

THE WEEKLY BORDER STAR.

H. M. McCARTY, PROPRIETOR.

A PAPER FOR THE STATES AND TERRITORIES.

TWO DOLLARS A YEAR.

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NUMBER 25.

THE BORDER STAR.

PUBLISHED WEEKLY:
For the States and Territories.

TERMS AND RATES OF ADVERTISING:
For square of 10 lines or less.

1 week \$1.00
1 month \$3.00
3 months \$8.00
6 months \$15.00
1 year \$28.00

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3 months \$20.00
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1 year \$85.00

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3 months \$44.00
6 months \$82.00
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1 month \$18.00
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6 months \$120.00
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3 months \$72.00
6 months \$135.00
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3 months \$80.00
6 months \$150.00
1 year \$275.00

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1 week \$11.00
1 month \$33.00
3 months \$88.00
6 months \$165.00
1 year \$300.00

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1 week \$12.00
1 month \$36.00
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1 week \$13.00
1 month \$39.00
3 months \$104.00
6 months \$195.00
1 year \$350.00

For 260 lines or more,
1 week \$14.00
1 month \$42.00
3 months \$112.00
6 months \$210.00
1 year \$375.00

For 280 lines or more,
1 week \$15.00
1 month \$45.00
3 months \$120.00
6 months \$225.00
1 year \$400.00

For 300 lines or more,
1 week \$16.00
1 month \$48.00
3 months \$128.00
6 months \$240.00
1 year \$425.00

For 320 lines or more,
1 week \$17.00
1 month \$51.00
3 months \$136.00
6 months \$255.00
1 year \$450.00

For 340 lines or more,
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1 month \$54.00
3 months \$144.00
6 months \$270.00
1 year \$475.00

For 360 lines or more,
1 week \$19.00
1 month \$57.00
3 months \$152.00
6 months \$285.00
1 year \$500.00

For 380 lines or more,
1 week \$20.00
1 month \$60.00
3 months \$160.00
6 months \$300.00
1 year \$525.00

For 400 lines or more,
1 week \$21.00
1 month \$63.00
3 months \$168.00
6 months \$315.00
1 year \$550.00

For 420 lines or more,
1 week \$22.00
1 month \$66.00
3 months \$176.00
6 months \$330.00
1 year \$575.00

For 440 lines or more,
1 week \$23.00
1 month \$69.00
3 months \$184.00
6 months \$345.00
1 year \$600.00

For 460 lines or more,
1 week \$24.00
1 month \$72.00
3 months \$192.00
6 months \$360.00
1 year \$625.00

For 480 lines or more,
1 week \$25.00
1 month \$75.00
3 months \$200.00
6 months \$375.00
1 year \$650.00

For 500 lines or more,
1 week \$26.00
1 month \$78.00
3 months \$208.00
6 months \$390.00
1 year \$675.00

For 520 lines or more,
1 week \$27.00
1 month \$81.00
3 months \$216.00
6 months \$405.00
1 year \$700.00

For 540 lines or more,
1 week \$28.00
1 month \$84.00
3 months \$224.00
6 months \$420.00
1 year \$725.00

For 560 lines or more,
1 week \$29.00
1 month \$87.00
3 months \$232.00
6 months \$435.00
1 year \$750.00

For 580 lines or more,
1 week \$30.00
1 month \$90.00
3 months \$240.00
6 months \$450.00
1 year \$775.00

For 600 lines or more,
1 week \$31.00
1 month \$93.00
3 months \$248.00
6 months \$465.00
1 year \$800.00

For 620 lines or more,
1 week \$32.00
1 month \$96.00
3 months \$256.00
6 months \$480.00
1 year \$825.00

For 640 lines or more,
1 week \$33.00
1 month \$99.00
3 months \$264.00
6 months \$495.00
1 year \$850.00

For 660 lines or more,
1 week \$34.00
1 month \$102.00
3 months \$272.00
6 months \$510.00
1 year \$875.00

For 680 lines or more,
1 week \$35.00
1 month \$105.00
3 months \$280.00
6 months \$525.00
1 year \$900.00

For 700 lines or more,
1 week \$36.00
1 month \$108.00
3 months \$288.00
6 months \$540.00
1 year \$925.00

For 720 lines or more,
1 week \$37.00
1 month \$111.00
3 months \$296.00
6 months \$555.00
1 year \$950.00

For 740 lines or more,
1 week \$38.00
1 month \$114.00
3 months \$304.00
6 months \$570.00
1 year \$975.00

For 760 lines or more,
1 week \$39.00
1 month \$117.00
3 months \$312.00
6 months \$585.00
1 year \$1000.00

For 780 lines or more,
1 week \$40.00
1 month \$120.00
3 months \$320.00
6 months \$600.00
1 year \$1025.00

For 800 lines or more,
1 week \$41.00
1 month \$123.00
3 months \$328.00
6 months \$615.00
1 year \$1050.00

For 820 lines or more,
1 week \$42.00
1 month \$126.00
3 months \$336.00
6 months \$630.00
1 year \$1075.00

For 840 lines or more,
1 week \$43.00
1 month \$129.00
3 months \$344.00
6 months \$645.00
1 year \$1100.00

For 860 lines or more,
1 week \$44.00
1 month \$132.00
3 months \$352.00
6 months \$660.00
1 year \$1125.00

For 880 lines or more,
1 week \$45.00
1 month \$135.00
3 months \$360.00
6 months \$675.00
1 year \$1150.00

For 900 lines or more,
1 week \$46.00
1 month \$138.00
3 months \$368.00
6 months \$690.00
1 year \$1175.00

For 920 lines or more,
1 week \$47.00
1 month \$141.00
3 months \$376.00
6 months \$705.00
1 year \$1200.00

For 940 lines or more,
1 week \$48.00
1 month \$144.00
3 months \$384.00
6 months \$720.00
1 year \$1225.00

For 960 lines or more,
1 week \$49.00
1 month \$147.00
3 months \$392.00
6 months \$735.00
1 year \$1250.00

For 980 lines or more,
1 week \$50.00
1 month \$150.00
3 months \$400.00
6 months \$750.00
1 year \$1275.00

For 1000 lines or more,
1 week \$51.00
1 month \$153.00
3 months \$408.00
6 months \$765.00
1 year \$1300.00

SPEECH

SENATOR CHURCHILL,
OF ST. LOUIS.

ON THE BILL REPORTED IN THE SENATE BY
THE COMMITTEE ON INTERNAL IMPROVEMENTS.

Senator Churchill said that representing a constituency of whom he was justly proud as the friends of the Railroads, he felt it his duty to make some remarks on the bill under consideration. In the debate of yesterday I regretted to see the Senator from different sections agree in applying harsh remarks to other sections. Some spoke disparagingly of the claims of the Iron Mountain Road; while others, in a similar manner, alluded to the North Missouri and the South-West Branch. All, however, agreed in finding that the peculiar merit of the bill was in those portions of it referring to the roads in their own sections. The Committee who drafted this bill, were appointed by the President, with a spirit of fairness and justice that does him honor, so that every section of the country was represented on it. One member was from the South-East; one from the South-West; one from the North-East, and one from the centre of the Railroad system of the State. This Committee have reported a bill, which gives aid to all the trunk roads. Four out of five of the committee are in favor of its adoption, and as it was there so I believe it will be throughout the State, and that four-fifths of our people are in favor of granting aid to the roads. I regretted to hear the Senator from Grundy saying that Missouri was on the verge of bankruptcy, it will be brought about, not by this bill, but by a system of masterly inactivity—I have heard much said here about the main line of the Pacific, and that it would not pay when completed to Kansas City, I have, on this point, prepared some statistics, and ask that Senators will examine them attentively, so that if I have made any estimate too high, that other Senators of more experience, may correct them.

In the first place I will remark that the net earnings of the main line for the last year, when in its uncompleted state, were \$295,041, or nearly four per cent, on a road which has cost the State \$46,000 per mile. Let me next proceed to make an estimate of its receipts when completed through to Kansas City. I estimate the number of through passengers each way, each day, at seventy-five. When the road is completed this will not be an extravagant calculation—Especially not, when we look to the vast country beyond, which must come there to find an outlet. Suppose we estimate the fare on each passenger ten dollars—this amounts daily to \$1,500—making a yearly aggregate of \$547,500. In my estimate I placed the through freight at 75,000 tons, a year each way. This 150,000 tons, at forty cents per hundred, will give an aggregate of \$1,200,000. Add to this the passenger receipts, \$547,500; and we have \$1,747,500 per annum as the gross earnings of the road.

In comparing with gentlemen of great experience in railroads, I have been informed that even on new roads, where the expenses are much greater than on old roads, the running expense of the road need not be more than half of its gross receipts. On this basis when the road is completed, its net earnings per annum will amount to \$737,500. These estimates may be considered, by some not acquainted with the subject, as extravagant. But I hope that Senators will not stay so until they can demonstrate why they are wrong. I can show that they are very moderate, and I believe that in four or five years' experience they will be considered low. I know that railroad men have given far higher estimates, but I wish to confine myself to estimates that the history of the country will justify. In order to vindicate my assertions I have here papers showing receipts each day for the road at different stages of its completion.

When completed to Hermann, eighty-one miles from St. Louis, its daily receipts averaged \$654.51. But when it was completed to California, sixty-nine miles beyond, or 150 miles from St. Louis, its daily receipts were \$1,768.26, an increase of over two hundred per cent. If the receipts increase in the same ratio between California and Kansas City that they have done between Hermann and California, the receipts of the road when completed will each day amount to \$5,274.78. Now I ask Senators if it is not fair to presume that this will be the case, as the road has but just reached the edge of one of the richest countries in the world. If this estimate is correct, the gross receipts of the road will be \$1,923,010 per annum. Deduct one-half for running expenses, and we have left as net earnings the sum of \$961,505.

I appeal to the candor of every Senator present if it is not fair to presume that the receipts will increase in the proportion I have estimated. It is fair to presume that they will increase in even a greater ratio, for the road will run through one of the richest countries of the world, and terminate at Kansas City, a place which is destined to be one of the largest cities in the Western country, and through which the chief travel of the country west, must come and go. New Mexico, Southern Kansas, and the country around Pike's Peak, must all be tributary to it. It is not fair then to presume that the increase of receipts between Syracuse and Kansas will be even greater than between Hermann and California?

If it is correct, the problem is solved. When the road is completed to Kansas, it will pay not only the interest on the bonds issued, and be issued by the bill, making a total of \$9,500,000; the interest on which would be \$510,000; but leaves its stockholders a surplus of \$451,505 per year. What does the history of past improvements tell us? When I first came to Missouri, in 1835, the population of the State was but 150,000. Now we have a population of over one million, and I shall not be surprised if the next census shows that we have a population of 1,200,000.

Senator Liver here asked what the South-West Branch would do when completed to Springfield, if these statements were correct. Senator Churchill, I am glad that the Senator has asked the question. I have made my calculations on three other roads. But I was going to show that if the Pacific was completed, even if it received nothing from the South-West, it would be able to pay the interest on the bonds, granted to it. But I advocate the claims of all the roads—It matters not if the trade is diverted from one of these roads to the other. In either case the State will be secure in its advances. My estimate far through freight, and in this is embraced the way freight, was only 150,000 tons each way, per year. And when we look at the effect that Railroads have in building up country, and increasing freight, it will be seen that my estimate is low, for my estimate commences with the time of the completion of the road. This bill gives the South-West Branch \$500,000, which, with the amount still belonging to it, \$1,700,000, leaves \$2,200,000, for its completion. In addition to this, the South-West Branch has one million of acres of land unbranded. With all these vast resources, with its rich minerals, (and those at Granby are the richest in the world—one section there, I am informed by a gentleman residing there, is worth over \$1,000,000, and the Pacific Company has received from it \$200,000 during the past year.) with all these resources with lands to the value of \$5,000,000, it is not to be supposed that the State will ever have to pay the interest on the bonds advanced to it.

It will be observed that my estimate of 150,000 tons through freight per year, and 150 passengers per day, falls far short of the estimates which have been made by others. To show that my estimate is not too large, I will quote from the published report of trade of Kansas City for 1858. The storage accounts of the commission houses of that city show that the trade going eastward in that year was 55,000 tons; westward, 165,000 tons; making a total of 220,000 tons. In my estimate of 150,000 tons I included all the way freight. Is it not fair to believe that my estimate is correct, when it is seen that the eastward and westward freight of Kansas City alone amounts to 70,000 tons per annum more than I have placed it in my estimate. In addition to this, the local trade of Kansas City proper, for 1858, was \$3,000,000. In addition to this should be considered the extensive trade of the towns below, which I have not enumerated. The annual trade of New Mexico alone is estimated by Dr. Conally, an old resident of Albuquerque, at \$7,500,000. The same report states that by a careful comparison of Hotel and Steamboat registers, the arrivals and departures of passengers each way, amount to one hundred per day. I have estimated only seventy-five per day, including way passengers. The same gentleman from whose statistics I make this quotation, the Hon. Mr. Letcher, a gentleman of great fairness and distinguished ability makes no estimate of the way freight; but in his estimate he makes the net earnings of the Pacific, when completed, \$690,000 per annum. If the travel through Kansas City now amounts to 100 passengers each way, per day, it will, when the road is completed, be quadrupled. But since these statistics were compiled, gold has been discovered in the country directly west of Kansas City. Instead of being confined to California alone, it is found at the foot of both sides of the Rocky Mountains—It was only the road completed to it, we should have a far greater rush to these gold fields than there was in 1849 and '50 to California.

The Senate then adjourned. At the commencement of the afternoon session Senator Churchill resumed his arguments: In my remarks this morning I adverted to the fact that the President of the Senate, in appointing the committee, had placed upon it members representing every section of the State. The committee have reported this bill by a majority of four to one, and I believe that the people of the State will sustain it by the same majority. My own constituents are in favor of its passage. Report says that one out of seven-teen of its delegation is opposed to it, and I can account for it only on the supposition that he thinks that small minority of one-seventeenth should be represented. In the data that I gave this morning, I estimated the through freight on the Pacific at 150,000 tons per annum; and the passengers at 150 each day. From the estimate I made the gross receipts of the road per annum \$1,747,500 Net earnings \$737,500 I then divided the Pacific road into two sections, and reasoning from the past to the future, I took the first section from St. Louis and showed that when the road was completed to Hermann, 81 miles from St. Louis, its daily receipts amounted to \$654.51. I then showed that when it was extended to California, 69 miles farther, its daily receipts were increased to the sum of \$1,768.26. I call the attention of Senators particularly to these facts because they show conclusively how, as the road advanced, its receipts increased. I take then the position that if the receipts of the road were by extending it 69 miles, increased 200 per cent, it is fair to say that when the road is completed to its terminus, that there will then be a similar increase over its receipts to California. If then on sixty-nine miles extension of the road there is a gain of 200 per cent, at a similar ratio the gross receipts daily at Kansas City will be \$5,274.78. If these figures are correct, and if we reason from cause to effect (and I believe my estimate is far below the reality) the aggregate annual receipts of the roads when it is completed to Kansas City, will be \$1,923,000. Allowing 50 per cent for running expenses, it leaves us as net earnings the sum of \$961,505 This will pay the interest on the State bonds now issued, or to be issued on the bill amounting to \$510,000 Leaves a surplus of \$451,505 If, however, we take the other estimate

based upon the average of 150 passengers per day, and 150,000 tons of freight per annum, we have the annual gross earnings, \$1,747,000, and the amount net receipts, \$673,500; we then have \$363,500 with which to pay our dividend to stockholders. I will now advert to the remarks of the Senator from Grundy, and I say now, as I said before, that if the State of Missouri is ever forced to protest, it will be because her roads are stopped short in their progress. No one will admit that the roads when completed will not pay their interest. But the Pacific uncompleted, cannot pay its interest; complete it, and it will pay its interest on every road in the State. Pass this bill and the roads will be completed by private subscription. Seven millions of dollars have already been subscribed, either by individuals or counties. Will Senators stand by and see this sacrificed when they can prevent it? If the Pacific road is completed it will be by one estimate I have given, have a yearly surplus of \$151,505. Either amount will enable the State to save the stockholders and the South-West Branch. But the two roads are connected together. If one goes down the other goes up. The land on the South-West Branch alone, is worth \$5,000,000. There is not a member here who will not say the lands are not worth this. Will they not then vote and to the main line and South-West Branch to save both lands and private subscriptions? I know that the Senate of Missouri will not refuse to do an act which will save the property of thousands. If these roads are sold, it will make this sacrifice. If they are sold, they will go into the hands of Northern men, who are opposed to our institutions, and who have no plans in harmony with our own. I hope under no consideration, that the roads will be thus sacrificed.

If this bill is passed, the aggregate amounts that have been granted will be, to Pacific \$5,500,000, to Iron Mountains, \$4,500,000, to North Missouri \$2,150,000, making an aggregate of \$12,150,000; the interest on this yearly would be, 1,050,000. When this bill is passed, the Pacific will be finished speedily. It only goes to the road \$120,000 whenever ten miles are completed. If the road is not completed, no money is drawn. If the money is drawn the road is completed. I say then that if this bill is passed, the interest on all the State bonds then issued to the three roads will be \$1,050,000. To meet this, take first the amount of through freight and passengers on the Pacific, which gives us net earnings, \$873,500—and when the Iron Mountain road is finished through to the Mississippi river, it will be one of the finest paying roads in the United States. At one time I did not think so. But since I have been a member of this body, I have examined this point as it was my duty to my constituents to do and I am now convinced that when completed below Cairo, it will be one of the finest and best paying roads in the country. I call the attention of Senators to the importance of this route, when the North Missouri road is completed from the Falls of St. Anthony to the Missouri line. After this road leaves our lines on the north, it is on an inland route 100 miles from the Mississippi river. This river is obstructed by ice in winter, and by the rapids in low water in summer. In the winter the great travel and trade from North to South must pass over the road. In my calculations I place the net earnings of the North Missouri and Iron Mountain at \$1,150,000; this is low. But what are the facts now about the North Missouri road, which gentlemen now so often speak in terms of ridicule? I know that at first the North Missouri did not pay its running expenses. But last year the road, after paying its expenses, had left as net earnings, the sum of \$29,000. The Iron Mountain's net earnings were \$63,000. The latter road ought now nearly to pay the interest on its bonds. They take freight on this road, as I am informed, at extremely low rates. But I cannot but remark that at the first session of this Legislature, that a gentleman of the first experience in railroad matters, Mr. Palm, thinking that the road might be sold out by the State, offered the Iron Mountain for ten years, and to pay therefor on the State bonds issued to the road. For the last two years, 2 per cent; for the 2nd two years, 3 per cent; for the 3d two years, 5 per cent; for the 4th two years, 6 per cent; for the 5th two years 6 per cent; making on an average 4 1/2 per cent. The reason that the Iron Mountain has made larger dividends, is because much of the earnings have been expended in building station houses and side tracks to enable the road to do a larger business. Suppose, however, that it pays only three per cent. I know that the road now runs through a country in which it is difficult to build a road. Finish the road to Memphis or to Columbia, when it will connect with every Southern road and every road in the Valley of the Mississippi, and it will then be one of the finest paying roads in the State. Now if we issue the bonds that I propose, the entire amount issued will be \$15,150,000, on which the interest will be \$1,100,000.

My estimate of the net earnings of the Iron Mountain and North Missouri \$570,000 From the estimate I made the gross receipts of the road per annum \$1,747,500 Net earnings \$737,500 Making a total of \$1,277,500 Leaving the balance of the interest to be paid by the State \$87,500 I make my estimates of the receipts of the Iron Mountain and North Missouri Roads when they are not completed. If the Iron Mountain was completed I would not make such a low estimate; and every man of judgment who looks at the system of roads which it will connect with when completed, must be aware that then it will pay the interest on its bonds. The State will not be compelled to build all the road. The county subscriptions to it will be large, and when it is completed to Memphis or Columbia, it will not only pay its interest but also a dividend to stockholders. The amount of deficit then to be raised by the State is \$87,500 General Revenue 75,000 Mill Tax 12,500 License Tax 10,000 Total \$100,000

Now deduct from General Revenue one-fourth for School Fund 187,500 For special appropriations, although the Auditor estimates it at only \$130,000 per year Fallow 200,000 For expense of Civil Government 200,000 For the Auditor estimates it at only 300,000, I allow 450,000 00 This makes a total of 767,500 00 This leaves as a balance of 44,750 00 Deduct the deficit on these roads 450,000 00 And we have \$373,750 00 Left as a surplus to the Treasury each year. These estimates are made upon the basis that the road is completed to Kansas City, but to meet any deficiency that may arise before that is done, the Committee, in reporting this bill, have left \$1,067,000 of bonds unappropriated in order to meet any contingencies that might arise, thus guarding and protecting the State under all circumstances. I have not in my estimate alluded to the Hannibal and St. Joseph Roads for this will pay its interest under any circumstances. The travel on this road has astonished and surprised every one. It is said that on one occasion as many as 600 passengers passed over it in one day. The shows which is the only finished road in the State, and shows what our roads will do when completed. It has proved that the calculations made on the business that it would do, were far below the truth. If any Senator had said five years ago that the Hannibal and St. Joseph Roads could have realized its present trade, he would have been considered crazy, and his statement romantic and fabulous. I do not believe that there is any road contained in the bill that will not, when completed, give results equally gratifying to every Railroad man in the State. Will this Legislature say that when the State has already advanced \$46,000 per mile to the Pacific, that it will not now advance \$12,000 per mile, when, by doing it, such great and magnificent results will be attained?

It has been said by anti-railroad men before, that if appropriations were made they would be fraudulently expended. I know that the roads have been extravagant, and have cost twice as much as they ought to have done. But when you have gone so far we you now stop, when I have done so cheap, and the roads can be completed for one-half what they have cost before? We now ask only \$12,000 per mile and it is impossible from the guards that are thrown around the bill that it shall be fraudulently expended. But if this bill is not passed, if the roads are left uncompleted, the State must suffer. I hope then that gentlemen will rise above all sectional considerations, that they will look at the interests of the State alone, and pass this bill. The effect of railroads in enhancing the value of taxable property should be noticed. In 1853 the taxable property of the State amounted to \$97,000,000. Now it amounts to \$350,000,000, although in the estimate of 1859 it was placed at only \$315,000,000. I believe myself that it is now nearly \$400,000,000. This increase has been not only upon one road but upon all. I know of some lands in the South-West, that before the road was built, were valued at only \$1 per acre, that are now worth \$10. In 1855 the aggregate of taxable property in the counties of Cass, Jackson, Johnson, Pettis, Cooper, Morgan and Moniteau was \$15,912,650. Yet in the same counties in 1859 it was \$35,912,260—being an increase of \$20,000,000. On the line of the Platte Valley, the South-West Branch and the North Missouri it has been the same thing. On the line of the Iron Mountain for the first 100 miles the increase is almost incredible.

The Senator from Jasper asks if I have nothing to say in behalf of the South-West. I reply that the roads are inseparable, and I hope they will remain so forever. My constituents own millions of stock in the roads. Is it right that generous men who have taxed themselves to the extent of millions to build the road shall have their property sacrificed? I hope that dark day they never come. Their interests should be protected, and we shall protect them if we pass this bill. If we pass this bill, the surplus of the net earnings of the Pacific can be applied to the saving of the South-West lands. The road will then be completed, and bring to St. Louis the rich trade of Arkansas and the Indian Territory. I have no estimate of the present receipts from the South-West Branch, but it must, when completed be a paying road. The amount it leaves St. Louis it crosses a navigable stream for the whole route. No river competes with it, and the whole country for a hundred miles into Arkansas and the Indian country must be tributary to it. By the time that it reaches the county seat of Laclede it will be in a paying condition. When the Pacific is completed to Kansas City it will be able to assist the South-West, and it must assist it. It is said that the North Missouri Road will never pay. But when we look at the map, and the connecting system of roads, we see that in the reason of things it must pay. The distance from St. Louis to St. Paul is 570 miles. From St. Louis by the North Missouri to the junction of the Hannibal and St. Joseph Railroad is 165 miles. From thence to the Iowa line 63 miles, and from the Iowa line to St. Paul is 334 miles.

This road must take all the trade coming through Iowa to the south. It is almost an air line, and has no danger from competition. It is on an average one hundred miles from the Mississippi. For four months of the year this river is obstructed by ice. During this time all the trade of that section must come south over the road; and even during the summer months, nine out of ten of those living within fifty miles of the road, will take it in preference to the river route. From Memphis and Columbus, roads radiate in every direction. Make the connection between these links, and we have a chain of roads, over which the great trade and travel of the South and North will pass.