

MEMORIAL

OF

A. WHITNEY,

PRAYING

A grant of public land to enable him to construct a railroad from lake Michigan to the Pacific ocean.

FEBRUARY 24, 1846.

Referred to the Committee on Public Lands, and ordered to be printed.

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

Your memorialist begs respectfully to represent to your honorable body that he presented a memorial to the last Congress, praying for a grant of land sixty miles in width from lake Michigan to the Pacific ocean, to be held and set apart *expressly* to furnish, by sale and settlement, means to construct a railroad to communicate with the two points; and after the full and perfect completion of said work, should there be any lands remaining, your memorialist asked them for himself, his heirs, and assigns, as a reward for the work.

Want of time and hurry of business prevented action, except a report from a committee in the House of Representatives, recommending it "to the deliberate attention of Congress at a period of greater leisure," &c.

Your memorialist would now most respectfully represent to your honorable body that he has devoted all his time and attention since that period to an exploration of a part of the route which he proposes for the road; to collecting information of the entire route, with facts and information relating to the whole subject; and your memorialist is now fully persuaded in his own mind, and believes he can make clear to your honorable body beyond a doubt the feasibility of the project, as also the vast and incalculable results and benefits to flow from its completion to us as a nation and to the world, as well as the absolute necessity as a means of joining to and connecting Oregon with us, and as a security to us of the vast commerce of the Pacific (its many and yet to become important) islands, the Indian ocean, and the Chinese seas, throwing at once into our lap the commerce of more than 700,000,000 people; and as also the means, and only means, by which the vast wilderness between civilization and Oregon can be settled, being without timber for nearly twelve hundred miles, with no natural means of communication except the Missouri, which is not to be depended on, as it will never answer for any considerable commercial or other purposes of communication.

Ritchie & Heiss, print.

Your memorialist would respectfully represent to your honorable body, that his attention was first called to the importance of railroads as a means for the transportation of commerce as well as of passengers, from the Liverpool and Manchester railroad in 1830, when he passed over the distance of (he thinks) 34 miles in 42 minutes. He then saw clearly their *present* importance, and predicted their *future* importance to us as a means of communication with the Pacific. In 1842, while on a voyage to China, on the 27th day of October, in the Chinese sea, we fell in with an English barque from Singapore. The captain gave us a Singapore paper, under date of 30th September, containing the first account of peace with China. Your memorialist saw that the results of such a peace (though the terms were not then made public) must make a great change in the commerce with China, as also the importance to us if we could have a more ready, frequent, and cheap communication than the present long and dangerous voyage around either of the capes; and your memorialist was led to a consideration and investigation of the whole subject. The geographical formation and position of our continent pointed ~~out~~ the way as clear as "the noon-day sun;" but the means to construct *that way* was wanting. Our system of free government would not allow of an appropriation of money, or that such works should be carried on by the general government. The route was a wilderness, and it could not be accomplished by the people, as there were none there. It was beyond individual enterprise, as no individual would invest his capital in a work which could not promise any return for many years, and might be considered chimerical; and your memorialist was brought to the conclusion that there were no ways or means to accomplish this great work but from the public domain.

Your memorialist could not abandon a subject which, were it possible to accomplish, promised such tremendous results to all mankind.

During his residence of nearly two years in China, he had an opportunity of gaining much valuable information of that ancient, numerous, and most extraordinary people. One (the principal) object of inquiry and interest was to ascertain if our commerce with them could be increased and extended. The great difficulties which met your memorialist were the time and expense required to carry on that commerce, confining and limiting us to a few articles of exchange, and to comparatively small amount; whereas, with a cheap, easy, and frequent communication, the extent might be considered as almost boundless. He also looked at the vast commerce of all India, of all Asia, which has been the source and foundation of *all* commerce from the earliest ages to the present day, possessed and controlled by one nation after the other, each fattening upon its golden crop, till proud England at last holds it in her iron grasp. She holds on, and will hold on until our turn comes, which will be different, and produce different results from all. We do not seek conquest, or desire to subjugate. Ours is and will be a commerce of reciprocity—an exchange of commodities.

The power of England in India gives her an influence and control over the commerce of all Asia, which almost shuts out all nations of smaller interest; and she will be in no hurry to permit a fair competition, which time, distance, and expense now prevent, and will be unwilling to change the present channels or lessen the present time and expense, except for the transmission of intelligence to and from her armies in Asia. Such reflections and considerations led your memorialist to the full maturity of the

project which he presented to the last Congress, and which, after further and more mature deliberation, he now presents to your honorable body.

Your memorialist would respectfully represent to your honorable body, that during the past summer he passed over and examined the country for about seven hundred miles of the proposed route. His object was to examine the general surface and soil—find if there were suitable materials (timber, stone, &c.) for constructing the road; to ascertain if the streams could be bridged, and where, and to decide if the lands would be likely to sell, and settle and supply funds to build the road. And he would now represent to your honorable body, that from lake Michigan to the Mississippi, a distance of a little more than two hundred miles, he found a feasible route—that a railroad may be built on a grade not exceeding twenty five feet to the mile. There are no difficult streams to cross; there are sufficient timber and other materials. From Green Bay to Milwaukie are thirty miles in width of good timber; from thence to the Mississippi are small tracts, and what are called oak openings, scattering timber, which would not answer for a railroad, the prairie fires having so injured the growth as to cause a decay at the heart. The soil and surface of country good, and would sell and settle faster than the road can be built. That the Mississippi river can be bridged at or near Prairie du Chien. From the Mississippi, a distance of nearly five hundred miles, to the Missouri, the lands were found to be of first quality, and surface more even than from the lake to the Mississippi; that a railroad may be built on a grade of less than twenty feet to the mile. There are no difficult streams to cross, and there is a sufficiency of good building stone for bridging. From the Mississippi river to the Cedars, a distance of ninety miles, on the upper Iowa and Turkey rivers, are small tracts of timber; but your memorialist could not ascertain if the prairie fires had destroyed their usefulness for a railroad, which was found to be the case with all the scattering timber. On the Cedars he found a tract, fifteen by thirty miles, of good timber, then none on to the Missouri, and, as your memorialist understands, none on to the Rocky mountains. The land is of the very best quality for the entire distance; but as there is no timber and no fuel, (except coal on the Des Moines river, which is there abundant and of good quality,) your memorialist believes that this vast tract, four hundred miles in extent, of the very best lands upon the globe, cannot sell or be settled without a railroad through it, which would give to the settlers the only means of getting lumber for buildings, fences, and fuel, until they can produce for themselves, which would require only ten to fifteen years. Timber being natural to all the prairies, springs up immediately when the fires cease. This immense tract of land your memorialist considers, in its present state, without natural means of communication with civilization or markets, as valueless, and must ever be useless; but if the railroad is constructed through it, it will sell and settle as fast as the road is built, and increase the value and demand for the government lands adjoining it.

Your memorialist passed down the Missouri river from where he first struck it, latitude $43\frac{1}{2}^{\circ}$, in a canoe, to Weston, near Fort Leavenworth; thence in a steamer to St. Louis; in all, a distance, by the river, of fourteen hundred miles, requiring in all 31 days—26 in the canoe, and 5 in the steamer. He examined the river closely and particularly, and found but three places where it can be bridged at all: one at latitude $42\frac{1}{2}^{\circ}$; one where the Vermilion or White Stone enters, and one at the mouth of the White river,

in latitude 43° . Below $42\frac{1}{2}^{\circ}$ north latitude, it cannot be bridged. He found the navigation dangerous, difficult, and not to be depended upon for any considerable commercial purposes, even from its mouth to Fort Leavenworth. The stream is rapid; the bed and bottom lands, which latter extend from bluff to bluff, two to five miles wide, are *quicksand*. The channel is so constantly changing, that the boat which passes up in the spring, under one bluff, often returns in the fall under the opposite. The water in the channel was often found to be not over 18 inches deep. From Weston to St. Louis the steamer "John Golong," drawing $22\frac{1}{2}$ inches of water, was several times hard aground, and from all the information procured from boat masters, pilots, and traders, such is the fact for at least nine months of the year; nor can its navigation be materially improved, as its channel can never be kept in any one place, showing, beyond a doubt, that this river cannot be depended upon as a means of communication with Oregon, for the vast commerce of the Pacific, of Japan, of China, and of all Asia.

Your memorialist found but little timber on the Missouri, down to Council Bluffs, and that (with the exception of a small quantity of red cedar) entirely useless for a railroad. From Council Bluffs down, there does not appear to be more than is or will be wanted for the agricultural purposes of the settlers. Above latitude $43\frac{1}{2}^{\circ}$ he learns from boatmen and traders that there is nominally no timber, and he learns from those who have been to and returned from Oregon, that there is no timber from the Missouri to the mountains, and that the lands, for the greater part of the distance, are very poor, of but little or no value, even with a railroad; but that there are no difficulties in the route for a road, being a regular ascent from the Missouri river to the "South Pass," of about six feet to the mile, which fact is confirmed by Capt. Fremont's report, by Col. Long, and many others. From the "South Pass" to the Pacific, your memorialist is informed that the route is feasible.

Your memorialist would respectfully represent further to your honorable body, that, in his opinion, formed from a thorough examination of the subject, the western shore of lake Michigan is the most desirable starting point for this road; because it is the only point where the public lands, suitable to produce funds to accomplish the work, can be had; because it is the only point where material (particularly timber) can be found, and which must there be prepared and taken onward, as the road progresses, to the mountains; because it affords a cheap and easy water communication with the Atlantic cities, to take laborers, materials, and settlers to the starting point, which necessary and important advantages cannot be had from any other point except subject to long delays and great expense; because it is the only starting point which has a settled country around, such as Michigan, Illinois, Indiana, and Ohio, to furnish provisions for the laborers and settlers until they can produce for themselves; because it has a direct water communication, by canal and lakes, with Pittsburg, where the iron must undoubtedly be made; because it is nearer to *all* the Atlantic cities than any other point; because it is more central, and on the same or nearly the same parallel of latitude as the pass in the mountains, and gives to all a freer and better opportunity for a fair competition for its benefits. Your memorialist would also represent (and begs to submit herewith a map showing) that New England and New York, Pennsylvania, Maryland, and Virginia, are *all* pushing their railroads into or to the State of Ohio, where they will all meet and go on in one to join this road where it crosses the Mississippi, or

between that river and Lake Michigan; and when South Carolina shall have completed her road to Memphis, or through Nashville to the Ohio, the web will then be completed, and our vast country will be brought together at the grand centre in the short space of *four days*, allowing us not only to transport passengers, but *all* descriptions of merchandise and produce, from the grand centre to New Orleans, Savannah, Charleston, Richmond, and Norfolk, Washington, Baltimore, Philadelphia, New York, and Boston, and to the Pacific, in the same time, *four days*; and from the Pacific to any of the above cities in less than *eight days*, and to China in *twenty days*; so that your honorable body will see we bring our vast country together in *four days*, and the extremes of the globe in *thirty days*. A cargo of teas from China may then be delivered in any of our Atlantic cities in *thirty days*, and in London or Liverpool in less than *forty five days*. Comment is unnecessary. It must revolutionize the entire commerce of the world; placing us directly in the centre of all, and all must be tributary to us, and, in a moral point of view, it will be the means of civilizing and christianizing all mankind.

Your memorialist would respectfully represent to your honorable body the great political importance of the project, affording a communication from Washington to the Pacific in about *five days*, at 30 miles per hour, and by telegraph almost instantaneously. With Oregon settled in our possession, and with a naval depot at the Columbia river or some more desirable point, a comparatively small navy would command the Pacific, the South Atlantic, the Indian ocean, and the Chinese seas.

Your memorialist would further respectfully represent to your honorable body, that, from an estimate, as near accurate as can be made short of an actual survey of the entire route, the cost of said road, to be built in a good, safe, and substantial manner, will be about 50,000,000 dollars; and, as the road cannot, from the now uninhabited situation of the country through which it will pass, earn anything, or but little, before its entire completion, therefore a further sum of \$15,000,000 will be required to keep it in repairs and operation—making the total estimated cost of the road, when completed and in operation, 65,000,000 dollars.

Your memorialist can see no ways or means by which this great and important object can be accomplished for ages to come, except from a grant of a sufficient quantity of the public domain. And your memorialist believes that from a grant sixty miles in width, commencing at some point on lake Michigan, (where the lands are unsold except to small extent, and for such an equivalent in other unsold lands,) extending to the pass in the mountains, or so far as our right and title is settled and undoubted, and from thence to the Pacific, when our right and title shall have been settled, to some point then to be fixed upon. The whole distance from the lake to the ocean, in a straight line, is 2,160 miles, but necessary windings will make the road not over 2,400 miles; the sixty miles wide through, will make 92,160,000 acres of land. From all the information your memorialist can procure from Capt. Fremont's report, and from several very intelligent gentlemen, who have been to and returned from Oregon, there is nearly or quite one-half of the whole extent which is entirely useless, and could not sustain settlement. These poor lands commence soon after passing the Missouri, and continue to, through, and beyond the mountains for a considerable distance, are not at all suited for agricultural purposes, and could not sustain population except in limited places and to small extent. But your memorialist believes that

the railroad through the good lands, from lake Michigan onward for seven hundred miles, making 26,880,000 acres, will increase their value for settlement; that they will sell and settle quite as fast as the road can be built through them, and produce an average of one and a quarter ($\$1\frac{1}{4}$) dollar per acre, making a total of 33,600,000 dollars, sufficient to construct the road to the South Pass in the mountains. And your memorialist believes that the road through the poor lands will cause some settlements; and its great importance, with the facilities which it would afford, would induce sufficient settlement from the mountains to the Pacific to produce sufficient means for its accomplishment. And your memorialist prays that your honorable body will grant or set apart the said sixty miles wide of lands *expressly* for the construction, completion, and operation of the said railroad. And your memorialist respectfully represents the manner, form, and conditions of said grant or appropriation, as are, in his opinion, feasible.

Let commissioners be appointed by the President and Senate, whose duty it shall be, in conjunction with your memorialist, to give titles to said lands; your memorialist having authority to contract sales, either for money or labor on the road and money; but no power to receive payment, and no power to give titles *alone*: the commissioners always receiving and holding the money, and never giving title until after having received payment, and being satisfied the labor had been performed. A commissioner, *alone*, not having power to give titles, one would be a check upon the other; the commissioners never paying money to your memorialist, except when, to their full satisfaction, it would be applied to the construction of the road.

The lands thus set apart would be entirely beyond the control of your memorialist; still be sold, settled, and furnish funds, and allow your memorialist to go on and construct the work as an individual enterprise, while the commissioners would act for the government, and Congress would always have entire control over all. From thorough investigation of, and long deliberation upon, this subject, your memorialist is satisfied that he can accomplish this great work in a comparatively short period of time, (not exceeding fifteen years,) and the results of which would be far beyond the human mind to estimate or predict.

Your memorialist believes that the commencement of this work will open a field for industry and enterprise such as the world has not known, the great benefits from which must extend over our whole country. Here is a vast region of country—a wild, a waste—with a climate suited to the people of the north of Europe and of our own States, seven hundred miles of which, the most beautiful country, the richest and most fertile soil on the globe; capable of sustaining three times the population as the same space on any other part of the globe; exactly suited to the most necessary and important products of the earth—bread-stuffs and meat. Open this road through it—when it unites the two great oceans of the world, it becomes the centre of the vast globe, with the grand highway or thoroughfare of nations through it—it will be as a new-found world: the over-population of Europe must and will flock to it.

Our population is now 20,000,000, having doubled in the last twenty-two and a half years. In twenty-two and a half years more we shall number 40,000,000. This work, though great, compared with what our population was and will be, is small to what we have done—having now more than 5,000 miles of railroad in successful operation, (mostly built in the last fifteen years,) besides numerous canals—all from means drawn from

the people; whereas this requires no money from them, but will supply itself; drawn mostly from Europe by emigrants, will add to, rather than take from the people; or, in other words, that which is now worthless, and must, *as it is*, remain useless, is exchanged for the homes of a numerous, industrious, producing, and consuming population, and becomes the centre and most important part of the globe; having yielded not only the means which created and sustains its own importance and value, but spreads its influence and wealth over our whole country, producing results which must change the whole world.

Your memorialist, in his prayer to the last Congress, proposed that, as the road would be built from the public lands belonging to the people, it should be free, except as to such tolls as would be sufficient to keep it in repairs and operation; leaving it, after completion, to the management of the general government and wisdom of Congress; objections having been raised, that our institutions and form of government will not allow the carrying on or management of a work of such vast magnitude and results by the general government, creating and sustaining a power and influence which, if exercised as a political engine, would endanger our present perfect system. Therefore, your memorialist would now respectfully represent to your honorable body, that he, for himself, his heirs, and assigns, will contract and agree to keep said road in repairs and operation for any definite number of years, transporting the United States mails, and *all* government stores, munitions of war, troops, &c., &c., free from expense to the government for any part, or the entire distance of the road; and, for the first *twenty years* after its completion, will agree to transport for the public *all* merchandise and produce for one-half ($\frac{1}{2}$) a cent per ton of 2,000 lbs. per mile, for all distances over two hundred miles; and for all distances under two hundred miles, for one-half the price charged for same distances on the principal railroads in the United States; and as Indian corn will undoubtedly become an article of export to China, and other markets, to an immense amount, he will agree to transport corn for twenty cents per bushel. Flour will also find markets at the ports on the Pacific, the many islands, Japan, China, &c., &c., to a very large amount, which he will transport from any point on the road to the Pacific, or its terminus, for \$1 25 per barrel; and for all passengers, one-half the price charged for same distance on the principal roads in the United States. The first twenty years being considered as experimental of its results; after which, Congress shall have power to revise and alter the rate of tolls so as to produce no more revenue than will be absolutely required for the objects specified. The commissioners to continue the same after its completion, and report fully to each Congress.

After the road is completed and in operation, should there be any surplus lands or money reserved, and remaining, for lands sold and not required for the said road, your memorialist proposes that they or their proceeds be held by the commissioners or the government in trust, as security for the fulfilment of the conditions specified, so that the entire grant of lands shall be held *exclusively* for the complete construction of said road, and its operation for the first twenty years; securing and guarantying to the government and to the people the entire avails of the said lands for not only the complete construction of the road, but also for its operation, should the commerce and travel upon it be insufficient.

Your memorialist would further respectfully represent to your honorable body, that the lands which he has prayed for are, from lake Michigan to

the Mississippi, under territorial government, over which the general government exercises its control and jurisdiction. From the Mississippi to the Rocky mountains it is an entire wilderness, in the occupancy of the Indians, their titles not having been extinguished; but, from what your memorialist learned last summer from the principal tribe, (the Sioux,) they are ready and willing to sell all that may be desirable for this object, and for a very small sum; so that we now have the lands entirely under the control of your honorable body; and this road would produce a revolution in the situation of the red as well as the white man. The Sioux Indians occupy and claim nearly all the lands from above latitude about 43° on the Mississippi to the Rocky mountains. They are numerous, powerful, and entirely savage. Below them, on the Missouri, are some small tribes, and the removed tribes, which we have been trying to civilize and bring to habits of industry, but, so long as they can find game to hunt, the task will be more than difficult; settlements approach them; the animals, their game, disappear, and they are forced on to the lands of the Sioux for buffalo, &c., which causes and keeps up a constant war between them, and will be kept up to the extermination of the small tribes. This road would put them asunder so that they cannot meet; the road and consequent settlement would drive the buffalo and the Sioux further north, and we can then succeed in bringing the removed and small tribes to habits of industry and civilization, and their race may be preserved until mixed and blended with ours, and the Sioux must soon follow them.

Your memorialist begs to represent further to your honorable body, that, when this road is completed, and a city built on the Pacific, which will not require many years to accomplish, a free and frequent intercourse opened with all the coast of Mexico and South America, with all the islands in the Pacific, with Japan, with China, with Manilla, with Australia, with Java, with all the islands in the Indian seas, and with all India, it will be seen that the commerce of more than seven hundred millions of people must centre to that point, and be dependent upon it and the road. It is well known that a free, easy, cheap, and frequent intercourse and communication increases and extends commerce far beyond calculation; that it is by the exchange of commodities that the different nations of the world can continue commerce; therefore, the more frequent the intercourse, the more extended will be the exchange of commodities.

It now requires from ten to twelve months to perform a voyage to China and back; hence our commerce is so limited in the articles we take from them, and they from us; but build this road, and our commerce will extend and increase in the same proportion as the time, expense, and danger are diminished. And what would be the moral and religious influence? The savage, the barbarian, and the heathen would be brought in.

This picture will show the importance of Oregon to us; that it is yet to be the most important part of the globe. Without this road, it is lost to us. The people of Oregon are now claiming the care and protection of our government, which cannot now be extended to them. A sea voyage requires six months, and to get to them over the mountains nearly the same time; therefore, without this road, Oregon must become a separate nation, or belong to some of the powers of Europe, commanding the commerce of the world, and our most dangerous rivals. Prosperous republics around would soon produce the same results as monarchies, and would force us into the European system of a standing army to support a balance of

power. The history of past ages, and Europe at this day, shows clearly this fact. Your memorialist hopes we may not imitate the past, but hasten on to the destiny which the future promises to us.

Your memorialist believes, that if your honorable body grant his prayer, one year will be sufficient to decide the success of his project, the responsibility of which he proposes to take entirely upon himself, so fully satisfied is he of its complete success. The lands being, as now, always in the full and entire possession of the government, should sales be insufficient, or your memorialist unable of himself to procure means sufficient to authorize the successful commencement of the work, then it should be abandoned, and all money received for lands sold paid into the treasury of the United States.

Objections may be raised, that as the route is an entire wilderness, laborers cannot be supplied with provisions, or sustained, and that the road cannot be supported and kept up, if finished.

The first, your memorialist has answered by fixing his starting point where an abundance of provisions and materials prevail, and can be taken onward by, as the road progresses. The latter can only be answered by building the road, which can be done *only* by sales of lands, followed by settlement, which, with the foreign commerce it will undoubtedly draw, would be a sufficient support, even at the low rate of tolls proposed.

Your memorialist begs to represent to your honorable body the amount of commerce or freights which would, in his opinion, pass over this road were it completed. Our commerce for 1845 was—with

China	-	\$8,000,000	50	ships	of	21,204	tons,	with	913	men.
Dutch East Indies	-	538,000	10	"		3,944	"		160	"
Spanish islands	-	623,000	9	"		4,025	"		150	"
British East Indies	-	1,276,000	26	"		9,500	"		418	"
In the Pacific	-		192	"		70,600	"		4,685	"
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		\$10,447,000	287			109,273			6,326	

The above are entries at the customs, except in the Pacific, which are clearances, a greater part of which are engaged in the whale fishery, and altogether only about one third of the amount of tonnage engaged in that important branch of commerce. The exact value of the returns of the 192 ships could not be ascertained. The whole import during 1845, of the whale fishery, was estimated at \$8,300,956. The whole number of vessels employed, January 1, 1846, appears to be 736; tonnage 233,149; officers and men employed 19,560; estimated value \$29,440,000; a greater part of which vessels cruise in the north Pacific; they are some two, three, and four years absent. With this road in operation, it would require but *eight* days to transport a cargo of oil from the Pacific to the Atlantic, costing half a cent per ton weight per mile to lake Michigan, \$12; thence to the Atlantic at one cent per ton per mile (which will be a fair price when all the roads from the different Atlantic cities are opened to this road with fair competition) for 1000 miles, would be ten dollars more, making but *twenty-two* dollars for the transportation of one ton weight from ocean to ocean. The saving of time would compel to this route, when our whale ships would be built or all fitted out from the Pacific shore, saving the now long and dangerous voyage around the Cape, out and home.

The ships in the above statement, except the whale ships, would aver-

age outward cargoes to half the amount of tonnage, and homeward full ; and it would be safe to estimate, for both ways together, the 109,273 tons.

The English commerce which would immediately pass over this road is, with China alone, 45,000 tons; homeward full and outward half full, would be 67,500 tons. An accurate account of the English commerce in the Pacific, as also with India, your memorialist will be able to present to a committee in a few days, should it be necessary. Your memorialist believes that all this commerce, as also the English mail, and all passengers to and from China, as well as Calcutta, must and will pass over this road. A passage from England to China by this route would not exceed \$350, which now costs by the overland route over \$1000, and not comfortable; and all extra baggage at *three pounds sterling, equal to \$15, per one hundred pounds weight.*

Your memorialist begs to represent to your honorable body the cost for freight of merchandise from China to the Atlantic cities on this route. From the mouth of the Yang-tse-Keang (the Mississippi or Missouri of China, and where all its foreign commerce must centre,) to the Columbia river is 6000 miles. The freight of one ton measurement would cost \$7: requiring two to two and a quarter tons measurement to make one ton weight of teas or the like merchandise, would cost to the lake, 2400 miles, at one-half a cent per mile per ton weight, say *six dollars*; and from the lake to the Atlantic, 1000 miles, at one cent per ton weight, would be *five dollars* more—making in all \$18, for one ton measurement of teas or the like merchandise from China to any of the Atlantic cities, which varies, by ships around the Cape, from 18 to 30 dollars.

It will be seen that your memorialist has not prayed for any pecuniary provision for himself until after the road shall have been completed and in operation for twenty years, before which time he will, in all human probability, be past the wants of this life. His object in bringing this project before your honorable body and the people is not for gain of wealth, or power, or influence, but because he has seen, and as he thinks clearly seen, its vast and incalculable importance to us as a nation, and to mankind. It has appeared to him as a part of our destiny, and that our destiny could not be accomplished without it, and now *only* is the time in which it can be done; and that some one's whole efforts, energies, and life must be devoted to it; and if he can be the instrument to accomplish, or put in the way of accomplishment, this great work, it will be enough—he asks no more. And, as in duty bound, will ever pray.

A. WHITNEY,
of New York.

WASHINGTON, February 17, 1846.