

same.

crease of speed and service on mail route No. —, between Sioux City, Iowa, and Fort Randall, Dakota Territory, to wit:

The departure of the mails from said places, respectively, at 5 o'clock, A. M., on Mondays, Wednesdays, and Fridays of each week, arriving at 6 o'clock P. M., on said days at Yankton, and leaving Yankton at 5 o'clock, A. M., on Tuesdays, Thursdays and Saturdays, and arriving at Fort Randall and Sioux City respectively, at 6 o'clock, P. M. the same day.

Your memorialists respectfully represent, that in their judgment the wants of the people of this Territory demand the foregoing service, from the fact that the country is being densely populated between Sioux City and Fort Randall, and the quantity of mail matter transported on said route has been rapidly increasing during the past year, which fact is undoubtedly noticeable by the returns made to the Post Office department from the postmasters on said route.

Your memorialists do further represent, that said service will obviate the present delay of eastern and southern mail matter arriving at Sioux City and destined to post offices on said route, and will afford to the people of this Territory that direct and speedy communication with the east and south which is believed by your memorialists to be due to them. For which, as in duty bound, we will ever pray.

Approved, December 22, 1863.

PACIFIC RAIL ROAD

CHAPTER XLVII.

A MEMORIAL TO CONGRESS RESPECTING THE PACIFIC RAILROAD.

To the Honorable Senate and House of Representatives of the United States in Congress assembled:

Asking for an amendment to the Pacific railroad bill.

Your memorialists, the Legislative Assembly of the Territory of Dakota, respectfully pray your honorable body to so

amend section fourteen of "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," in relation to the construction of the branch of said Pacific Railroad commencing at Sioux City, Iowa, as will enable the company constructing this branch to connect with the trunk line at some convenient point west of the one hundredth meridian of longitude.

Asking for an amendment to the Pacific railroad bill.

Your memorialists further beg leave to state to your honorable body, that by amending the bill as above contemplated, you will enable the company constructing the branch referred to, to so change its direction as to become of vast importance to our new Territory, which seems now entirely cut off from any participation in the benefits to be derived from the construction of this great national thoroughfare; and further, in enabling the company to avail itself of the valleys of the Missouri and Niobrara rivers, in the construction of the branch road under consideration, a saving of nearly one hundred and fifty miles is effected in distance, and many millions of dollars in cost of construction, and wood and water at convenient distances is at hand to operate said road on this line for many years to come.

Your memorialists would further most respectfully pray your honorable body to grant to the Missouri and Niobrara Valley railroad company, the privileges and encouragement as is granted in the bill approved July 1st, 1862, to other railroad companies constructing the branch lines from the Missouri west, to the intersection of the trunk line of the great Pacific Railroad. All of which your memorialists, as in duty bound, will ever pray.

Approved, January 13th, 1864.