

Movements towards the Construction of the Great Pacific Railroad.

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Movements towards the Construction of the Great Pacific Railroad.

New Orleans and Pacific Railway. — Ex-Governor Paine, of Vermont, at the time of his death, was engaged, in connection with other Northern gentlemen of ability and enterprise, in exploring the route for a Railroad through the State of Texas, intended to be one link in the great road leading to the Pacific. The Company was chartered by the Louisiana Legislature, in April, 1852, for the purpose of constructing a road from New Orleans "to a point on the Sabine River, most favorable for the purpose of constructing said road through the State of Texas, to El Paso, on the Rio Grande, and thence to the Pacific Ocean; the road to be made on such a scale as to serve for the main trunk of a railway between New Orleans and the Pacific States." A New Orleans paper gives the following details of the several branches of the route :

The whole distance between New Orleans and San Diego, on the Pacific, is estimated at 1,610 miles, which may be divided into three sections. 1. From New Orleans to Logansport, on the Sabine River, a distance of 340 miles, to be constructed under a charter from the State of Louisiana. 2. From Logansport to El Paso, through Central Texas, a distance estimated at 704 miles, to be constructed under a charter from the State of Texas. 3. From El Paso, through the Mexican Territory south of the Gila, via the Mesilla Valley, to the Rio Colorado; and thence through Southern California to San Diego; the distance from El Paso to San Diego is estimated at 566 miles.

Of the Louisiana section, the route has been located, and the contracts let to the town of Washington, a distance of 173 miles, and sufficient subscriptions have been made to build and equip the road to that point, and to leave a surplus of \$100,000, with which to enter upon the extension of the road to the Sabine. This section is therefore set down as provided for. During the last session of the Texas Legislature, a bill passed both Houses, incorporating a company to build the continuation of the Opelousas road into El Paso, and granting a certain number of acres of land for each mile of rail, as a bonus to encourage the completion of the road. By some accident this bill, it is stated, did not receive the signature of the Governor, and was consequently invalid; but the friends of the enterprise are confident that it will be renewed at the next session. The company who sought a charter from Texas was composed of planters, politicians and capitalists, from various sections of the country, principally the Northern and Southwestern States, and they are not urging on the survey of the route from the Sabine to El Paso, in anticipation of the meeting of the Legislature. The death of Ex-Governor Paine, of Vermont, imposed a temporary check upon the progress of that portion of the survey entrusted to his care, but his place has been supplied by General O. Clark, of New York. After obtaining a charter and a donation of land from Texas, it is asserted that the Texas section will be united with the Opelousas road, so as to have the whole track from New Orleans to El Paso, a distance of 1,044 miles, under the contract of a single company, as has been done in the case of the Ohio and Mobile Railway.

That New Orleans regards the Opelousas road as the commencement of the Pacific Railway, is indicated both by the terms of the charter and by the tone of the press of the city. The present intention appears to be to lay before Congress, at an early day, such charters, surveys and subscription lists as will insure the construction of the road to El Paso, and then to call upon the Government to secure for them the right of way through Mexico, and to donate, in aid of the road, such an amount of public land as may be sufficient to stimulate private capitalists to carry the work through Mexico to the Rio Colorado, a distance not much exceeding 420 miles. It is anticipated that a company will be organized in California to construct the section in that State, so soon as they would be certain of meeting a continuous track at the Colorado, on to New Orleans.

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