IN SENATE OF THE UNITED STATES.

February 24, 1846.

Submitted, and ordered to be printed.

Mr. Breese made the following

REPORT:

[To accompany bill S. No. 52.]

The Committee on the Public Lands, having had under consideration "A bill to grant to the State of Illinois certain alternate sections of the public lands, to aid in the construction of the Northern Cross and Central railroads, in said State," respectfully ask leave to report:

That similar propositions, in the form of bills, have been frequent subjects of consideration by Congress, and, in several instances, have received its approbation, for reasons believed to be satisfactory, and on principles in no degree conflicting with any constitutional provision.

It will be the business of your committee briefly to examine those reasons, and present a condensed view of the principles which seem to have controlled the action of Congress in this respect, presuming their efficacy can, with equal propriety, be invoked in every analogous case which may be presented.

In order, however, to a correct appreciation of them, it seems necessary to present to the view of the Senate, and to press upon its attention, the anomalous condition of the States for whose benefit such grants have been made, in regard to the public domain within them; for they are not in the same free condition the original States have ever been, and yet are, with regard to the lands within their respective limits.

It is known to the Senate, that in the States formed out of ceded territory, now ten in number, and in two organized Territories, soon to become States, the unappropriated lands within them have always been, and yet are, under the control of Congress, the great majority of those States having bound themselves by solemn compact not to interfere with the primary disposal of the soil by Congress. All the pecuniary advantages of such a vast and valuable possession have wholly accrued to the benefit of the United States, they being considered the trustee of this immense fund, to be disposed of by Congress for the benefit of all the States.

The original States have been, and are, differently situated, in respect to the vacant lands within their limits. By the Congress of 1778 the principle was decided that the vacant and unappropriated crown lands, by the successful issue of the Revolution, would vest, not in the United States, but

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in each individual State within whose several limits they might be, and this in virtue of their own separate sovereignty and independence.

This principle extended to the lands claimed by several of the States, as within their charters, but without their settled and organized limits; and, by accepting cessions of them from each State, separately, Congress acknowledged its propriety.

These claims, thus acknowledged, gave rise to much embarrassment. The jealousy of the other States, who had none, was highly excited, and a dissolution of the confederacy seriously apprehended. This state of things produced the resolutions of the sixth of September and the tenth of October, 1780, inducing the cessions to the United States which speedily followed.

This right of domain in the original States, by virtue of their individual sovereignty and independence, was admitted in the fullest extent, and they have always exercised it without control. It was of essential advantage to them; as, by it, having the power to dispose of all the lands within their limits, without let or hindrance, for their own State purposes, they could endow schools, colleges, and seminaries of learning; make highways to facilitate intercourse; erect charitable and other institutions, and appropriate them to the various purposes of internal improvement, without petitioning their sister States.

This right in the original States to dispose of the vacant lands, resulted from their sovereignty, freedom, and independence; and the admission of the new States northwest of the river Ohio, into the Union, has been preceded in each case by the declaration, on the part of Congress, that such admission shall be upon an equal footing with the original States, and with the same rights of freedom, sovereignty, and independence. This appears from the resolution of the 10th October, 1780, by the cession from Virginia of the 1st of March, 1784, reiterated in the resolutions of Congress of the 23d of April following, and again repeated in the ordinance of the 13th July, 1787, in still stronger language, by declaring that such admission shall be equal "*in all respects whatever.*" Yet, so far as this most important right of soil is concerned, the new States have never been on this footing of equality—they have never possessed such a fund as the original States did, by which to construct public works; and, therefore, applications for grants for such purposes should not be regarded by them unfavorably, nor with prejudice.

If they possessed the lands within their limits, there would be no necessity for these applications; and when they are made to Congress, their destitute condition in this respect should not be disregarded.

It was the opinion of one of our most eminent statesmen—of him who was, by the common judgment of his country, acknowledged to have possessed the most intimate and correct knowledge of the powers of the government, both under the articles of confederation and the constitution of the United States; who was a prominent actor in its formation, and who, by his learned and able essays in the "Federalist," prepared the minds of his countrymen to adopt it—that the acceptance of the cession of these lands from the States, by the Congress of the confederation, was without any constitutional authority whatever. The nation, however, has long sanctioned this usurpation of authority, if it be one; and long acquiescence seems to have hallowed the act, notwithstanding the manifest inequality this possession of the lands has produced among the States. To remove this inequality, to approximate the condition of the new States in some degree to that of the old, by lib-

eral grants for important public purposes, seems to be no less a dictate of justice than of policy. These lands were accepted by the United States, to be disposed of for the common benefit of all the States; and they were pledged at once, as security for the payment of the revolutionary debt, (that being considered a proper disposal of them for the common benefit of all the States for the time being,) and their usefulness in this particular caused, no doubt, many good patriots and statesmen to overlook the usurpation of power by which they were obtained. The debt being now paid, all restraint upon liberal grants is removed, and all that can be demanded of Congress in disposing of them is, that such a disposition shall be made as shall best promote the common benefit of all the States in their aggregate capacity. Congress may convey the legal title to a portion of them, or to all of them, to the States in which they are situate, provided it be *bona fide*, and, in its judgment, advancing the common interest.

The receipt of money for them as revenue, may be a common benefit to all the States; yet there are other varied and multiplied considerations which may, consistently with a proper appreciation of, and a sacred regard to this common benefit, control the action of Congress in their disposal, in which money shall not be an element. So the Congress has thought, and acted, ever since the United States became a trustee for the States. Its early and its more recent action manifests this. It is a proper question for Congress to determine, in the execution of this trust, if the common benefit, under a certain state of circumstances, now perhaps existing, will not be best promoted by an unconditional cession of all the lands to the States in which they lie. A direct pecuniary gain is not a necessary element in the calculation of benefit, which may accrue to the States, collectively, from such a policy; nor would it be a breach of faith, or an improper execution of the trust, so to do.

By accepting this trust, an obligation rested upon Congress, and yet remains, to adopt such measures as should tend to make the fund valuable and productive; for, as waste and unappropriated lands, the retreat of the savage and the wild beast, they could contribute but in a very limited degree, in proportion to their extent, to pay the public debt or promote the common benefit of the States. The committee have not gone far into the calculation; but, from the elements in reach of all, they hazard the opinion, if the policy had been adopted, at an early day, of giving to each actual settler a quarter section of the public land, more benefit would have resulted to the aggregated States than has accrued from the policy which was adopted, and yet obtains. The minimum price, for many years, was vastly above their real value, as then circumstanced; and is now, after the domain has been picked and culled for more than a quarter of a century, unreasonably high, causing vast bodies of unsaleable land to accumulate upon the United States, neither receiving nor dispensing benefit. Had they all been given away on condition of settlement and cultivation, such would have been the increase of consumers of dutiable articles, and such their increased ability to buy them, that the general coffers would have been filled to repletion. Instead of broad and fertile plains, unfurrowed by the plough, and the forest wilderness yielding no products for the sustenance of man, or for market, to swell, by their avails, the receipts of customs, there would have been seen at this day, high cultivation, a dense, hardy, and industrious population, possessed of all the means of enjoyment, contented and happy, and contributing, by their numbers and power, to the grandeur and stability of our po-

litical and social system. Such a disposal of the lands, with such benefits to follow it, none can deny, would have been a proper execution of the trust.

If the Congress of 1787, instead of imposing upon the disbanded officers of the revolutionary army, who formed the "Ohio Company"—prompted alike by their patriotism and their poverty to seek a new and distant theatre for their enterprise on the banks of the Ohio and Muskingum, surrounded by savages and remote from all civilization—such onerous terms, and a price so high for such lands as they selected, had made of them pure donations, and persevered in the policy to all subsequent settlers on every part of the domain, or required only that the expenses attending their acquisition should be paid, as the great financial genius of that age a few years afterwards recommended, who can doubt that all the essentials of national happiness and national strength would have been greatly multiplied, and the benefits to the aggregated States vastly augmented? In the partial adoption of this policy by Congress, it is easy to be seen that the common benefit of all the States has been greatly promoted. In the ordinance of 1787 for the government of the territory northwest of the river Ohio, it is declared, that "religion, morality, and knowledge being necessary to good government and the happiness of mankind, schools and the means of education shall forever be encouraged." In making the sale to the "Ohio Company," and to John Cleves Symmes subsequently, in the same year, one section in each township, within the boundaries of their respective tracts, was reserved by the United States, to be granted for religious purposes. In 1788, a grant was made of 10,000 acres to the society of the United Brethren for the same purposes; to Arnold Henry Dohrman, for his benevolence to American seamen, of one entire township; in 1796, of 24,000 acres to the French inhabitants of Galliopolis, on condition of actual settlement in five years; to Ebenezer Zane, in the same year, of three miles square, for opening a road and constructing bridges and ferries upon it from Wheeling to Limestone, passing through the unsettled lands of the United States; and pure donations, in different quantities, to various pioneers into that then untrodden wilderness of the west.

All these were acts of the early Congresses, and according to their views of their powers under the trust. They tended to open to the view of the world the richness and capabilities of the lands the United States had acquired, and prepared them for sale, settlement, and cultivation, by purchasers who, from various motives, might be attracted to them. All the legislation of Congress, from that time to the present, has proceeded from motives of pecuniary gain to the United States, to result from grants made to the States for public purposes. Thus the grant of the sixteenth section in each township of six miles square, being one thirty-sixth part, to the inhabitants thereof for schools, involved the necessity of purchasing the other thirty-five sections of the United States by the inhabitants, before the granted section could be useful or available. This grant of one section contributed most materially to sell the remaining thirty-five, a great inducement being presented thereby to the emigrants from the old States to the new, to settle upon them. Without such an inducement, lands in Ohio and other western States, now densely settled and highly cultivated, might have remained to this day comparatively a wilderness.

This trust fund being thus managed by the early fathers of the republic, Congress, in 1802, in admitting Ohio into the Union as a State, gave further and more distinct and unequivocal indications of their idea of the powers

under the trust, by granting to her one twentieth part, or five per cent of the net proceeds of the sales of all such lands as should be sold within her limits from and after the thirtieth day of June of that year, to be applied to the laying out and making public roads, leading from the navigable waters emptying into the Atlantic, to the Ohio river, and to the State of Ohio, and through the same. This, it is true, was upon a contract with Ohio for certain exemptions beneficial to the United States; yet who can doubt that the most powerful motive operating with Congress was the same, on a larger scale, as that which controlled it in making the grant to Zane for his blazed or three-notched road? It was to sell the lands. In that year Ohio did not contain much over 60,000 inhabitants; and, saving the lands sold to the Ohio Company and to John Cleves Symmes, the sales had not exceeded 800,000 acres.

In March, 1806, under the administration of Mr. Jefferson, an act was passed to carry out this design by Congress. It is entitled "An act to regulate the laying out and making a road from Cumberland, in the State of Maryland, to the State of Ohio." Before it was finished to Wheeling, emigrants made their way to the west, to purchase government lands, by the rivers and lakes, in boats and other craft; and they were few in number, and surrounded by dangers of every description. If the land route was of necessity pursued, the led pack-horse was the vehicle for transporting baggage and household goods; then the slow-moving wagon, preceded by axemen, to cut out the road. Opening a good road, by the United States, increased the stimulus to emigration—added population to the State, and money to the national treasury, to such a degree, that, at the second census, in 1820, (an act having, in the mean time, been passed to extend this road through that State, Indiana, and Illinois,) the population of Ohio had increased to 581,434, and the sales of public lands to $14,796,211 87. Similar beneficial results followed the grants to that State for turnpikes and canals; so that now, nearly all the land within it is sold—having produced to the treasury a grand total of $23,239,838 53. How has the management of this trust in Indiana and Illinois operated? Equally as beneficial as in Ohio, as the facts show.

In 1816, Congress appropriated $8,000 in money to open a road in the Territory of Illinois, from the Ohio river to Kaskaskia, then the seat of government. Its whole course was through the public lands, with here and there a settler—the population of the whole Territory not exceeding 30,000, and the sales of land amounting in that year to no more, after deducting future relinquishments, than $100,000.

In 1818 there were 40,000 inhabitants, and in 1820, 55,211; the sales of land having amounted, up to that time, to $1,100,539 58.

In 1820, on the 15th of May, Congress passed a law to continue the Cumberland road through the States of Ohio, Indiana, and Illinois, distinctly announcing its design in the preamble to the act, that "the lands of the United States may become more valuable." The money to survey and mark this road from Wheeling west, through the government lands, was not to be reimbursed out of the 5 per cent. accruing to those States, respectively, from the net proceeds of the sales, but was payable out of any unappropriated moneys in the Treasury. Enhancing the value of the public lands was the object—the means to be used, the ordinary revenues of the nation; thus establishing the principle, that, being the great land owner of the age, and of the world, in trust for the States, the general moneys of the

cestui que trust could be legally used to make the lands valuable. Congress considered, doubtless, if the United States could rightfully own all the lands in those States, they had a corresponding right to make them saleable for the common benefit, by improvements upon them in the nature of roads, canals, and such like structures. A denial of this right would seem to involve the denial of the right to own them. The exercise of this diminutive power of granting portions of the public lands to the States in which they lie, in order to make the residuum saleable, or by appropriations of money to construct roads through them for the same purpose, is surely no greater infringement of State rights, than that other and overshadowing power, repeatedly exercised, of purchasing the Indian title to these lands with money from the national treasury, and holding them against the States, in direct opposition to, and interference with, their acknowledged right of sovereignty. If the general government can exercise the greater power, it is idle to contest the exercise of the less. The possession of the principal power includes all the correlative and subordinate powers in subjection only to that clause of the constitution which declares that "Congress may dispose of, and make all needful rules and regulations respecting, the territory or other property of the United States," and to the declaration of the trust with which their cession was accompanied. Whilst operations were in active progress upon this road, in these States, and after the grants to them of land for canals, and the completion of the canal of Ohio, in 1832, the sales rose, in Ohio, to $692,426 09 in 1833; in Indiana, to $693,522 40, and in Illinois to $450,242 70; mainly attributable, perhaps, to the great improvement in steam navigation, by which their rich plains could be easily approached through the rivers and lakes which bound them, yet stimulated, unquestionably, by those projected and completed improvements. The Territory known in 1800 as Indiana, comprising Illinois and Wisconsin, had but 4,875 inhabitants in that year, mostly confined to the French settlements on their principal rivers. The great surface beyond them was the pasture grounds of the buffalo and the elk, with no sound of human industry to enliven the solitude. Before that mighty revolution in intercourse which American genius developed, a journey from the Atlantic seaboard to the great west had all the terrors of an East India voyage, and was undertaken with as much careful preparation. What was, but a few short years ago, a journey of peril, is now one of pleasure, and commerce, arts, and civilization now display their peaceful triumphs throughout the whole valley. That the common benefit has been promoted by appropriating from this trust fund, to improve it, not only in regard to the money which the people of the new States have paid into the treasury for the lands, excluding the direct taxes and duties they have also paid, but in respect to the increased strength afforded to the confederacy by the development of the "great west," outstripping, as it has, the brightest visions of our most sagacious statesmen, no one can deny; and that it has been unattended with any violation of the constitution of the country, all must admit.

When it is considered that, of the 367,947,165 acres of land to which the Indian title has been extinguished, 228,000,000, or thereabouts, yet remain the property of the United States—much of it remote from timber and from navigable streams, yet fertile, and possessing great agricultural advantages, (embracing, as it does, that great calcareous basin of the Mississippi—a valley more than imperial, and whose powers of production are unparalleled,)—

it will be admitted that the interests of the United States, as connected therewith, and of the States in which they lie, are of sufficient magnitude to attract the serious attention of Congress. And when it is further considered, that the United States claim the pre-emption to near 800,000,000 more, (now covered by Indian titles,) extending from the Missouri river to the shores of the Pacific ocean, embracing every variety of soil, climate, and production—vegetable, animal, and mineral—the more intense must be the interest with which so vast a subject should be regarded. The policy heretofore pursued has, in the three States of Ohio, Indiana, and Illinois, up to the close of the past year, brought into the national treasury $60,342,-160 44, divided as follows: from Ohio, $23,239,838 53; from Indiana, $19,677,462 88; from Illinois, $17,424,859 03; and leaving unsold, of the 84,008,233 acres within them, and which have been and are in market, 20,445,974 acres, and divided as follows: In Ohio, 885,767 acres; in Indiana, 3,729,859 acres; and in Illinois, 15.830,348 acres. These lands have been in market five years and over—the largest portion of them twenty years; to which is to be added the lands not yet brought into market, amounting, in these three States, to several millions of acres.

Thus it will be seen that a very large portion of this trust fund is yet remaining in the State of Illinois; more than a moiety of which has been in market near a quarter of a century, and distant from navigation, and scantily supplied with timber; and the question is, how can Congress best promote the interests of the aggregated States, for whose use alone it is now held, in disposing of it.

In view of the facts already presented, the committee cannot hesitate to recommend liberal grants out of this great residuum, to aid in the construction of thoroughfares through them, by which they will be made accessible and saleable; and they submit, with great deference to the judgment of others, that it is neither fair nor just that the State, unaided, should construct such works, however much she may need them. The United States are to be benefited by them, and should contribute in proportion to their interests thus to be advanced. This seems to be dictated alike by justice and sound policy; and, on the ground of impartiality—on the principle of treating the new States alike—the committee think the State of Illinois may fairly claim, at the hands of Congress, the grants named in the bill.

To Ohio, the oldest sister of the new family of States, dowerless and portionless as she was when she entered the Union, there have been given, for various purposes, 1,294,978 acres, out of an area of 39,627 square miles; of which 1,180,192 acres have been granted for internal improvements by roads and canals.

Illinois has an area of 55,055 square miles. If, then, the dimensions of a State, marking, as they do, the extent of the interests of the United States within it to be benefited by such grants, affords a basis for the extent of such grants, then Illinois is entitled, for internal improvements, to 1,639,656 acres. She has received 500,000 acres only. If compared with Indiana, which, with an area of 36,580 square miles, has received 1,608,404 acres, Illinois would be entitled to 2,420,740 acres. The bill proposes to grant to her 2,114,400 acres; namely, for the Central railroad 1,464,000, and for the Northern Cross 650,400 acres.

Before Congress can determine on the propriety of the grants asked for, it is necessary to have some knowledge of the character of the works to which the lands are to be applied. The committee understand they are

favorite projects of the people of the State of Illinois, and occupied the most prominent place in their great system of internal improvements, commenced in 1837; and they have looked forward to their completion with confidence, yet not without apprehension that their own unaided means would be insufficient to complete them.

The Central railroad is in length from the junction of the Ohio and Mississippi rivers, pursuing nearly the line of the third principal meridian north, to the termination of the Illinois and Michigan canal; thence northwest to Galena, the centre of an inexhaustible lead region, 457½ miles. The cost of its construction was estimated by competent engineers at $3,809,145, or $8,326 per mile, and there has been expended upon it, principally in clearing out the track, in grading, and embankments, $1,016,904 89.

The Northern Cross railroad is projected to extend from the city of Quincy, on the Mississippi river, through a rich portion of the State, by Springfield, the seat of government, east to the line dividing Illinois from Indiana, and is, in its entire length on the surveyed route, 234½ miles. The cost of its construction was estimated at $1,976,335, or $8,400 per mile. Upon it the State has expended $1,354,212 69, completing with it 57 continuous miles of road from Springfield west to the Illinois river, furnishing it with locomotives, cars, and other necessary appendages, and in grading portions of the remaining distance, purchasing the right of way, sites for depots, and other necessary buildings. On both routes, many of the most difficult and expensive portions of the work have been finished, and the belief is entertained by her public functionaries that, with some aid from the United States, they can be completed in a few years. The country through which they are designed to pass is admirably adapted, it is said, to railroads, and to no other kind of works, there being no streams to feed canals and no stone for turnpikes, even if it were desirable, at this advanced stage of improvement throughout the world, to construct either as the great thoroughfares of transit and commerce.

Without the extravagance which, a few years since, entered into all calculations connected with internal improvements, the committee are inclined to regard these works as of much general as well as local importance. The first, connecting at the mouth of the Ohio, and running north through the middle of the State of Illinois, a perpetual outlet to an extensive region of fertile country, including the rich lead region of Illinois and Wisconsin, from which, during the last year, more than 55,000,000 of pounds of lead was shipped, will be opened by it; and, in its connexion with the Illinois and Michigan canal, will, during a portion of the year, give the people a choice between southern and eastern markets; whilst, being intersected midway of its route by the Northern Cross railroad, the scope of its usefulness will be greatly enlarged, especially when the navigation of the great rivers above the mouth of the Ohio is interrupted by low water or ice. From the greater certainty, speed, and comfort of railroad conveyance over that by steamboats, on the western rivers, in low water, it cannot fail to become, in the warm months, an important part of the great highway between New Orleans and the lakes, and thence to the Atlantic cities. It will furnish, also, an important link in the chain of mail communication between New Orleans and the lake country, as no impediments exist between the mouth of the Ohio and that city. Steamboats may ply as regularly between them, at all seasons of the year, as they do between Mobile and New Orleans.

Connecting at the mouth with regular trains of cars on this road, a mail line of great importance can be formed to a vast region of country now rapidly populating, and to the cities springing up, as if by magic, on the upper lakes and upper Mississippi. Their bearing upon the military defences of the country is thought to be worthy of consideration, also. They will afford the most certain means of rapidly transferring, at all seasons, a military force to and fro between New Orleans and the lake region, and will be specially important when the accustomed channels are obstructed by low water or ice. Passing through an extensive and fertile region, where every rood of ground can maintain its man, and destined so to do, if these or similar works are constructed, they will enable a large military force to be sent down promptly from Illinois and the adjacent States, in convenient reach of these roads, when the descent of levies from the States on the Ohio and and upper Mississippi may be delayed by the obstructions mentioned. In like manner, they will afford, jointly or separately, sure means for the rapid transmission of arms and munitions of war from such depots as the actual necessities of the country now require to be established at Fort Massac and other points on the Mississippi; and, without mooting the point of the alleged superiority of railroads over navigable streams as a medium of conveyance, it may be safely asserted that they have this decided advantage over such streams in the west—that they are available at all seasons and in all weather. They have now, though yet in their infancy, the monopoly of mails, passengers, and the business of six months of winter; and the cost of conducting them has been reduced, since their first introduction, at least fifty per cent.

Several of the eastern cities are now striving, in a spirit of honorable emulation, to secure the western trade by means of railroads to reach its remote sources. The time is not far, it is thought, when a continuous line, from some one or more of them, will be made to the Mississippi river; to be extended thence to the shores of the far-distant Pacific. The Northern Cross railroad of Illinois may meet one of them in its advance westward, and, from its location, must become one of the most important links in this great chain, and become a great and productive thoroughfare. Both roads pass over immense fields of bituminous coal, exceeding in extent all the coal measures of any three of the adjacent States, and both point to a connexion with all the outlets for the marketable commodities of that vast region. These outlets are three: one by the Mississippi to the gulf of Mexico, another by the lakes and the improvements of the State of New York, and the third by the Ohio river and the Pennsylvania canals and railroads.

A view of the rapid progress of the States in commerce and numbers, whose only outlets are those mentioned, is most gratifying indeed, and encourages the hope that other artificial improvements, like those now bearing their produce to the markets of the world, will contribute still further to swell the measure of their advantages, and diffuse, by their operation, immense benefits upon all sections of the Union.

Thirty years ago there was but one organized State northwest of the river Ohio, with a population of about 450,000. In that year Indiana was admitted, with 86,000 inhabitants. Michigan and Illinois, including Wisconsin, had together less than 45,000; whilst the total for Missouri and Iowa may be stated at 50,000.

The whole trade of the lakes then, and up to the time of the completion of the New York canal, in 1825, was very inconsiderable, employing only

one steamboat of 350 tons, and other tonnage, amounting, in the whole, to 2,500 tons. In 1832, on the completion of the Ohio canal, it increased to 8,552 tons; those artificial channels, with the improvement of the harbors on the lakes, drawing from the rivers much of the surplus which before sought a market by them. In 1844, the enrolled and licensed tonnage upon the lakes amounted to 61,520 tons; and during the past year there have been built and put in commission, on lake Erie alone, forty-eight vessels of 10,207 tons, and costing $658,000. Between the ports of Buffalo, in New York, and Chicago, in Illinois, on Lake Michigan, there have been built, since 1841, thirty-one steamboats, seven propellers, and one hundred and forty sail vessels of all descriptions, with an aggregate tonnage of 30,802, and at a cost of $1,880,000. There are now on those lakes 400 vessels of all kinds, with a tonnage of 80,000 tons, valued at $4,050,000; and there are being built, in addition, ten steamboats, twelve propellers, and twelve sail vessels, to accommodate a trade estimated at $125,000,000! The exports from the port of Chicago alone, during the past year, (which, 16 years ago, was a frontier garrison,) to be conveyed on the lakes to the canals and railroads of New York, amounted to $1,202,180, and the imports, conveyed in the same way, to $1,992,838. This place, the lake terminus of the proposed Illinois and Michigan canal, is now a city of 15,000 inhabitants, and forcibly illustrates the propriety of making grants for internal improvements, as the grant for this canal has caused many thousand acres, now highly cultivated, to sell, which, without it, could scarcely have been given away. A part of one small fraction, of less than eighty acres, adjoining it, has produced to the United States a sum exceeding ninety thousand dollars. The population of the new States which can have a direct participation in the trade of these lakes, if these links be forged, whose aggregate was, thirty years since, but 641,000, now numbers four millions and three quarters, and increasing in a ratio truly astonishing.

By the latest returns of the census of those States, it appears that Ohio has now a population of about two millions; Indiana near one million; Illinois 655,000; Missouri 575,000; Michigan 305,000; Iowa 125,000, and Wisconsin 115,000; they having profited by two sources of supply beyond the natural increase—that by foreign and domestic immigration. The six eastern States have also increased in the same time, notwithstanding emigration from them on an average of 33 per cent.

Much of this increase, especially on the lake border, is properly placed to the account of the harbors built upon them, giving facilities and security to that commerce which now has to be told in millions, and re acting upon the sales of public lands to their great augmentation, by giving to them a new and vast additional impulse.

The river trade to the gulf, and on the Ohio and the Pennsylvania improvements, has also increased in a like wonderful degree, the ratio of increase keeping full pace with every extension of facilities to accommodate it, and at reduced charges. The entire steamboat tonnage of the British empire, in 1834, did not exceed 82,716 tons. Two years ago that of the Mississippi valley alone exceeded it one-third,—it then amounted to 125,000 tons. The value of property annually carried upon its rivers exceeds $250,000,000, an amount greater than that of our whole foreign commerce in any one year, for a series of years past. This is the gratifying picture presented by the west. Much the largest part of these products, thus sent to and brought from the markets of the world, are from, and for the con-

sumption of, the people of the States containing the public domain, whose industry, public spirit, and energy have subdued its wildness, made these vast contributions to the commerce of the nation, and the domain itself a most important branch of the national income. In the present high advancement of the west in power and numbers, the whole Union has cause to rejoice, for the Union has contributed to it; and, however strong it may be in time to come, however great its future, no jealousies should be excited, no efforts made to retard her in her advance, for, to whatever she may aspire, how glorious soever may be her destiny, all that she may become, all that she may achieve, will be the common property of the same Union, in which all its parts will have a common interest.

But the most persuasive argument perhaps, with some, in favor of the grants now solicited, is the direct and immediate pecuniary benefit to the United States, by the sale of the reserved lands. The great probability attending the grants, that the roads will be completed, will operate as a most powerful inducement to purchasers to settle upon those reserved. They have been for many years unsaleable, and are of considerable extent. By a statement from the General Land Office, before the committee, it appears that, on the 30th day of last December, there remained of vacant lands, within five miles of the route of the Central road, 1,608,876 acres, of which 71,696 acres are withheld from sale as mineral lands; and upon the route of the Northern Cross railroad, 368,809 acres. Much the largest portion of them has been in market more than fifteen years, as appears by the statement referred to, which is here appended:

No. 1.

Table showing the land districts in Illinois through which the great Central railroad will pass; the amount of vacant public lands within five miles on each side of that road, in each of those districts; and the length of time those lands have been in market.

Districts.	Acres of vacant public land.	Length of time the lands have been in market.
Kaskaskia -	23,681	Over 30 years.
Shawneetown	401,873	Over 30 years.
Vandalia -	344,672	Two-thirds 25 years; one third 24 years.
Danville -	372,702	One-third 19 years; one-third 17 years, and one-third 8 years.
Dixon -	465,948	One-fourth 11 years; three-eighths 3 years, and three-eighths 2 years.
Total -	1,608,876	As per my letter of January 31, 1846.

General Land Office, *February* 10, 1846.

No. 2.

Table showing the land districts in Illinois through which the Northern Cross railroad will pass; the amount of vacant public lands within five miles on each side of that road, in each of those districts; and the length of time those lands have been in market.

Districts.	Acres of vacant public land.	Length of time the lands have been in market.
Danville -	278,642	One-half 24 years; one-sixth 19 years, and one-third 14 years.
Springfield -	55,572	Nine-thirteenths 23 years; one-thirteenth 22 years; two-thirteenths 20 years, and one-thirteenth 8 years.
Quincy -	34,595	The whole 16 years.
Total -	368,809	

GENERAL LAND OFFICE, *February* 10, 1846.

These lands are, for the most part, unsaleable, being destitute of timber and remote from any cheap means of conveyance; and they will remain so for many years to come, unless made valuable by artificial means; and the same may be said of much larger bodies of unsaleable land twenty and thirty miles from these roads. They will be made valuable by their construction—a new and a powerful impulse will be given to their purchase; the benefits of which, in a money view, will wholly inure to the United States. Such a disposition of a portion of the residuum of this trust fund, by which such results are to be produced, cannot be impolitic or unwise.

Some regard, too, should be paid, in the opinion of the committee, to the interests of the State, as connected with the sale and settlement of these lands. That they should remain vacant, uncultivated, yielding nothing in the way of taxes to support its government, or to pay its debts, is unjust to her, and should have its influence with Congress in the adoption of a measure which, without being injurious to the United States, shall benefit the State. The committee believe that the interests both of the United States and of the State will be greatly promoted by the grants, and recommend that they be made to the extent asked for, being confident that the results to flow from them will fully indicate the wisdom of the act. As the original bill does not provide for a right of way over the public lands, the committee propose to amend it by an additional section conferring that right, being satisfied that such an easement will rather accelerate than retard their sale. The committee also propose to strike out all that part of section 2 which provides that the lands reserved to the United States shall not be sold at a less price than double the minimum when sold, believing that if the lands can be made to sell at the minimum price, by the construction of these works, it is all the United States should expect or desire, they being now regarded as wholly unsaleable without such improvements, except at a

price much below the present minimum. The effect of the bill will be to cause them to sell at the minimum, and the compensation to the United States will be, not only by their sale, but by the sale of more remote bodies of land, equally unsaleable at present prices and in their present unfavorable condition. The tables appended, marked A, B, and C, compiled from official documents, may serve to illustrate some parts of this report, and can be relied on as correct. The first (A) exhibits the estimated quantity of land in each of the new States and Territories, including Oregon territory; the quantity to which the Indian title has and has not been extinguished, and the quantity surveyed and unsurveyed in each surveyor general's district up to March 1, 1843. The second (B) exhibits the quantity of land granted to the State of Ohio, and the quantity to which each of the new States is entitled, as compared with Ohio, and the quantity they have severally received for all purposes. The third (C) exhibits the quantity of lands sold in Ohio, Indiana, and Illinois, from the commencement of sales to the close of 1845.

The committee believe, in view of the facts presented by them, and of the immense interest the United States possess in the public lands, containing such a diversity of soil and advantages, and so long in market unsold, that the policy recommended, of making liberal grants of them for improvements, whereby they can be made accessible and saleable, is not a mistaken one, and, if not the best, is far preferable to that policy which permits them to remain a mere waste possession; contributing no revenue to the nation, nor to the States in which they lie.

A.

States and Territories.	The estimated quantity of land in each State and Territory.	The quantity of public land in each State and Territory to which the Indian title has been		The quantity of land			
		Extinguished up to March 1, 1843.	Unextinguished up to March 1, 1843.	Surveyed.	Unsurveyed.	Unsurveyed in each surveyor general's district.	Not included in any land district.
	Acres.	*Acres.*	*Acres.*	*Acres.*	*Acres.*	*Acres.*	*Acres.*
Ohio - - - - -	25, 361, 593*a*	25, 361, 593*a*	–	25, 253, 605	107, 988	13, 916, 687	107, 988
Indiana - - - - -	23, 411, 431*a*	23, 411, 431*a*	–	22, 856, 412	555, 019		949, 202
Michigan - - - -	38, 426, 294	38, 426, 294*b*	–	25, 172, 614	13, 253, 680		15, 873, 280
Illinois - - - - -	35, 235, 209	35, 235, 209	–	33, 823, 655	1, 411, 554	12, 235, 610	
Missouri - - - -	43, 169, 028	43, 169, 028	–	32, 344, 972	10, 824, 056		
Arkansas - - - -	31, 912, 563	31, 912, 563	–	21, 648, 144	10, 264, 419	10, 264, 419	
Louisiana - - - -	28, 297, 602	28, 297, 602	–	19, 446, 465	8, 851, 137	8, 851, 137	
Mississippi - - - -	30, 153, 054	30, 153, 054	–	29, 872, 774	280, 280	280, 280*c*	
Alabama - - - -	32, 499, 872	32, 499, 872	–	32, 421, 872	78, 000	78, 000*c*	
Florida - - - - -	34, 423, 055	34, 423, 055	–	13, 591, 860	20, 831, 195	20, 831, 195	
Wisconsin Territory - - -	47, 175, 292	28, 143, 492*b*	19, 031, 800	9, 725, 691	37, 449, 601		
Iowa Territory, (the part ceded) -	16, 913, 972	16, 913, 972*d*	–	6, 488, 292	10, 425, 680		
Unceded territory east of Rocky mountains, west of Mississippi river, and south of 49° latitude - -	478, 549, 708	–	478, 549, 708	–	478, 549, 708	526, 424, 989	809, 486, 028
Unceded territory west of Rocky mountains, and south of 49° latitude -	218, 536, 320	–	218, 536, 230	–	218, 536, 320	218, 536, 320	
Unceded territory west of Rocky mountains, between 49° and 54° 40′ -	102, 400, 000	–	102, 400, 000	–	102, 400, 000	102, 400, 000	
Totals - -	1, 186, 464, 993*e*	367, 947, 165	818, 517, 828	272, 646, 356	913, 818, 637	913, 818, 637	826, 416, 498

NOTES TO TABLE A.

a a a a Include reservations in the deeds of cession from the States to the United States as follows:

Virginia military, in Ohio - - -	3,709,848 acres
Connecticut reserve, in Ohio - - -	3,666,921 "
Clark's reserve, in Indiana - - -	150,000 "
	7,526,779 "

b b Include Chippewa cession of October 4, 1842, just ratified, as follows:

In Michigan - - - - -	7,000,000 acres.
In Wisconsin - - - - -	8,000,000 "

c c Are both exclusive of private claims, and old surveys to be retraced.
d Includes the 10,000,000 acres ceded by the Sac and Fox treaty of October 11, 1842, just ratified.
e Exclusive of the 132,295,680 acres set apart for emigrant Indians, west of the States of Missouri and Arkansas.

B.

Table showing the grants of land that have been made to the new States, and the proportion to which they are entitled, respectively, according to the quantity that has been granted to the State of Ohio.

	For internal improvements.		For salines.		For seats of government and public buildings.		For colleges and seminaries of learning.		Grants for religious purposes.	
	Received.	Entitled to.	Received.	Entitled to.	Received.	Entitled to.	Received.	Entitled to.	Received.	Entitled to.
	Acres.	*Acres.*	*Acres.*	*Acres.*	*Acres.*		*Acres.*	*Acres.*	*Acres.*	*Acres.*
Indiana - - -	1,608,404	1,089,441	24,276	22,314	2,560	Ohio, having received no land under this head, affords no data for ascertaining the proportion to which these States would be entitled under it.	46,080	63,805	–	19,806
Michigan - - -	500,000	1,788,148	46,080	36,690	13,200		47,951	104,687	2,269	32,460
Illinois - - -	500,000	1,639,656	121,629	33,643	2,560		46,080	96,029	–	29,807
Missouri - - -	500,000	1,886,464	46,080	41,219	2,449		46,080	117,652	–	36,519
Arkansas - - -	500,000	1,485,031	46,080	30,471	10,600		46,080	83,031	–	26,990
Louisiana - - -	500,000	1,316,818	–	27,019	–		46,080	77,121	–	23,933
Mississippi - -	500,000	1,403,160	–	28,791	1,280		46,080	82,178	–	25,502
Alabama - - -	500,000	1,512,369	23,040	31,031	1,620		46,560	88,574	–	27,487
Florida - - -	–	1,601,863	–	32,949	160		46,080	93,815	–	29,113
Ohio - - -	1,180,192	–	24,216	–	–		69,120	–	21,450	

C.

Table showing the net quantity of land sold, and the amount paid by the purchasers thereof, after deducting reversions and relinquishments, from the earliest period of the sales to the 30th June, 1820, in the States of Ohio, Indiana, and Illinois; also, the quantity of land sold, and the amount paid by the purchasers thereof in each year, distinguishing the sales in each year in those States, from the 1st of July, 1820, to the close of 1845.

Year.	Ohio.		Indiana.		Illinois.	
	Acres.	*Dollars.*	*Acres.*	*Dollars.*	*Acres.*	*Dollars.*
Net sales under credit system - -	7,886,251.45	14,796,211 87	1,678,639.82	3,524,161 18	853,986 32	1,100,539 58
From 1st July, 1820 - - - -	54,293.73	67,625 75	162,490.82	214,533 79	6,699.99	8,707 04
1821 - - - -	114,946.85	150,192 94	264,578.38	362,197 77	50,382.15	63,568 85
1822 - - - -	185,172.40	235,550 61	252,982.34	329,066 71	27,374.11	34,268 80
1823 - - - -	124,735.32	155,919 18	165,046.69	211,157 30	60,534.77	75,797 22
1824 - - - -	166,752.01	209,996 08	154,558.51	197,111 40	43,987.97	55,119 47
1825 - - - -	141,928.61	175,845 89	162,270.71	203,306 47	45,804.28	57,784 80
1826 - - - -	133,789.02	168,408 37	200,190.72	250,238 20	81,083.73	102,859 76
1827 - - - -	151,003.31	192,122 28	209,691.21	263,065 62	58,605.07	73,194 64
1828 - - - -	165,793.37	207,091 51	250,812.81	313,517 45	96,092.91	120,142 14
1829 - - - -	176,216 40	232,175 20	346,527.51	435,571 32	196,245.73	245,415 64
1830 - - - -	156,392.70	195,501 78	476,351.85	598,115 55	316,451.71	395,678 34
1831 - - - -	335,392.64	424,989 40	554,436.78	694,863 31	339,411.44	424,846 36
1832 - - - -	412,714 61	541,275 05	546,844.24	684,209 69	227,375.91	284,936 17
1833 - - - -	551,153.59	692,426 09	554,681.78	693,522 40	360,240.51	450,242 70
1834 - - - -	478,847.24	600,561 75	673,656.44	842,170 84	354,013.47	439,613 82
1835 - - - -	661,435.59	826,224 44	1,586,904.85	2,075,571 56	2,096,629.29	2,604,698 47
1836 - - - -	1,282,991.80	1,663,116 56	3,245,344.13	4,061,492 68	3,199,708.64	4,000,294 36
1837 - - - -	470,420.72	588,564 39	1,249,817.97	1,564,653 06	1,012,849.10	1,266,118 21
1838 - - - -	243,095.87	303,945 78	602,424.54	753,419 27	778,560.32	987,170 27
1839 - - - -	242,444.76	315,559 53	618,748.31	773,998 95	1,132,876.31	1,445,766 91
1840 - - - -	33,059.43	41,327 47	118,868.53	148,645 20	389,275.45	486,647 33
1841 - - - -	43,613.71	59,589 66	93,882.96	117,425 40	335,553.00	419,755 30
1842 - - - -	35,715.58	47,380 75	55,795.31	69,748 09	437,404.20	546,834 93
1843 - - - -	13,338.56	19,348 31	50,545.83	63,243 01	409,767.53	512,276 36
1844 - - - -	33,054.35	42,459 92	107,278.24	134,106 24	489,410.91	612,533 51
1845 - - - -	110,471.05	286,427 97	78,704.88	98,350 42	486,836.34	610,048 05
Totals - -	14,405,024.70	23,239,838 53	14,462,076.16	19,677,462 88	13,886,161.16	17,424,859 03