

Bloomfield to vis county, via Centerville, in Appanoose county, and Corydon, in Wayne county, to Leon, in Decatur county, in two horse coaches.

Capital to  
Princeton, Mo. Also a tri-weekly mail from Fort Des Moines, in Polk county, via Indianola, in Warren county, Osceola, in Clark county, and Leon in Decatur county, to Princeton, in Mercer county, Mo., in two horse coaches.

Two horse  
coaches.  
Sec'y to for'd. *Resolved*, that the Secretary of State be hereby instructed to forward a copy of these resolutions to each of our Senators and Representatives in Congress.

APPROVED 23rd January, 1855.

## MEMORIAL No. 8.

### PACIFIC RAILROAD.

MEMORIAL in favor of the Pacific Railroad.

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

Representation, Railroad, Miss. river to Pacific Oc. Advantages, Cement the Union, Resources, Eastern trade, Commerce of the world, Religion.

Your memorialists, the General Assembly of the State of Iowa, respectfully represent that in their opinion, the public good requires, and public sentiment demands, the construction of a railroad from the States bordering on the Mississippi river to the Pacific Ocean. Your memorialists will not attempt to specify the advantages that will accrue to the people of the United States by the construction of such a road. All admit that it will have a tendency to bind together the different States and Territories of the Union in the bonds of affection and interest—that it will develop and make available the resources of half a continent—that it will give to our country the command of the China and East India trade, and make it the great thoroughfare for the commerce of the world, and extend the blessings of civilization and christianity to places now filled with ignorance and superstition.

Manner of construction. Nor will your memorialists attempt to indicate the man-

ner in which this great work should be constructed, or in which its construction should be encouraged by the General Government.

Your wisdom will determine whether the government <sup>Wisdom of Congress.</sup> should embark directly in the enterprise, or whether it would be more prudent to aid private enterprise in its construction, by grants of land, mail contracts, &c. But your memorialists do feel a deep solicitude that the most practicable and <sup>Route.</sup> advantageous route for this great road should be adopted. <sup>Interest in.</sup> By the selection of an improper route, half the advantages of the work would be lost to the country—the road would not receive adequate support, and might finally fall into decay and disuse.

Your memorialists firmly believe that the most feasible <sup>Most feasible route.</sup> route for the Pacific Railroad is to be found in the valley of <sup>Platte valley.</sup> the Platte river, and through the south pass of the Rocky <sup>South pass.</sup> Mountains. It is the natural highway to the Pacific, the <sup>Natural highway.</sup> great emigrant road to Oregon and California, and if adopted, would benefit the growing territories of Oregon and <sup>Territories.</sup> Washington, as well as California. It traverses a country <sup>Country.</sup> more susceptible of sustaining a large population than any other proposed, and would thus afford a greater support to the road when completed. It passes through a territory, all of which is owned by the government, and the value of which would be greatly increased, and would give the government more complete command over the Indian tribes than any other route.

In view of these facts your memorialists, without going into <sup>Ask Congress to consider.</sup> further enumeration of the superior advantages possessed by this route, respectfully ask your honorable body to take its claims into proper consideration in the incipient steps to be taken in the commencement of this great national work.

APPROVED 25th January, 1855.