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Central Pacific Railroad Company.



STATEMENT

MADE TO

SENATE COMMITTEE

OF THE

NEVADA LEGISLATURE.

JANUARY 14, 1865.

Central Pacific Railroad Photographic History Museum
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RAILROAD RESOLUTIONS

OF THE

SENATE OF NEVADA.

The following resolutions were, on the 7th day of January, 1865, offered by Senator Sumner, and adopted by the Senate of Nevada. The President of the Senate appointed Messrs. Sumner, Slingerland, Harris, James and Larrowe, as the Committee named therein :

Resolved, That a committee of five be appointed by the President of the Senate, whose duty it shall be to take into immediate consideration the prospective interests of the State of Nevada; said committee especially to ascertain and fully report to this Senate, what progress has been made, and what work is being prosecuted by companies organized and operating under the "Pacific Railroad Act," passed by Congress and approved in the year 1862; what the cost of the work completed by these companies, and what estimates of cost have been obtained as basis for future work, on the proposed route of any such companies; what the aid received, solicited, or publicly expected by said companies outside of the National aid afforded through the "Pacific Railroad Act;" and said committee shall also report as to whether any other companies or associated capitalists than those included in the above description, propose the building of a railroad to the Nevada State line, from navigable tide-water in California, and shall gather and duly report all such information in regard to this matter as may, by the committee, be deemed advisable. And said committee shall report advisingly as to what action should be taken by the Legislature of Nevada, at its present session, to promote or inaugurate practical work for establishing railroad communication between navigable tide-water in California, and the principal town in Nevada.

Resolved, That this committee have power to send for persons and papers, and administer the oath to parties who may come before the committee to testify; *provided*, no expenses shall be incurred under these resolutions without special authority

therefor having been first obtained from the Senate, on a motion before the Senate calling for such authority, and specifying the reasons for such call.

STATEMENT OF THE CENTRAL PACIFIC RAILROAD COMPANY OF CALIFORNIA.

OFFICE OF THE CENTRAL
PACIFIC RAILROAD COMPANY OF CALIFORNIA. }

SACRAMENTO, January 12, 1865.

*The Hon. Messrs. Sumner, Slingerland, Harris, James and Larrowe,
Committee, etc. :*

GENTLEMEN : We notice in the newspapers that you have been appointed by the Senate of Nevada, a committee to report upon the railroad interests of the State of Nevada, and especially upon the Pacific Railroad, in the progress of which the citizens of your State are deeply interested. It would afford the Directors of this Company great pleasure to confer with you personally upon the important matters thus referred to your committee; but the pressing duties, growing out of the largely increased force of laborers now employed in grading the railroad of the Company, prevent. We, therefore, address this communication to you, and through you to the Legislature and people of Nevada.

SURVEY AND LOCATION OF THE ROUTE.

This Company commenced the survey and examination of routes for a railroad over the Sierra Nevadas, in the Summer of 1861, under the superintendence of the late T. D. Judah, Esq., as Chief Engineer, one of the most eminent and experienced railroad engineers of the time, who made the first complete instrumental and "thorough Railroad survey" ever made over those mountains. This was done at a great expense, and at a time when the feasibility of constructing a railroad over them was deemed exceedingly doubtful. The result of that survey fully established the practicability of the route surveyed, though, as was anticipated, requiring a large outlay of money to construct the road. Careful examinations and reconnoissances were made by Mr. Judah and other officers of the Company, of other routes, but they all resulted in demonstrating the superiority of the line surveyed, and which was finally adopted by the Company, upon the recommendation of Mr. Judah. For a full description of the line thus adopted, its advantages over others, and the various

surveys and reconnoissances made by this Company, we refer you to the reports made by Mr. Judah, October 1, 1861, October 22, 1862 (bound in one pamphlet), and July, 1863; also the report of our present Acting Chief Engineer, S. S. Montague, Esq., made October 6, 1864, copies of which accompany this communication.

In the first report Mr. Judah states, that these surveys and examinations resulted in "*developing a line with lighter grades, less distance, and encountering fewer obstacles than found upon any other route or line hitherto examined across the Sierra Nevada mountains, and proving by actual survey that the difficulties and formidable features of this range can be successfully overcome for railroad purposes.*" On pages 10 and 11 he sums up the prominent features and advantages of the line.

In connection with this subject of the location of the line of the Pacific Railroad, we will state that no final selection was made by the Company, until after the passage of the Pacific Railroad Act by Congress, which was approved July 1, 1862, and after Mr. Judah's return from Washington. By the 9th Section of that Act, this Company was required to file its acceptance of its provisions within six months after its passage, and by the 10th Section to complete 50 miles of its railroad within two years thereafter. When it is remembered that all the iron, rolling stock and other railroad material had to be ordered and manufactured in a distant market, requiring months of time, and then transported thousands of miles, running the gauntlet of the rebel pirates, taking an average of eight months additional in the passage, and that the first 50 miles carried the road far into the mountains, and included some of the heaviest and most expensive grading on the whole line, it will be seen that the Company were compelled to commence work as soon as possible, having no time to spare in making new surveys. But in order to give this question of routes as full consideration, and obtain all the light possible, a notice was published in the *Sacramento Union* for about eight weeks, of which the following is a copy:

"PACIFIC RAILROAD NOTICE.

"The Central Pacific Railroad Company of California, desirous of obtaining full information with regard to routes across and passes through the Sierra Nevada mountains, will receive information and give due consideration to the merits of routes other than that surveyed by them; *provided*, that proper surveys or reconnoissances are made of such routes, in the usual manner by competent engineers, and furnished to them before the first day of October, 1862.

LELAND STANFORD,

President.

MARK HOPKINS,
Secretary."

Dated Sacramento, Aug. 22, 1862.

Letters were also written to parties interested in several routes, and especially that by way of Placerville. Persons interested in that line promised to furnish the Company with full information respecting it, but never did so. From our own knowledge of the roads and the mountains between Placerville and Carson City, we were confident that a railroad could not be constructed on that line, within the time required by the Act of Congress, or at any reasonable outlay of money, and we presumed that the citizens of Placerville had become satisfied of these facts, from the examinations made by them, and therefore deemed it unnecessary to report the result to this Company. We were further confirmed in this, by the appearance afterwards of a report of an alleged survey over Johnson's Pass, which showed that it would be necessary to construct a tunnel through the granite rock at the Summit $3\frac{1}{4}$ miles in length, a work which would require at least fifteen years of time and an expenditure of \$10,000,000 to complete.

Further information upon this question of routes, has only served to convince us of the wisdom and correctness of the selection made. Our only object has been to select the cheapest, most direct, and most practicable line for this great national highway, and if that by way of Placerville had possessed even equal advantages with the one by way of Dutch Flat and Donner Lake, it would have received the preference, because it was at that time the route principally traveled, and its selection would have secured the support, instead of hostility, of the enterprising citizens of El Dorado county, already fully alive to the importance of railroads, and with whom we had had intimate business relations. But cost and facility of construction were necessarily overruling considerations in determining so important a matter.

We regret that the selection made, injuriously affected the interests of some other railroads, wagon roads and stage lines, already established and in successful operation. The opening of a new and better route necessarily affected them. The result has been a bitter and vindictive opposition from these interested parties, and which we fear is now being brought to bear upon the Legislature and people of Nevada, to delay the progress of a work which has already interfered with their profits, in the reduction of fares and freights over the mountains. Still what they have thus failed to realize has been a great gain to Nevada. But this result could not have been avoided by us even if we had desired to. It is necessarily incident to the construction of the Pacific Railroad.

PACIFIC RAILROAD ACT.

In the fall of 1861, Mr. Judah prepared accurate maps and profiles of his surveys, and the Company sent him with other agents to Washington, to lay the same before Congress, to induce that body to extend national aid to the work, for without such aid it was well known the road could not be constructed, on account of its great cost and the uncertainty of its being a profitable investment. Without aid of this kind, capitalists could not be induced to invest their money in it. Congress finally passed the Pacific Railroad Act, granting important assistance to this as well as other companies, and securing the construction of a magnificent national railroad from the Missouri river to the Pacific ocean, which will traverse the heart of your State from its eastern to its western boundaries, and which is destined to speedily develop its wonderful mineral resources. This result was secured by the untiring efforts of the Chief Engineer and Agent of this Company, as will appear by the following letter addressed to him by prominent Congressmen:

WASHINGTON, June 24, 1862.

T. D. JUDAH, ESQ., of California:—

DEAR SIR: Learning of your anticipated speedy departure for California on Pacific Railroad business, we cannot let this opportunity pass without tendering to you our warmest thanks for your valuable assistance in aiding the passage of the Pacific Railroad bill through Congress. Your explorations and surveys in the Sierra Nevada mountains have settled the question of the practicability of the line, and enabled many members to vote confidently on the great measure, while your indefatigable exertions and intelligent explanations of the practical features of the enterprise have gone very far to aid in its inauguration.

Very truly, yours,

JAMES H. CAMPBELL,

Chairman Select Committee of Pacific R. R.

A. A. SARGENT,

Of Sub-Committee of House.

REPRESENTATIVES.

R. Franchot,
Schuyler Colfax,
William D. Kelly,
T. G. Phelps,
Frank P. Blair,
S. Edgerton,
J. H. Goodwin,
A. W. Clark,
Burt. Van Horn,

W. A. Wheeler,
B. B. Van Valkenburgh,
Alfred Ely,
John F. Potter,
William Windor,
F. F. Low,
Elihu B. Washburn,
Samuel F. Worcester,
William T. Cutler,

Augustus Frank,
H. G. Blake,
John A. Bingham,
W. H. Wallace,
R. E. Fenton,
I. N. Arnold,
E. Aug. Smith,
John B. Steele,
Thaddeus Stevens,
Edward Haight,
Edwin H. Webster,
J. S. Watts,

John B. Alley,
William Watt,
W. F. Kellogg,
Erastus Corning,
C. Vibbard,
Thomas S. Price,
Cyrus Aldrich,
George W. Julian,
F. C. Beaman,
Thomas M. Pomeroy,
Alexander H. Rice,
C. B. Sedgwick.

SENATORS.

A. C. Pomeroy,
J. H. Lane,
A. Kennedy,
Daniel Clark,
H. B. Anthony,
B. F. Wade,
James A. McDougall,
Milton S. Latham,
J. W. Nesmith,

Edgar Cowan,
O. H. Browning,
J. B. Henderson,
R. Wilson,
L. M. Morrill,
A. Wright,
Lyman Trumbull,
John C. Ten Eyck.

John W. Forney, Secretary United States Senate."

NATIONAL AID.

By the Pacific Railroad Act of 1862, as amended in 1864, this Company is entitled to United States Government six per cent. thirty-year bonds to the amount of \$16,000 per mile for that portion of its line between Sacramento and Arcade Creek, seven miles, that being the point fixed by the President of the United States, under the Act, as the western base of the Sierra Nevada, and \$48,000 per mile for the 150 miles lying east of that point. They also are to receive twenty sections, equal to 12,800 acres, per mile of railroad, of public land; that is to say, every section designated by odd numbers within twenty miles on each side of the railroad line, excepting the mineral lands, on which, however, the timber is granted to the Company. These Government bonds are, however, a lien upon the railroad and its fixtures, but the Company are authorized to issue mortgage bonds to an equal amount, which are to have priority over them.

STATE AID.

The Legislature of the State of California, at its session in 1864, authorized the Company to issue \$1,500,000 of its bonds, the interest of which, at seven per cent. per annum for twenty years, was provided to be paid by the State in gold coin, from a railroad fund raised by a special tax, in consideration of certain services to be rendered by the Company. These bonds were recently issued by the Company, and the constitutionality and binding force of the law has been fully established by a recent decision of the Supreme Court of this State. We send you herewith a pamphlet containing a copy of this law, with the opinions of eminent counsel, showing its validity and irrepealability, and the decision of the Supreme Court thereon. These bonds are now available to the Company, and will enable us to employ all the laborers that can be worked to advantage in the grading of the road during this season.

COUNTY SUBSCRIPTIONS.

The Legislature of 1863 also passed laws authorizing the counties of Sacramento, Placer, and the city and county of San Francisco to issue their bonds in payment of the stock of the Company, the first to the amount of \$300,000, the second \$250,000 and the last \$600,000, depending, however, upon a favorable vote of the citizens of those counties. This was secured in each county by large majorities, and the subscriptions were promptly made and the bonds issued by the first two counties. These subscriptions have not only greatly aided the Company, but have assisted it by showing the public confidence in the work and its conductors. The enemies of the Pacific Railroad, by their efforts and law-suits, succeeded in delaying the subscription by San Francisco, and the Legislature of 1864 authorized the Supervisors to compromise with the Company, which they did, by directing the issue of \$400,000 of the bonds, without taking any stock. The same interested parties have thus far succeeded in inducing a majority of the Supervisors to refuse to carry into effect their own ordinance. The same persons instituted suits against the Company in each of these county subscriptions to prevent the issue of their bonds; but they signally failed in all of them. Nine thousand eight hundred and eighty-nine shares of stock, equal to \$988,900, have been subscribed by individuals and disposed of for railroad material, etc., and the Company has the largest list of stockholders of any other railroad corporation in this State, among whom are some of the largest capitalists in California and the Atlantic States. Such is a brief statement of some of the means thus far secured by the Directors to carry on the work.

PROSECUTION OF THE WORK.

Soon after Mr. Judah's return to California from Washington the Company placed several corps of Engineers in the field to make the final working surveys of the first division of fifty miles, which terminates near Illinoistown. The work of grading was commenced in February, 1863. The first shipment of iron rails reached Sacramento October 8, 1863, and the track laying immediately commenced, and was steadily prosecuted, with a few delays caused by the failure to receive supplies of iron and ties within the time contracted for, until June 6, 1864, when the first thirty-one miles were completed to Newcastle, attaining an elevation of about 1,000 feet above Sacramento. A large portion of this thirty-one miles is in the lower foothills, requiring expensive grading through rocky points. We are confident that the amount of work done and material purchased by this Company since it commenced operations, will favorably compare with that of any other Company on this coast or even the Atlantic States, in the same length of time.

The Union Pacific Railroad Company, created by the Pacific Railroad Act, and composed of some of the wealthiest capitalists in the Eastern States, has a line the eastern end of which is easy of construction compared with the California line. Commencing at Omaha on the Missouri river, they have comparatively little grading to do until they reach the Rocky Mountains. Their iron and rolling stock can be purchased close at hand, and yet, with these and other advantages, they have not as yet laid a single rail, and the latest accounts state that they do not expect to finish grading the first eighteen miles before May next. Recent accounts state that thirty-eight miles, from Wyandotte to Lawrence, over an almost level plain, upon a side branch of the main Pacific Railroad, made by another Company, has only just been completed. We are confident that the cost of grading the first 50 miles of the California road will equal the expense of grading 300 miles of the line between the Missouri river and the Rocky Mountains. These facts alone show that this Company has not been lacking in diligence and energy, in raising the means, procuring the material and constructing the work so far. Indeed, we believe that this Company has done more work in grading and preparing road bed than all the other railroads in California put together, not even excluding that which pretends to be a rival road.

Not only has 31 miles of first-class railroad and telegraph been completed, with several substantial bridges, numerous culverts, all of brick or stone, but \$159,826 has been expended on the grading and masonry between Newcastle and Clipper Gap. So, also, a large amount of iron, rolling stock, ties and other railroad material has been purchased and paid for, most of which

has arrived and is now in use, or ready for use. We send you herewith a verified statement of the Secretary and Treasurer, showing the amount already expended by the Company on its work, the amount of iron, cars, locomotives, ties and railroad material purchased and on hand, showing also the condition of the affairs of the Company, and the means it has for the prosecution of the work.

CAUSES OF DELAY.

It is true that the work of construction has not progressed as rapidly as the Company have desired, and as the public impatience has demanded. But when the difficulties to be encountered are fully considered, we feel confident that the public will not blame the Company because their expectations have not been fully realized. One thing is certain, that no one can be more anxious than the Directors to see the road completed as soon as possible, and none will consent to greater sacrifices than they to accomplish it. We have a large pecuniary interest in that result. But it must be borne in mind that the Company is constructing the greatest work of the age, in the midst of the greatest rebellion known in history, which shakes the country from its center to its circumference, and which is deranging the finances of the country to an extent heretofore unknown. The building of railroads is mainly a question of money. While the war has swelled the paper currency of the country, and thus made that kind of money plenty in the Eastern States, gold has been almost driven from use there, and rapidly withdrawn from circulation here to be sold there. It rates at so high a premium, that it can be obtained in the Eastern markets, where alone capital can be found for railroad purposes to any extent, only at a ruinous sacrifice. If the National currency was in use here, this difficulty would be in a great measure removed. But the Pacific States, whether wisely or unwisely it is not necessary for us to say, has practically excluded that currency from circulation. This Company is, therefore, compelled to use gold in payment for labor, and in all its business transactions at home. This can only be procured in large amounts at a great and ruinous sacrifice of its securities. Looking to the future, as well as to the present interests of the great work confided to our care, we have not deemed it prudent to submit to sacrifices, which while affording but little present aid, would cripple, if not stop the prosecution of the work in the future. We have hoped that this high premium on gold which has ruled during the past year was but temporary, and that it could soon be obtained at rates which would enable us to dispose of our securities without too great a sacrifice. In pursuing

this course we feel confident of the approbation of every true friend of the Pacific Railroad, even though it results in a temporary delay of the work we all so ardently desire to see completed.

It was under these circumstances that the use of the bonds of San Francisco, became of such vital importance to the Company during the past Summer. These bonds can be more readily sold for gold in the San Francisco market than any other, except, perhaps, State bonds. Had we received them promptly when we were legally entitled to them, they would have afforded the means of prosecuting the work, and avoiding some of the delay which has occurred. The majority of the Supervisors of that great city, which will receive more benefit from the railroad than any other portion of the country, in defiance of a popular vote of more than two to one in favor of the Company, and in violation of their own plighted faith and honor given by a vote of nine to two, in favor of the compromise proposed by themselves and accepted by this Company, have still persisted in refusing to do what the law enjoins, and the Supreme Court has repeatedly awarded. Their course will be a lasting reproach to that great metropolis, which has been entirely willing to enjoy the benefits of the work, without sharing any of its risk or expense. But this difficulty we believe will soon be overcome, and \$400,000 of bonds, of the most available kind, will soon be placed at the disposal of the Company to be used in pushing on the railroad toward your State. The same interested parties have been untiring in their efforts, sparing no expense of time or money, to deprive us of these means. So far as this has contributed to delay the work, *they* must bear the responsibility. The application for a mandamus to compel the Supervisors to deliver these bonds has been argued and submitted to the Supreme Court, and we may reasonably hope for a speedy decision.

AVAILABLE MEANS.

We have referred to only a few of the many difficulties the Company has had to encounter. It would make this communication too voluminous to mention them all. But it affords us pleasure to state, that we are able to give assurance of such a prosecution of the work in the future, as will leave no room for complaint. It must be borne in mind that up to this time *the Company has used only its own means*, in carrying on the work, having thus far received no direct benefit from the promised national or State aid. Although our enemies have industriously circulated reports of the total cessation of all work on the line, yet they have been utterly without foundation, as there has been at no time less than 150 men, with a due proportion of horses

and carts, at work on the road. Now, however, that aid has become useful. The recent decision of the Supreme Court on the State Aid Bill has rendered \$1,500,000 of bonds, of a market value nearly equal to State bonds, available for the work of construction.

It cannot be many weeks before a final decision will be rendered by the Supreme Court, in the suit for the San Francisco bonds, for \$400,000. The principal questions involved in that suit have already been decided in favor of the Company by the same Court. These bonds will undoubtedly be received long before the \$1,500,000 of State aid bonds are exhausted.

There is also now due from the U. S. \$1,264,000 of Government bonds, under the Pacific Railroad Acts, upon the 31 miles of completed road. These bonds will be issued as soon as they can be printed and executed by the proper officers. Some delay has occurred on account of the great press of business in that department. But there is no doubt that they will be received within a few months, if not weeks. As soon as these bonds are received the Company are authorized to issue an equal amount of first mortgage bonds, which will have priority to those of the Government, and will therefore have a high market value. This will add \$1,264,000 to our available assets.

The Company is entitled to a patent for a large amount of public land for the 31 miles constructed. The exact number of acres, or the value of these lands, it is not possible to state at this time, but many estimate it at \$500,000. In a few months they will become a source of revenue to the Company. The receipts of the railroad now in operation, and which will greatly increase as it is extended up the mountains, will also form no inconsiderable item of assets. The Company also has \$18,461,100 of unsold capital stock, which can soon be made available for the construction of the work. As the road is extended, it will soon entirely control the immense trade to Nevada, and thus the value of the stock, as a dividend paying investment will soon be established, and it will undoubtedly be sought after by capitalists. No further expense will be incurred in the purchase of iron, chairs, spikes, or ties, during this season, as a sufficient amount is now on hand to lay all the track that can be graded within that time. Thus all the means of the Company can be applied solely to the grading, and preparing the road for the track-layers.

FUTURE PROSPECTS.

From this plain statement, it will be seen that this Company is now in a position to prosecute the work vigorously from this time onward until it is fully completed, for as the road is extended every 20 miles the national aid becomes available, both in bonds and land. The policy of the Directors has been, and probably will continue to be, not to proceed rashly, or to incur obligations that cannot be promptly met. A contrary course would soon lead to financial embarrassment, and endanger the completion of the work. Feeling confident in the future, handbills have been issued calling for a large force of laborers, a copy of which is sent with this. With this increased number of workmen, the work will be pushed forward vigorously during the season.

We feel confident that the road will be completed twelve miles further, to Clipper Gap, by May next, and to Illinoistown, fifty-four miles from Sacramento, by September next. We expect to reach Dutch Flat, which is sixty-eight miles, in time for the Spring business of 1866, and the Yuba bottoms, near Crystal Lake, by the Fall of 1866. We have no doubt of being able to complete the road to the State line within the time fixed by the Act of Congress. How much sooner than that, depends upon the price of gold and the condition of financial affairs in the Atlantic States, matters which cannot be foretold. Of one thing the people of Nevada may rest assured: that this Company will do all that can be done, by the judicious use of the means at their disposal, to complete the railroad to and through Nevada at the earliest possible moment. For this the *interest* of the Company is a sure guarantee.

We ask no financial aid from Nevada at this time; but our good faith and zeal in carrying forward the great work so important to her people, entitles us at least to words of encouragement from her Legislature. We trust her representatives will see that this Company, in the selection of the most direct and available route over the mountains, and in the industry with which national, State, county, and individual aid and capital has been concentrated upon the work, and the progress and preparation of material already made affords the only reliable hope for the speedy construction of any railroad over the mountains. It is idle to talk of constructing two railroads over the mountains at the present time. It cannot be done; and all agitation of the matter tends to hinder the work on the only road that has or can secure national aid. It is certain that Congress will never assist in building a road to rival or compete with one in which so large an amount of national funds will be invested. Any act, therefore, which tends to create doubt or distrust in the public mind, will only delay the completion of the road so much desired by the people of Nevada and California.

WORK DONE.

We add the following statement of the amount of work done and railroad material purchased by the Company up to Jan. 1, 1865 :

Earth and cement excavation, cubic yards.....	602,598
Excavation requiring blasting, cubic yards.....	195,576
Stone masonry, cubic yards.....	3,230
Cobble and granite around bridge piers, cubic yards...	825
Number of brick in the work.....	280,582
Timber in structures, feet B. M.....	1,233,800
Lumber in structures, feet B. M.....	130,000
Number of redwood ties.....	116,000
Tons of iron.....	8,000
Locomotives.	8
Cars.....	146

ESTIMATES OF COST.

The estimated cost of grading, masonry, bridging, trestling, depot buildings and water stations from Newcastle to Clipper Gap, a distance of 12 miles, is \$574,852. The estimated cost of the same work from Clipper Gap to the end of the first division of 50 miles, near Illinoistown, is \$584,451. The estimated cost of the same work from the end of the 50 miles to Dutch Flat, a distance of 18 miles, is \$2,169,277. The estimated cost of the Railroad from Dutch Flat to the State line is \$6,065,000, and from the State line to the Big Bend of the Truckee, \$2,500,000, as is shown by the report of Mr. Judah.

This Company has surveyed the line to a point five miles east of the Big Bend of the Truckee river, from which point to Salt Lake, it will probably be located on the cheapest and most direct route, passing through, or as near as practicable, the intermediate mining districts, the trade of which will constitute an important part of the business of the road. Where it is impracticable to carry the main line through the important mining towns, branch roads will be constructed.

The Pacific Railroad is a subject of peculiar solicitude on the part of the American people, especially those residing in Nevada, and we have endeavored in this communication to give them a full statement of the present condition and future prospects of that portion of the work committed to the care of this Company, and in which Nevada is more directly interested. We feel assured that your citizens will extend to this great National enterprise their cordial support, and that neither they or their representatives will extend the least aid to those, who, from interested motives are exerting their utmost to delay it.

L. STANFORD, President C. P. R. R. Co.

E. H. MILLER, JR., Secretary C. P. R. R. Co.

OFFICE OF CENTRAL PACIFIC RAILROAD }
COMPANY OF CALIFORNIA. }

SACRAMENTO, January 13, 1865.

To Leland Stanford, President Central Pacific Railroad Company :

SIR—In compliance with your request, we submit the following verified statement of the affairs of the Company at this date :

The authorized capital stock of the Company is twenty million dollars.

The total amount of the capital stock issued and subscribed is one million five hundred and thirty-eight thousand nine hundred dollars.

The total amount expended by the Company is two million seven hundred and nine thousand and twenty-five and seventy-hundredths dollars.

The total liabilities of the Company are—

For first mortgage bonds issued, payable July 1, 1883	\$1,394,000 00
For bonds of July 1, 1864, payable July 1, 1884...	27,000 00
For bills payable (not matured).....	115,538 35
For unpaid bills of 1864.....	1,263 86
For balance due the treasurer for advances.....	6,493 86
Total.....	\$1,544,295 70

The assets and available means of the Company are—

Capital stock unsold.....	\$18,461,100 00
Amount due from stockholders.....	135,670 00
Bonds of Placer county unsold.....	75,000 00
Bonds of Sacramento county unsold.....	163,500 00
Amount due from the city and county of San Francisco, in 7 per cent. gold bonds..	400,000 00
Amount due from the United States in 30-year 6 per cent. bonds.....	1,264,000 00
Bonds for \$1,500,000, bearing interest at 7 per ct. per annum, payable in gold by the State of California (under a law the constitutional validity of which has been sustained by the Supreme Court), and the first installment of the interest was paid to the Company at the State Treasury on the 1st of January. Twenty-seven thousand dollars of these bonds have been negotiated, leaving available.....	1,473,000 00
Every alternate section of public land (except mineral land) for twenty miles on each side of the line of the road.....	

Thirty-one miles of first class Railroad and telegraph line completed, with depot buildings, engine houses, etc.....

8 locomotives.....

10 passenger cars.....

4 baggage cars.....

124 freight cars.....

5 hand cars.....

3 construction cars.....

Extra axles and wheels for cars.....

Extra drivers, tires and axles for engines.....

1 60-horse power stationary engine and machinery for machine shop.....

5,000 tons iron.....

Chairs and spikes enough to lay all the iron.....

42,305 redwood ties, enough to lay 22 miles of track.....

Grading and masonry, beyond Newcastle, done by the Company at a cost of.....

\$159,826 32

Sutter Lake property, about thirty acres within the limits of Sacramento City, and the exclusive right to the use of the levee front in Sacramento, from K street north, about 1100 feet in length by 150 feet in width.....

Two lots in Sacramento City.....

Land at Roseville, about twenty acres.....

E. H. MILLER, JR.,
Secretary C. P. R. R. Co.

MARK HOPKINS,
Treasurer C. P. R. R. Co.

Subscribed and sworn to before me, this 14th day of January, 1865.

E. B. CROCKER,
Court Commissioner for Sacramento Co., Cal.