

With such a demonstration of undeveloped values only awaiting
the connubial ceremony of inter-marriage, does not your Hon¬
orable Bodies perceive, that in postponing this consummation to
the comparatively slow agencies of a corporation, however power¬
ful, Congress is depriving the American people of the full fruits,
which should not be deferred one day beyond the possibility of
completion. The production and consumption of distant and
accordant countries now stands betrothed before you; will you
withhold the parental blessing, that will at once facilitate and
legitimate their offspring? You have explored a mine. It is of
inestimable value. Will you, by a narrow economy, exclude
yourselves from its immediate revenues, or will you, by a prompt
energy, enter at once upon the enjoyment of these values?

Your Honorable Body will not forget that you may secure by
a few peaceful words that which England has made wars,
expended millions, and traversed broad oceans to obtain. You
will have access to the trade of China, Japan, and Australia.
You will place your manufacturers in close commercial commu¬
nication with the tropical countries. You will bring an India to
your doors. What prevents the immediate consummation of this
simple yet gigantic policy?

The Texas and Pacific Railway Company have need of imme¬
diate aid. It cannot be obtained in the financial centres of
Europe, because the faith of capital in American corporate
securities has been shaken by the misadventure of another great
trans-continental railroad company. That company imprudently complicated its own speculative enterprises with the business and financial affairs of the whole country, and, indeed, of the whole world. It is unfortunately true, that even such enterprises as that of the Texas and Pacific Railway Company have suffered from the general distrust that has followed the panic of 1873.

Your memorialists have thus recited the motives which should, in their judgment, induce the Government of the United States to aid the Texas and Pacific Railway Company, by granting the Government guarantee for the periodical payment of five per cent. interest on the bonds of the company, upon the terms proposed by them, at as early a day as may be compatible with the forms of deliberate legislation. They expect Congress to examine carefully the resources and securities offered by this company, and to protect the Government against the possibility of fraud, or failure, in the application of the funds, to be thus provided, directly to the purpose for which it is asked.

Your memorialists commend this object to Congress, and confide in your wise integrity to protect the public against any possible repetition of the national shame involved in the Credit Mobilier application. The aid asked in this case is vindicated by the reasons assigned, but it should be so bestowed and applied that no mercenary motive can be assigned to its advocates. Every member of Congress must be enabled to hold up clean hands before his constituents, and invoke their grateful blessings for a vote which has placed them in present possession of a commercial empire—an empire for which the world has contested for centuries, and which will have been secured by judicious national aid, without one drop of blood, one stain of fraud, and, as your memorialists sincerely believe, without the ultimate cost of one public dollar.

Resolved, That our Senators and Representatives in Congress are respectfully requested to support the
application of the Texas and Pacific Railway Company for material aid, on such terms as a due regard to the protection of the National Treasury, and the immediate prosecution of a great national route, may render proper.

Respectfully submitted.

Adopted, and ordered to be certified and transmitted to the Congress of the United States.

RESOLUTIONS OF THE
CHAMBER OF COMMERCE OF MEMPHIS, TENN.

April 6th, 1874.

The citizens and merchant members of the Chamber of Commerce of Memphis, Tenn., considering the vital importance and great public necessity to the welfare of this city, to the whole South, and to the country at large, for a trans-continental line, accessible to all and at all seasons, submit the following to your Honorable Bodies in justification of such Government aid being granted to the Texas and Pacific Railway Company, as will secure an early completion of that road to the Pacific coast, and ask at your hands such judicious legislation as will obtain that end.

Occupying as we do a position nearly midway between the two oceans, and immediately upon the line of this proposed inter-ocean route, we are earnestly solicitous for its early completion. Seeing the numerous benefits which will result to this and our neighboring States, we desire a closer communication with the "far west" than through the distant and unreliable route via Omaha. The self-evident benefits which will result from the
exchange of the manufactures of the east for the products of that country, which, from its fertility, will assume an astonishing magnitude; and not the least result will be the settlement and civilization of a now dormant country, which shall redound to the glory of our nation, the credit of our republic, the pride of our people, and mark the sagacity of our statesmen, but will add to the welfare and prosperity of all, and only now awaits the fulfilment of the most extravagant prophecies because devoid of transportation facilities.

We feel it our duty, not only to ourselves but to future generations, to grasp the opportunity, through your Honorable Bodies, to secure these manifold blessings thus briefly enumerated, and we state our firm belief when we say, from what we know of the valuable securites, franchises, and property of the corporations engaged in the construction of this road, that the Government cannot in our opinion be jeopardized or subjected ultimately to the loss of a single dollar by granting the aid asked; and with this belief we submit the matter to your mature wisdom, and trust that your deliberations will result in favorable legislation towards the completion of this great national highway.

Resolved, That our Senators and Representatives be requested to use their earnest endeavors and influence in support of a Bill to grant the necessary aid to complete the Texas and Pacific Railway, consistent with the public good and without loss to the Government, and that certified copies of the foregoing be sent to them asking their hearty co-operation.

The foregoing memorial was unanimously adopted at a meeting of the Merchants' Exchange of Memphis, on the 6th day of April, 1874.

Signed,

J. M. PETTIGRUE, President.

Attest: JNO. S. TOOF, Secretary.
MEMORIAL OF THE NASHVILLE COTTON EXCHANGE

At a meeting of the Cotton Exchange, (Nov. 11th, 1874), H. C. Hensley, Esq., President of the Board of Trade, explained the beneficial results that would accrue to the whole South by the building of the Texas Pacific Road, and asked the Nashville Cotton Exchange to follow the example of the Boards of other cities, as New Orleans, Charleston, Atlanta, &c.

J. F. Wheless then offered the following, which was unanimously adopted:—

"Whereas the Texas Pacific Railway is a work of great national importance, possessed of decided advantages over any other route to the Pacific, both as to climate, which render it available at all seasons of the year, and fertility of soil, the productive capacity of which will add immensely to the national wealth; and whereas, its completion will advance the material interests of the entire country, and especially assist in restoring that degree of prosperity to the impoverished States of the South, essential to the welfare of all; the effect of which will be to bring them into bonds of closer union with their sister States, whose enterprises have received such bountiful aid from the General Government; and whereas, the carrying forward of this work is beyond the capacity of individual efforts, but so rich in benefits as to fully warrant the National Government in giving such aid as will insure, beyond question, its early completion; and whereas, it seems to us entirely practicable to extend all necessary assistance, under such restrictions, and surrounded by such safe-guards as will surely protect the Government from loss; therefore be it

"Resolved, That it is the unanimous desire of the Nashville Cotton Exchange that all assistance necessary should be extended to the Texas Pacific Railway; and,
"Resolved, further, That the Secretary be directed to furnish each Representative with a copy of the action of this Exchange, and to respectfully ask our delegate, in connection with those from the State, to earnestly press the matter upon the attention of Congress."

MEMORIAL OF THE LOUISVILLE BOARD OF TRADE.

Louisville, Ky., March 16th, 1874.

First. The Board of Trade of Louisville has observed with interest and approval the proceedings of the Chamber of Commerce of New Orleans, touching the Texas and Pacific Railway, and takes this occasion to express its earnest desire for the speedy completion of that great international highway to the Pacific Ocean.

Second. In view of the national importance of that route to the Pacific—of its striking and permanent advantages over any other route, both in respect to length of line and the character of the country and climate, and of the incalculable benefit that must result to the whole country from the completion of the road, we earnestly invite the attention of Congress to the great importance of the Texas Pacific Railway, and respectfully urge it to extend to that company such national guarantee of interest as is necessary to secure the completion of the road at the earliest practicable day.

Third. The undertaking is too vast to be accomplished by private capital alone, and it is of too great importance to the whole country to be left unfinished.
Fourth. A judicious use of the credit of the National Government, under proper restrictions and safeguards, will, we believe, enable the company to complete the road without delay; and this can be extended in such way as to protect the Government against all possible loss.

Fifth. We earnestly appeal to Congress to extend such aid to this work.

On motion of A. O. Brannin, the above were adopted, and the Secretary was instructed to send a copy of this action of the Louisville Board of Trade to each Representative in Congress.

J. J. PORTER, Secretary.

MEMORIAL OF THE AUGUSTA (GA.) EXCHANGE.

Office of The Augusta Exchange,
Augusta, Ga., Nov. 23d, 1874.

I hereby certify that the following copy of the resolutions passed by the Augusta Exchange on the 26th day of March, 1873, is a true and full copy of the written resolutions introduced and adopted at such meeting.

RONVELL KING,
Sec'y Augusta Ex.

Mr. J. O. Mathewson said he had some resolutions which he wished to lay before the Exchange. He read them, as follows:

Whereas the subject of cheap transportation and close intercommunication in the South, and between the South and all parts of the Union, is now being seriously considered in the Halls of Congress, as necessary to make more perfect the ties of govern-
ment and augment our national prosperity, by developing the immense resources of the Southern territory; and

Whereas leading and influential Southern citizens, both as members of important corporate bodies and as individual citizens, are deeply impressed with the opinion that such development will greatly depend upon the direct encouragement and aid which may be afforded by our National Legislature, it is therefore

Resolved, That the Cotton Exchange of the city of Augusta regard with deep interest, and approve and endorse the action of the Chamber of Commerce of the city of New Orleans, and the proceedings of the Board of Trade of Louisville, expressing a necessity for an early completion of the Texas and Pacific Railway, as a great national highway, connecting two great sections between the two oceans which bound our national territory.

Resolved, That in view of the great national importance of such a highway, which at all times and in all seasons shall be open for the wants of Government, as well as the uses of commerce—freed from all natural obstacles, such as the rigors of climate and typographical characteristics—we earnestly invite the attention of Congress to the consideration of these advantages, and the necessity for the speedy completion of the Texas and Pacific Railway, as a work too vast for private enterprise alone, and too important to be allowed to languish or perish for the want of prompt, direct, Congressional encouragement and aid.

Resolved, That this body do earnestly appeal to Congress to extend reasonable aid to the company which has inaugurated this great national enterprise, under such cautionary restrictions, and with every safe-
guard which the prudence and wisdom of Congress may devise to guarantee the Government against loss, while securing the establishment of so important a commercial highway.

Resolved, That a copy of these resolutions, duly attested, be forwarded to the Senators and Representatives from Georgia in Congress.

The resolutions were unanimously adopted.

THE TEXAS AND PACIFIC RAILWAY.

MEMORIAL OF THE RICHMOND CHAMBER OF COMMERCE.

Richmond, Va., April 4th, 1874.

At a meeting of the Board of Directors of the Richmond Chamber of Commerce, held this day, the following preamble and resolutions, offered by Col. A. S. Buford, President of the Richmond and Danville Railroad, were unanimously adopted.

P. G. Coghlan, T. W. McConce,
Secretary. President.

Whereas the early and successful completion of the Texas and Pacific Railway is justly regarded as an event of great necessity and importance to the whole country, and especially to the proper revival and development of the vast and unsurpassed industrial capacities of the Southern and Southwestern States of the Union; and

Whereas the generous and munificent aids heretofore rendered
by the national government to similar works have directly and largely contributed to the wealth and prosperity of the Northern and Western States, and it is but a just measure of equity, as well as a timely and judicious distribution of the national resources, that some equivalent aid should be afforded to the great work referred to; therefore

Resolved, That this body entertains, in common with the great body of the Southern people, a strong sense of the paramount value to them of the Texas and Pacific Railway, and as the most important and valuable highway that can be established between the two great oceans that bound our common country.

Resolved, That this body unite with earnestness in the common voice of the Southern people, respectfully requesting of the National Congress such prompt and liberal legislation in aid of this invaluable and national enterprise as will justly recognize its own merits, as well as the equitable claims of the people so deeply interested in its success, a large part of whom, depressed in all their interests by the result of the war, we represent as eminently entitled to the fostering sympathies of the Congress.

Resolved, That a copy of these proceedings be forwarded to our Senators and Representatives in Congress for such use by them as may further the object referred to.
THE TEXAS AND PACIFIC RAILROAD.

MEMORIAL OF THE ATLANTA BOARD OF TRADE.

Chamber of Commerce Hall, No. 8 Pryor St.,
Atlanta, Ga., March 26th, 1874.

At a full meeting of the Atlanta Board of Trade, held at their hall this morning, after transacting the usual business of the board Mr. John Stephens, Vice-President, offered the following, which was unanimously adopted:—

Whereas, The South is deeply, if not vitally, interested in the matter of cheap transportation, rapid and reciprocal communication between the different States thereof, as well as with all the States of the Union; and

Whereas, The subject is now engaging the attention of legislators, cautious and prudent commercial men, who believe that the Government can appropriately aid in increasing the prosperity of the Nation by assisting in the development of resources lying dormant in the South, because of insufficient capital; it is therefore

Resolved, First, That the Atlanta Board of Trade is far from indifferent to the exertions now being made by other similar bodies, and believing the Texas and Pacific Railway to be an enterprise worthy of, and justly entitled to, material aid at the hands of the Government; and, believing further, that from its geographic and climatic advantages, it far surpasses any projected or completed inter-oceanic highway, respectfully, yet earnestly, insist upon its early completion.
Resolved, Second, That, inasmuch as private enterprise has been inadequate, the public and national importance of the undertaking demands material and prompt aid from the Government, and that we earnestly invoke the co-operation of the Senators and Representatives of Georgia in Congress in securing, with proper restrictions, such aid from the Government as will guarantee its completion.

Resolved, Third, That copies of these resolutions, properly authorized, be forwarded to our Senators and Representatives, and that the same be published in the daily papers of this city.

A correct copy.

J. J. TOON, Secretary,
ATLANTA, GA.

RESOLUTIONS
OF THE BOARD OF TRADE OF INDIANAPOLIS.

INDIANAPOLIS, March 18th, 1874.

At the Board of Trade Meeting yesterday afternoon, Mr. T. D. Kingan presented the following preamble and resolutions:

Whereas, An effort is being made to secure the early completion of the Texas Pacific Railroad, a great international highway, the construction of which will be a vast benefit to the whole country, on account of making transit more certain; because of the climate through which the road passes, and the opening up of a great region, rich in mineral and agricultural resources; and
Whereas, In the present financial derangement, growing out of the panic, private credit and enterprise are unequal to the accomplishment of so great an undertaking; therefore

Resolved, That this Board of Trade regard with favor and approbation the memorial now before Congress, asking relief for the enterprise by the loan or the Government credit upon such terms and conditions as will insure the Government against loss.

Mr. Kingan, in explanation of the resolution, said that he thought the memorial of the managers of the Texas Pacific Road should be granted, as a matter affecting the entire country. Dr. T. B. Elliot, the next speaker, said, in reference to the memorial referred to in the resolution, that he had examined it by chance a few days ago, and saw nothing unfair in the proposition made to the Government. The company was already the owner of 30,000,000 acres of land, which it proposed to surrender, besides there are over two hundred miles of the road already built and in operation. Mr. Landers next made a short and forcible speech, saying the road should have been built years ago. The route lay below the snow line, and would, therefore, be free from interruption in its travel and freight traffic in winter. The country would be benefited by having a competing line across the continent, and the road would be of vast importance to the country traversed.

Upon motion the preamble and resolution were unanimously adopted, and the Secretary of the Board was instructed to transmit copies of the same, together with the result of the action of the Board, to Senator Morton, and Gen. Coburn, the Representative of this District in the House.
ACTION OF THE ST. LOUIS MERCHANTS' EXCHANGE
AND BOARD OF TRADE.

UNION MERCHANTS' EXCHANGE,
Secretary's Office, St. Louis, December 14, 1874.

At a regular meeting of the Board of Directors of this Association, held this day, the foregoing memorial was unanimously approved, and the committee were instructed to submit the same to the Congress of the United States.

WEB. B. SAMUEL, President.

Geo. H. Morgan, Secretary.

[seal.]

Secretary's Office of ST. LOUIS BOARD OF TRADE.

The foregoing memorial having been read at a meeting of the Board of Trade of St. Louis, on the 14th day of December, A. D. 1874, the same was adopted, and on motion it was

Resolved, That our Senators and Representatives in Congress be requested to present the same to the Senate and House of Representatives of the United States, and use their best efforts to secure the early passage of an Act which, in their judgment, will be best calculated to secure the speedy completion of these roads.

I. M. MASON, President.

Jos. A. Wherry, Secretary.

[seal.]
RESOLUTIONS OF THE LOS ANGELES (CAL.) CHAMBER OF COMMERCE.

At a meeting of the Los Angeles Chamber of Commerce, held on the evening of March 19th, 1874, the following preambles and resolutions were introduced by Mr. M. J. Newark, and unanimously adopted:—

Whereas, Experience has demonstrated that a public necessity exists for the construction of a transcontinental railroad south of the snow-belt, that will insure through travel during the whole year, and which will also cause the development of the immense mineral and agricultural resources of the vast extent of territory through which it will pass, and at the same time bring into market and open for settlement large bodies of Government lands; and

Whereas, This Chamber believes that Congress would be sustained by the people of the United States in extending Government aid toward building such a road, particularly if ample security is furnished for such assistance as might be given; and

Whereas, The proposition understood to have been lately presented to Congress by the Texas-Pacific and Atlantic and Pacific Railroad Companies appears to be not only fair and just, but would also indemnify the Government against loss; therefore,

Resolved, That our Senators and Representatives in Congress be and they are hereby earnestly and respectfully requested to favor the acceptance of the above proposition of the Texas-Pacific and Atlantic and Pacific Railroad Companies, or such other measure as will speedily carry out the above desired objects.
Resolved, That a copy of these resolutions be transmitted to our delegation in Congress.

S. LAZARD,  
President.

I. W. LORD,  
Secretary.

BOARD OF DIRECTORS:

John G. Downey,  
J. S. Griffin,  
R. M. Widney,  
J. M. Griffith,  
H. W. Hellman,  
S. Lazard.

M. J. Newark,  
S. B. Caswell,  
P. Beaudry,  
C. C. Lips,  
I. W. Lord.

RESOLUTIONS  
OF THE MACON (GEO.) BOARD OF TRADE.

At a meeting of the Macon Board of Trade, March, 1874, the following preamble and resolutions were unanimously adopted:—

Whereas, This Board of Trade having viewed with great interest the numerous expressions of approval emanating from the Boards of Trade of New Orleans, Louisville, and other Southern cities, to carry forward and complete the Texas and Pacific Railroad, and being profoundly impressed with its importance and its advantages over other great routes, either projected or in operation, to the Pacific Ocean; therefore,

Resolved, That, in view of its great national import-
ance, of its peculiar climatic advantages over more northerly routes, of its diminished length, of its inestimable benefits, not only to the States through which it passes, but to the whole country, we most earnestly favor the intervention of the National Government in its behalf, and the urgent application to Congress of such credit and guarantees as may be efficient and effectual in carrying forward to an early completion of this great national highway, which, however important and necessary, is too vast to depend alone for its success upon private enterprise or capital.

Resolved, That our Representatives in Congress be earnestly appealed to use their utmost influence to secure such congressional action upon the subject as will meet the case, and insure the early completion of the enterprise.

RESOLUTIONS

OF THE NEW ORLEANS COTTON EXCHANGE.

TEXAS AND PACIFIC RAILROAD.

New Orleans, December 16th, 1874.

A general meeting of the Cotton Exchange was held yesterday, at which the following preamble and resolutions, recommended by the special committee on railroads—Cyrus Bussey, Chairman, John Chaffe, and W. C. Black—were unanimously adopted:

Whereas, The completion of the Texas and Pacific Railroad is
of the greatest importance to Louisiana and the Southern States and Territories; and

Whereas, The plan now proposed to Congress, and modifying the original charter granted to said company, gives promise, if adopted, of its early completion and the opening up to settlement of a vast body of fertile land in Texas and the Southern Territories, thereby greatly increasing the yield of cotton, tobacco, and cereals, adding immensely to the national wealth, and opening up new sources of traffic, would vitalize the entire system of Southern railroads and the business generally of those States; and

Whereas, The Government, besides reaping great benefits in this way, would enable the people to utilize the vast deposits of the precious metals, and other minerals, in Western Texas, New Mexico, and Arizona, now practically valueless for want of this highway; and

Whereas, The Indian question could be controlled and the Territories made safer for life and property, and millions be saved annually to the Government in its transportation and the cost and subsistence of troops; and

Whereas, The Texas and Pacific Railroad, as a highway across the continent, will at all times be free from obstructions, crossing as it does the mountain divides at low elevations; therefore be it

Resolved, That the Cotton Exchange of New Orleans, representing a trade exceeding $100,000,000 annually, earnestly recommend to our Senators and Representatives in Congress to vote for such Government aid to said road as will insure its completion at the earliest practical moment; and

Whereas, It is of the greatest importance to this city and State to have a direct communication with said road, and of equal
importance to the Texas and Pacific to have such connection with this city; therefore be it

Resolved, That we recommend the New Orleans and Texas Western Central Railroad Company, incorporated September 29th, 1874, as the most desirable connection with said road, and we earnestly memorialize Congress to grant such aid to said road as will insure its early construction, on the same terms as the Texas Pacific.

Resolved, That the Secretary furnish an official copy of the above to the Senators and Representatives of Louisiana in Congress, and to the city press for publication.

HENRY G. HESTER, Secretary.

MEMORIAL

OF THE ST. LOUIS MERCHANTS' EXCHANGE.

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

We, the undersigned, a committee appointed by the Union Merchants' Exchange of the City of St. Louis, respectfully pray that the aid essential to a speedy completion of the Texas and Pacific Railroad to the Pacific coast, and of the Atlantic and Pacific to a junction therewith, not farther west than the 105th meridian, may be granted by the Government. This they ask, because a sound national policy requires it; because equal justice
to all sections of our common country requires it; and, because it is needed to revive prostrated industry and to develop the resources by which the heavy indebtedness of the Government and the people may be discharged.

A southern frontier of fifteen hundred miles is defended only by a series of military posts. A railroad near that frontier would greatly reduce the cost of guarding it. A report from the House Committee on Military Affairs, shows that in 1867 over $1,000,000 would have been saved each year, in cost of Government transportation to New Mexico alone, had there been a railroad thither. For lack of supplies Gen. Sheridan's army was unable to reap the fruits of its victory in 1869 on the Wichita, between the lines of the very roads proposed. Their completion would add a chain of settlements for the defense of the whole frontier. Enabling the Government to quickly concentrate its force upon any threatened point, it would diminish the force required.

Indian ravages have well nigh excluded industry from a belt of territory, along this frontier, over three hundred miles wide and covering about five hundred thousand square miles. We have no other territory of like magnitude equally rich in mineral or agricultural resources, and equally favored in climate. Nearly the whole of New Mexico is over 4,000 feet above the level of the sea, and little of Arizona less than 2,000 feet. Consequently, large districts of these territories have a mean annual temperature below 52°, that of Trenton or Indianapolis; more than two-thirds of New Mexico and one-third of Arizona has a mean temperature below 56°, that of Washington; and, nearly the whole of New Mexico and half of Arizona below 60°, that of Nashville or Norfolk. Yet this region of delightful climate and boundless wealth is almost closed to enterprise and industry. Forces sufficient to protect that region could not now be maintained without enormous expense. In the two years 1864–5, twenty-eight millions were spent merely for transportation of supplies to troops on the
plains. The railway would greatly facilitate the movement of troops and supplies, and save great expense in operations against hostile tribes. But the chain of settlements which a railway creates is the only permanent protection that can be given to this broad belt of territory. When Secretary of War, General Grant declared "the completion of these railroads (to the Pacific) will go far towards a permanent settlement of our Indian difficulties," and in the broad belt traversed by the Omaha line results have justified his statement. The locomotive is peace. And if Great Britain sends an army thousands of miles to penetrate Africa and rescue six British subjects, shall not the United States do something to give peace and protection to settlers and miners scattered over five hundred thousand square miles of its richest territory?

Sound national policy requires competition in trans-continental railway traffic. A single route unrestrained is a monopoly. Control of routes by Government is an evil. Competition would effect great saving to our own people in the cost of its traffic. Neither Government nor commerce can afford to rely upon one line only, certain soon to be over-crowded by increasing business, and liable to blockade by snow. The proposed route, with its saving in distance and time, its lighter grades and curves, and constructed at the present low rates for labor and materials, without those interruptions from storms which, according to the report of the Chief Engineer, "often doubled, and even trebled and quadrupled, the cost of a portion" of the Omaha line, would be able to so reduce rates as to draw to this trans-continental route an enormous traffic between Europe and Asia which now goes by sea. The overland route saves about sixty days between England and China or Japan, and time is money in international exchanges. But the rates by rail are yet so high as to overcome this advantage except for the most costly freights, When lower rates draw this vast commerce to our shores, not only will our shipping and shipbuilding on either coast be aided, but a steadily increasing share of the traffic and exchanges will fall to the hands
of our own merchants and capitalists, until the money center of
the world shall be moved from Europe to America.

Justice to the central and southern portions of our country,
and their commercial cities, requires another route to the Pacific.
An air line from Omaha to New York not only passes far north
of the territorial axis of our country, and north of its centre of
population, but, crossing seven States, it leaves wholly to the
southward seventeen, and passes north of the capitals and centres
of population of twenty-two of the thirty-four States of the
Atlantic slope. Surely the route would not have been so located,
had it not been at a time when Missouri, the most central State,
was disturbed by contending forces, and when a portion of the
States were unrepresented.

For years public opinion had demanded, in the language of the
resolutions of a meeting held in this city in 1849, at which
Senator Douglas presided and Senator Benton spoke, "the con¬
struction of a central, national railway, with branches to St.
Louis, Memphis, and Chicago." The same demand was made by
the Memphis convention later in that year, with especial regard
to the equal benefits thus to be conferred upon every section of
the country. Both political parties became pledged in their
national conventions of 1856, to favor a Pacific Railway "by the
most central and practicable route." In 1860, the last Congress
before the war refused to pass a bill providing for roads, substan¬
tially such as now exist, because a more central location was
demanded.

Nor was the objection wholly unreasonable. Greater proximity
to the terminus of the road has given peculiar advantages in
trade and manufactures to cities and estates favored in its location.
Citizens of the Gulf States have some right to complain that they
are compelled to travel or ship freight northward, almost the dis¬
tance from Omaha to San Francisco, before they can reach the
initial point of the only route to the Pacific yet built by national
aid. People throughout the country east and south of us suffer
in less degree from the same cause. But it will be fortunate that
this road was so located, if the Government, having aided one
route peculiarly beneficial to the Northern belt of our territory,
will now in its justice aid another for the development of the
Central and Southern belts.

For, while the whole country would be benefited, the Govern¬
ment would thus contribute greatly to the settlement, develop¬
ment, and protection of a section which, now, in its turn, stands
in peculiar need. It would attract immigration and capital to the
impoverished States of the southwest. Promising the removal
of the tax upon the people, and the obstacles to the trade and
industry of that section, created by distance from what is now
the main artery of the nation's commerce, it would revive confi¬
dence, and stimulate effort just where the life-blood now flows
slowly and feebly. Growing commerce will soon require another
and competing road to the Pacific, if one free from obstruction by
snow, for the protection of our Southern frontier, and the devel¬
opment of our Southern territories, is not already a manifest
necessity. Probably it can never be built more economically than
at this time of low prices and unemployed labor. If the unhappy
South, prostrated in its industry, and impoverished by other
causes, feels somewhat keenly the inequality in Government aid,
is it not generous as well as expedient, is it not justice as well as
wise statesmanship, to build at once a road which will not long be
defferred?

Industry and commerce are severely embarrassed. A revival
of enterprise, a new demand for labor, are sorely needed through¬
out the land. The people, as well as the Government, are
heavily in debt. It is a sound business maxim that a debtor
should improve the value of his assets. Our assets are vast
resources, only in part developed. The road proposed will not
only give an immediate stimulus to industry, but add perma¬
nently to the yearly production of the country more than its
entire cost.
It will greatly stimulate the development of that most fertile cotton-growing belt, which stretches along the Red and Brazos Rivers. When fully compressed, cotton bears transportation great distances by rail or water, but its bulk, in condition as it leaves the farm, renders its transportation by wagon quite costly, so that few other productions are more stimulated by the building of railways. Nor is any other equally important in our foreign exchanges. In that fertile region of Texas, every acre opened to cultivation in cottons yields a yearly product worth in Europe from sixty to seventy dollars in gold, and pays the interest on a thousand dollars of foreign indebtedness. The richest wheat-growing regions do not average a yield per acre half as valuable. The six counties through which the Texas Pacific has now been opened, already produce cotton enough yearly to pay the interest on over thirty millions of foreign debt.

Texas already sends yearly about half a million head of cattle to distant markets. It would vastly increase its yearly product if there could be secured to large sections of the State the facilities for transportation, and the protection from Indians, which railroads give. Nor would the Indian Territory or New Mexico fail to contribute largely, and the completion of the two roads to their junction would add enormously to the supply of animal food, and cheapen the cost to the Eastern consumer.

In portions of Texas, and under the mild climate of New Mexico, wool can be grown as cheaply as in Australia or on the pampas of South America, and of similar character. Lacking transportation for their products, and exposed to the incursions of savages, the settlers of New Mexico have done little more than to prove the wonderful adaption of that region, in climate and grasses, to sheep culture. With peace and railroads, that Territory alone will go far to supply the demand for those quantities of cheap foreign wool which we imported in 1873 at a cost of more than twenty millions. This supply, moreover, will afford relief and a permanent basis to our wool manufacture, now so
greatly embarrassed, in part by the lack of such cheaper wools to use in mixture with more costly qualities of domestic production.

More than a century ago, the Spaniards knew that there were inexhaustible mines of wealth in Arizona and New Mexico. The same mountain ranges traverse those territories which, in Nevada and Colorado to the northward, now yield over thirty millions yearly, and which, in the Mexican States of Chihuahua, Sonora, Durango, and Sinaloa, according to Humboldt and Ward, contain "the great mineral treasures of Mexico," and "hold out, wherever they have been tried, a promise of riches superior to anything that Mexico has yet produced." Close to our border, near El Paso and at Corralitos, are the richest mines ever known in Chihuahua, though Santa Eulalia in that State, with the rude methods of the last century, yielded an hundred millions during the century, and in single years nearly two millions Guarisma-y in Durango also yielded over thirty millions in twenty-four years. But since the revolution and expulsion of the Spaniards there has been neither peace, order, protection against savages, nor enterprise in Northern Mexico. The same mountainous walls which contain the precious deposits shut in that region so that its supplies are obtained and its products moved only at great cost. The development of New Mexico and Arizona has been prevented by the same causes. Yet in both territories many mines are now worked with profit, though the ores have to be transported hundreds of miles by wagon (in one instance 700 miles), and afterwards long distances by rail or water. Explorations have proved that deposits of gold, silver, copper, and lead, as rich as any in Colorado, continue across the whole of New Mexico into Chihuahua. The mountain ranges which yield twenty-five millions in Nevada, and three millions in Utah, pass through Arizona, the ancient home of the Aztecs, whose massive structures remain to tell of their wealth, and are found to be full of minerals. A district covering a thousand square miles in Central Arizona is dotted over with mines, though the ores pay
$100 per ton for shipment to San Francisco. Copper ore from that territory has this year been shipped 250 miles by wagon and 2,500 miles by sea, and then paid a net return of $70 per ton. Many mines in Southern Arizona, which formerly yielded ore worth from $500 to $1,000 per ton, are now idle because of Indian raids.

The proposed railway traverses the southern portion of these territories, close to the richly endowed but isolated and disordered Mexican States. Its construction will bring peace and order on either side the boundary. To New Mexico and Arizona it will bring a development of wealth, we may readily believe, equaling that of Cororado and Nevada. Even if the settlement of Americans in Northern Mexico should not lead to a peaceable annexation of valuable territory, that region would find its only outlet for products, and its only base of supplies of food, clothing, and machinery in our markets. Thus the opening of transportation and settlements through the very heart of these great deposits of wealth, which the present route only skirts on their northern edge, may not improbably double our yearly product of the precious metals.

The opening of the vast mineral and agricultural resources of this southern belt, with its genial climate, under which cotton can be grown, and the vine yields its richest wines, will attract to this country another flood of immigration, such as followed the discovery of gold in California, when 1,500,000 people came to our shores within four years; or again, when 1,600,000 immigrants arrived within the four years after the completion of the Union Pacific. Immigrants bring with them in cash an average of over $100 each, but they also bring what is of far greater value—their productive industry. Each of those great tides of immigration brought to this country within four years over $150,000,000 in cash, but has added over $500,000,000 to the annual product of our industry.
To all these magnificent results, speedily or ultimately to flow from the completion of this route, must be added another of more immediate and vital necessity—the prompt stimulus which, by granting the aid desired, Government would give to great branches of industry. It is something that a few thousands, out of the great multitude of laborers now idle, would be employed at once in grading and cutting ties for these roads. But of four hundred thousand tons of iron needed for their completion and equipment every pound must come from American furnaces; more than a million tons of ore, and two million tons of coal must be taken from our mines; thousands of men must be employed in working the iron into rails and spikes, wheels and locomotives, and thousands more in the car factories. These roads will soon be necessary. Can there be a time when this great stimulus would be more grateful to disheartened industry? As soon as the completion of the main line is assured, other roads will also be pushed to effect connections with it, and each will add to the demand for labor, and for products of our mines and manufactories.

Finally, these splendid results we may secure without the withdrawal of any portion of our own scanty capital from productive industry. If the United States will give the aid necessary, not by the costly method of subsidy, which has been condemned by the judgment of Congress and the country, but with proper safeguards, by guaranteeing interest on the bonds of the company, the capital needed can be drawn from Europe. For this loan of credit, the United States will not only be amply secured by a lien upon the road and its valuable lands, but it will retain all money due for transportation of mails, troops, and supplies, and all money received by sale of the lands of the company also, until the company has paid all interest due. Moreover, the United States will regain thirty million acres of land already granted to the Atlantic and Pacific, while many times as much besides, now belonging to the Government but unavailable, will be rendered valuable when the completion of the roads opens our
Southern Territories to settlement and gives them peace.

Thus, by a well secured loan of credit this country, though heavily in debt, can secure foreign capital with which to improve its assets, and add many millions to its yearly product of precious metals, cotton, wool, and cattle. As Great Britain guaranteed the interest on $440,000,000 for the building of railways in India, and now saves many times the interest in the reduced cost of cotton; as France guaranteed interest upon $620,000,000 for railway construction, and thereby so increased in wealth that, bearing all the losses of a disastrous war, and an indemnity of 5,000,000,000 francs, it has already resumed specie payments, so this land, more blessed than any other in wonderful variety of inexhaustible resources, if it uses its credit wisely for the prompt development of those resources, may soon laugh at that burden of indebtedness which now paralyzes industry.

We pray not for any city. St. Louis is content with her legitimate share of the common prosperity. If the measure urged would benefit this city, it would benefit others at the South and East far more. But a common tie binds us all. We ask only that which shall bring peace, protection, prosperity, and revival of industry to our whole country, gladness to the hearts of many who are sad, bread to the mouths of many who now seek honest labor in vain, a brighter and more glorious future for the nation and its commerce, and a closer union than merely iron bands can cause for these United States. And thus your memorialists will ever pray.

JOHN B. MAUDE,  
F. B. DAVIDSON,  
JOHN M. GILKESON.  

Committee.
The following circular has been issued by Mr. Lang, Master of Texas State Grange, appealing for the co-operation of the Order throughout the country:

THE PATRONS OF HUSBANDRY AND THE TEXAS PACIFIC RAILROAD.

Marlin, Texas, Sept. 3d, 1874.

Dear Sir:—I herewith transmit to you the action of the Texas State Grange at its recent session, held in the city of Waco, August 18th, 1874, in relation to the Texas Pacific Railroad. To set forth the reasons for the early completion of this great national highway, is surely a work of supererogation. The long and defenceless frontier of our country, over which a wild and savage foe rove, making predatory incursions; maltreating, robbing, plundering, and mercilessly butchering the hardy pioneers who open the wilds to civilization; the loud plaintive cries which continuously ascend for protection; the poor and poverty-stricken condition of the South, her great need of commercial facilities, and her utter inability to open the avenues of trade which the commerce of the world directs as natural highways through her territory; the great national necessity of a speedy restoration of this favored land, where climate, soil, and health invites, with open arms, the industrious of all peoples; the augmented advantages of national security and prosperity; the bringing of the different sections together as one neighborhood, animating all with a holy aspiration for the grandeur and magnificence of our common country, whose blessings should be felt alike throughout her vast and almost limitless domain; her common duty to afford like facilities to all her people, all invoke Government aid for the early completion of this grand enterprise.

It is but a loan asked. The company proposes to give back the land donation if the National Government will endorse the
company's bonds, for which the amplest security is offered. We seek your co-operation in our earnest prayers for Government assistance, not for sectional but national prosperity. 'Tis true, it will afford direct advantages to Southern commerce, but it also furnishes additional facilities to inter-communication between the peoples of the same nation.

Your favorable consideration is most earnestly solicited at an early day.

Your truly,

WM. W. LANG,
Master Texas State Grange.

Texas State Grange P. of H., Executive Committee Room, Calvert, Texas, July 18th, 1874.

To the Order of Patrons of Husbandry:

The early completion of the Texas Pacific Railroad being of vital importance to the rapid and complete development of this State, as well as the great country west of us, it is very desirable that it should receive additional assistance from the General Government. Besides this, another line of railroad would facilitate communication with, and reduce rates of fare to and from, the Pacific. This would benefit the whole country, and particularly the South. The Northern and Central lines having been more liberally assisted, it would seem but common justice—to say nothing of policy—that this, the most favorably located line, should be substantially and promptly fostered and encouraged under properly guarded restrictions, and most certainly when less is asked on better security.

In view of these facts, the Executive Committee of the Texas State Grange deem it important that they should ask the co-operation of the various State Granges in presenting such a memorial to Congress, at its ensuing session, as will secure favorable consideration and prompt action.
As no proposed line of transportation, now being built, is of more importance in developing the resources of the country, they most respectfully submit that this effort to secure the advantages already enjoyed by other sections, is an appropriate matter for joint action, and is urged upon the early attention of the Brotherhood.

WM. W. LANG, Chairman.

N. A. THOMSON, W. WARREN,
A. B. KERR, W. P. TOWNSEND,

Executive Committee of the Texas State Grange.

This is to certify that the above circular of the Executive Committee was unanimously endorsed by the Texas State Grange at its annual session, held in the city of Waco, Texas, August 18th, 1874.

WM. W. LANG, Master T. S. G.

R. A. BINFORD, Secretary T. S. G.

ACTION OF THE EXECUTIVE COMMITTEE OF KENTUCKY STATE GRANGE.

Executive Committee Rooms,
Louisville, Oct. 9th, 1874.

Whereas, A communication having been received from the Worthy Master of the Texas State Grange, Wm. W. Lang, asking an endorsement of the action of the committee of the Texas State Grange, in reference to the Southern Pacific Railroad; and

Whereas, We deem it expedient and for the good of our order to assist our brethren in advancing the true interests of the
whole country, and especially the South and South-west; therefore be it

Resolved, By the Executive Committee of Kentucky State Grange, that we approve the action of our brethren of Texas, and would respectfully ask our Senators and Representatives in Congress, in consideration of the mortgage guarantee proposed by the Southern Pacific Railroad Company to the General Government, wherein said Government is secured against any possible loss, to use all their efforts, consistent with their official duties, to effect the passage of the Bill now before Congress in reference to said roads; Provided there be incorporated in said Bill no grant of power whereby said company may possibly discriminate in price of transportation against the agricultural interests of the country, especially of the South and South-west; and, Provided further, that the rights of all are thoroughly and justly secured.