

of African descent, in the service of the United States, the same pay as is paid to othersoldiers and seamen of the same grade.

Resolved, That we recognize the right of soldiers and seamen of African descent, in the service of the United States, the same protection that other soldiers and seamen are entitled to by the laws of War.

Resolved, That the Secretary of State be instructed to forward to each of our Senators and Representatives in Congress a copy of the above resolutions.

Approved February 27th, 1864.

NUMBER 11.

PACIFIC RAILROAD.

A JOINT RESOLUTION recommending certain changes in the Act of Congress approved July 1st, 1862, establishing a Pacific Railroad and branches.

WHEREAS, In the Act of Congress approved July 1st, 1862, entitled, "An Act to aid in the construction of a Railroad and Telegraph line from the Missouri River to the Pacific Ocean, and for other purposes," provision is made in Sec. 14, for the construction of a branch road from Sioux City to unite with the main trunk not further West than the One Hundredth Meridian of Longitude West from Greenwich. And by another provision of this Act, Sec. 8, the main trunk of the Road (at its standing point) cannot be located North of the Valley of the Platte River; and as the topography of the country will require the road to cross the main chain of the Rocky Mountains at or in the vicinity of the "South Pass," this North or Sioux City branch will thus be compelled to run South-west at least one hundred and fifty miles out of its most direct, natural and legitimate course to unite with the main trunk; and will also be required to run at right angles with all the tributaries of the Platte, including the Elk Horn and Loup Fork, and their numerous tributaries, and all other streams across which it will run. These streams cut deep, narrow and abrupt channels in the light alluvial soil of their beds through their entire course. The country is also rough, broken and hilly, without timber or other material for building a Railroad or supporting more than a sparse population. These unfavorable characteristics of the country will compel the employment of a very large amount of extra and unnecessary capital in its construction. And

WHEREAS, In consequence of the increased distance, the unfortunate and unnatural direction of the road to unite with the main

trunk and the impracticable character of the country through which it must now run in obedience to the present requirements of the law, there is no probability that that branch can or will ever be constructed unless the law be so modified as to avoid these obstacles, and to allow it to run on the nearest and most practicable route. And

WHEREAS, Should said law be so modified as to allow said Sioux City branch to run westwardly from Sioux City by the nearest and most practicable route to unite with the main trunk, and also to allow an Independent Company to build that Branch, it will enable the road to run up the streams coming down from the Mountains, along which alone are found timber, coal and other material necessary in the construction of a Railroad, it will immediately call in the work an adequate amount of talent, enterprise and capital, which could not otherwise be enlisted, thereby insuring the early completion of said branch; also all the roads running in that direction through the State of Iowa and Minnesota. It will not only materially shorten the distance on that route between the Missouri River and the Mountains, but will lessen the expense of construction nearly if not quite one-half, and it will also place on an equal footing roads which are equally necessary to the full development of the whole country. Therefore,

Resolved by the General Assembly of the State of Iowa, That our Senators in Congress be instructed and our Representatives requested to use their best endeavors to secure a modification of the said Pacific Railroad Law in the following particulars to-wit: 1st, so as to allow said branch to run from Sioux City westwardly, to unite with the main trunk by the nearest and most practicable route—the point of intersection to be approved by the President of the United States. 2d, the said branch to be constructed to the point of intersection with the main trunk by some independent company, incorporated or to be incorporated by the Legislature of Nebraska—said Company to be also approved by the President. 3d, that all the obligations, rights and privileges contained in said law and amendments thereto, shall apply to and be enjoyed by the company constructing said Sioux City branch equally, and to the same extent as they are enjoyed and exercised by the companies constructing other portions of said road and branches.

Resolved, That a copy of these Resolutions, duly authenticated, be transmitted by the Secretary of State to each of our Senators and Representatives in Congress.

Approved March 2d, 1864.