

immense. During the summer months there is no rain in the Rocky Mountains, California, or the Yellowstone Park.

It matters little what the Government advanced to build the Central and Pacific roads. This great highway is of priceless value to the nation: had it cost the Federal treasury ten times more than it did, it were money well invested. The Government did not advance cash, but loaned its credit in the form of six-per-cent bonds, at thirty years, with interest half yearly. On the 1st of July, 1862, in the heat of the war, President Lincoln signed a bill which was the charter of the road. The Act was entitled: "An Act to aid in the construction of a railroad and telegraph line from the Missouri River to the Pacific Ocean, and to secure to the Government the use of the same for postal, military, and other purposes." The grant of land was every alternate section for twenty miles on each side of the road; that is, twenty sections for each mile, or twelve thousand eight hundred acres a mile, a section being six hundred and forty acres. In addition to the land grant, the Government, in aid of the work, issued its bonds to the Union Pacific, in all \$27,226,512; to the Central Pacific, in all \$25,885,120. Such is the pecuniary benefit of the road, that, if no part of the government subsidy is ever repaid,