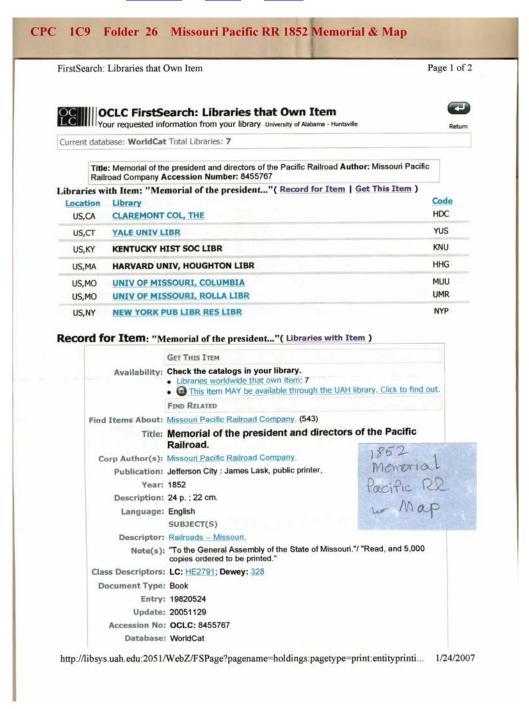
Image 1 r01c09-26-000-0186 Contents Index About



Names:

Book order UAH Library Archive

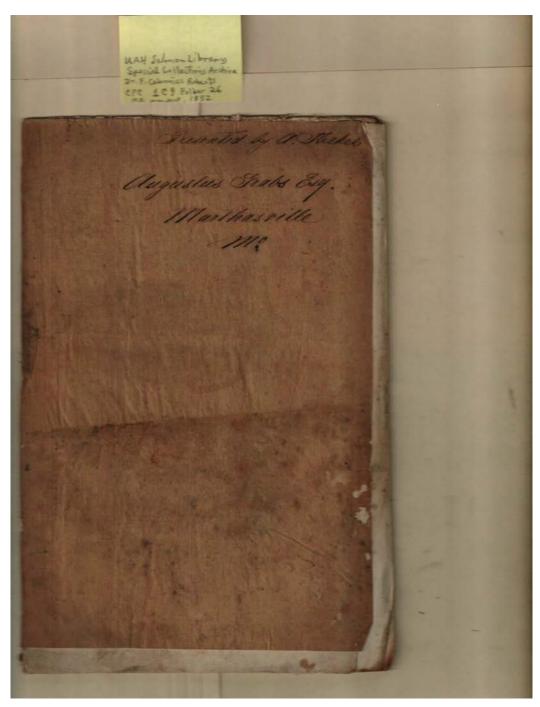
Places:

Huntsville, AL

**Types:** 

book memo

Image 2 r01c09-26-000-0187 <u>Contents Index About</u>



Names:

Grabs, Augustus

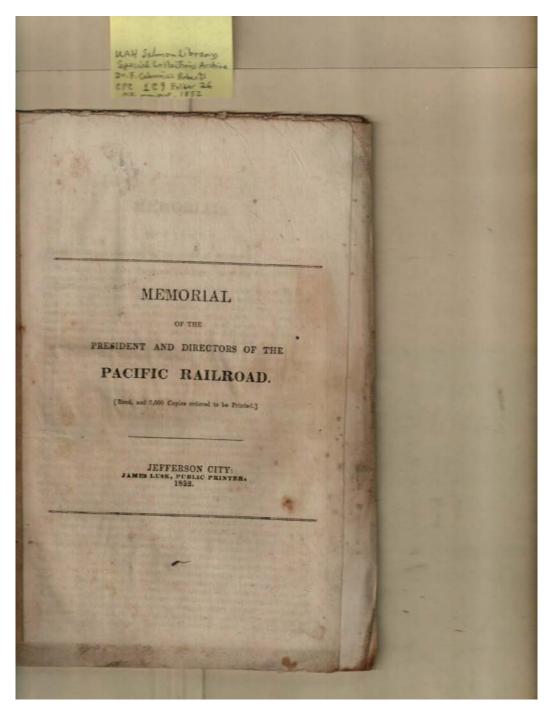
Nickel, A.

**Places:** 

Marthasville, MO

**Types:** 

Image 3 r01c09-26-000-0188 Contents Index About



### Names:

Memorial of Pacific RR

### **Places:**

Jefferson City,

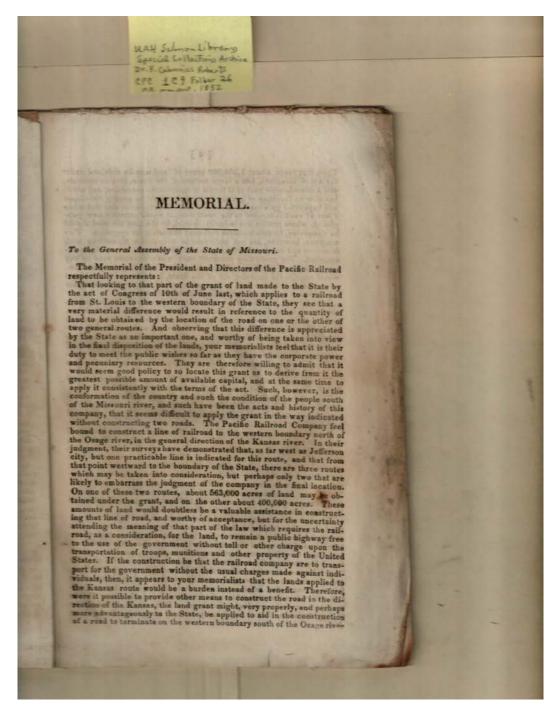
### **Types:**

book

### **Dates:**

1852

Image 4 r01c09-26-000-0189 Contents Index About

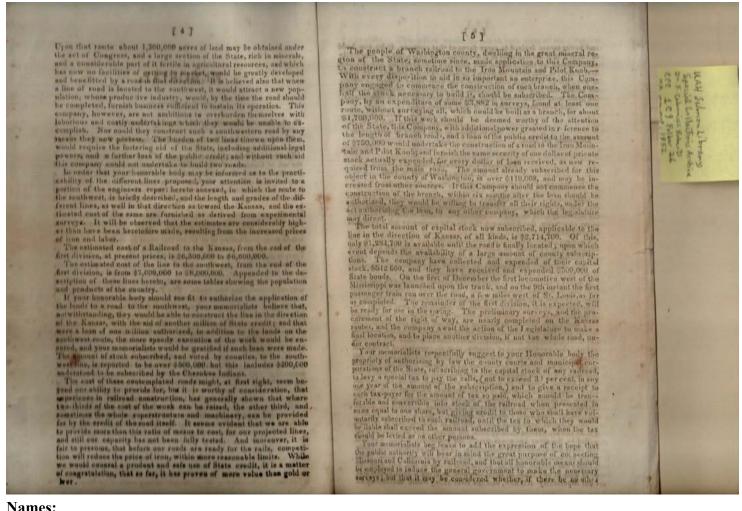


#### Names:

Memorial of Pacific RR

### **Types:**

r01c09-26-000-0190 Image 5 Contents Index **About** 



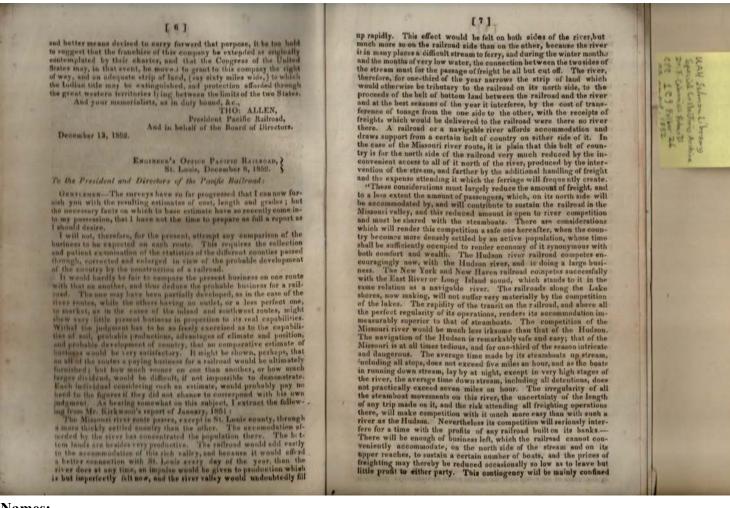
#### Names:

Memorial of Pacific

RR

#### **Types:**

r01c09-26-000-0191 Image 6 Contents Index **About** 



#### Names:

Allen, Thomas

Memorial of Pacific

RR

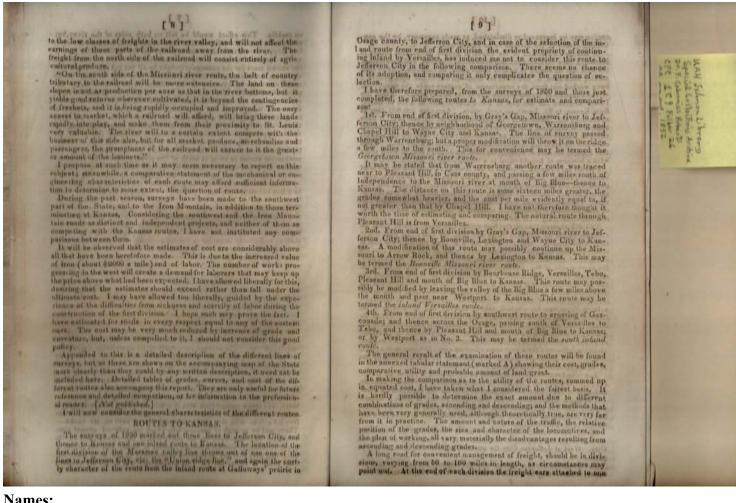
**Types:** 

book

Dates:

Dec 12, 1852

Image 7 r01c09-26-000-0192 Contents Index **About** 

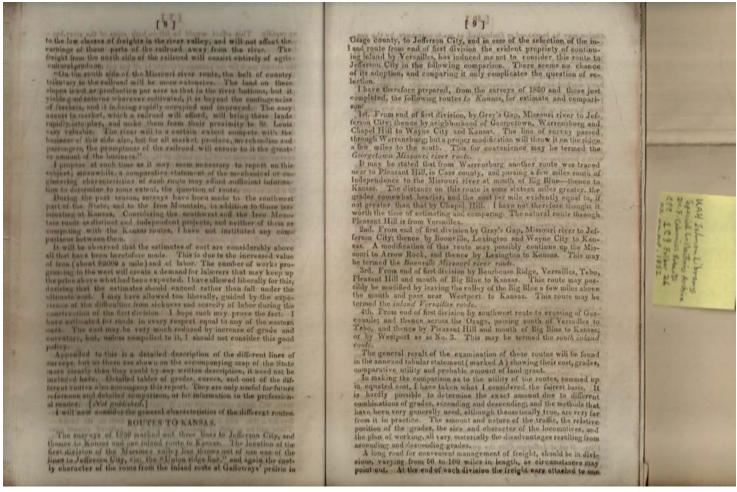


#### Names:

Memorial of Pacific

### **Types:**

Image 8 r01c09-26-000-0193 <u>Contents</u> <u>Index</u> <u>About</u>



#### Names:

Memorial of Pacific

#### **Types:**

r01c09-26-000-0194 Image 9 Contents Index **About** 

#### [ 10 ]

engine may be increased or diminished, as made necessary, by the controlling grades of the division to be pursed over.

In making calculation of the effect of grades on the four routes to Kansas, I have divided each into convenient divisions, and ascertained the load that an engine of at tons could draw, on each one. After them making allowance of one-third for waste power on the light grades, I have worked out from the experience of eastern roads the proportion of the expenses of transportation due to the motive power. From this I have deduced the net cost of the transportation of a ton of freight from Kansas to Nt. Louis, on each route. Assuming 100,000 tons as necessary (with passengers) to pay dividend of six per cent, I have applied the increased cost per ton over and above that on the cheapest result of transportation (that by Boonville,) and then stated the amount on which the resulting increased cost was interest at 5 per cent. From this I made, for ease of comparison only, an equated cost of each route with a housiness of freight equal to a through one of 100,000 tons.

I would have romark, that this is not final as to determining the most beneficial route. If may happen, as in the case of the Boonville, compared with the Georgetown route, that with a certain business one may show a greater equated cost, and a smaller cost per ton for transportation. The consideration then comes in as to how far the decreased cost of transportation will foster the business of the country, and thus create additional freight for the road.

You will observe that of the four routes compared, two of them are common so far as Jefferson City, and that the other two pass inland their whole length. Measuring the worth of these roads by the cost of transportation, and the resulting equated cost, it will be seen that the chaspast of the inland routes exceeds, with a business of 100,000 tons, the most of the Jefferson City, routes by \$1,600,000, being the difference of the tout added to the worth of 0.56 cents increase per ton per

"The Boonville route is elseen miles the longest; but as the grades are easier, in time it may be a little the shortest. With 100,000 tons of busi-

[11]

ness the Boenville route is \$160,000 the most costly; but with about 0,000 tens of freight would be about equal, and with still more business would prove the least costly. A business of 150,000 tens with passengers, would probably pay about ten per cent. dividend. The Boenville route passes through a more densely populated country; but I know of no reason why the other should not support as large a population, with the additional advantage of the one side not being, as on the Boonville route, cut off by the river. The Georgetown route is not, for a certain distance brought to such close competition with the river, and may charge higher freight, but the Boonville route is better able from the lower cost of transportation to compete with the river for the through business, and thus may secure a larger amount of the upper river business. When the policy is to transport certain kinds of freight for cost, the Boonville route will be found the most useful.

The following extract from Mr. Kirkwood's Report will show why this is sometimes called for:

"A line of railroad possesses, by virtue of its being under the control of one body, (and independent of the facilities which its mechanical superiority over any other mode of communication affords,) a power to assist in the development of a country, or of a particular branch of industry, which is some times exercised with great success, and most beneficially for the object to be encouraged, and for the ultimate income of the railroad. It is in this sense that a railroad can for a time afford to carry certain

try, which is some times exercised with great success, and most beneficially for the object to be encouraged, and for the ultimate income of the railroad.

It is in this sense that a railroad can for a time afford to carry certain articles of freight at prices which barely pay the expense of carriage, or which may be less than the cost of carriage. This may occur frequently when these articles are the raw material, on which important branches of business (manufacturing or otherwise) depend, situated on the same line of railroad, or so connected with it as to benefit it importantly by their development. Iron ore may be abundant in one place, and the coal which is necessary to its reduction may he to be brought from some distance. The railroad can afford to carry this coal for less than the cost of transit, if thereby, the iron ore will be brought into use, and furnaces and forges erected, leading to an active population, and to other descriptions of freight which will pay the railroad fair prices. The railroad can also afford, as it has done, to carry lumber, farm produce in quantities, and the leading staples of a country at barely paying prices, if thereby the country becomes settled by an enterprising population, which developes, as a matter of course, new branches of industry, increases importantly the passenger traffic of the road and its freights so large as to make rich returns at the very low prices which, with the original small quantities to be moved, produced no profit."

The Georgetown route would accommodate a section of country, now partially without market, and create a new business from each side, and on the Booneville route it is not possible as yet to see how far the trouble and expense of ferriage of the river will prevent its being crossed by the produce of the north side. Coal may be found on both routes.

The question as to the choice of these two routes is so evenly

Troutes.

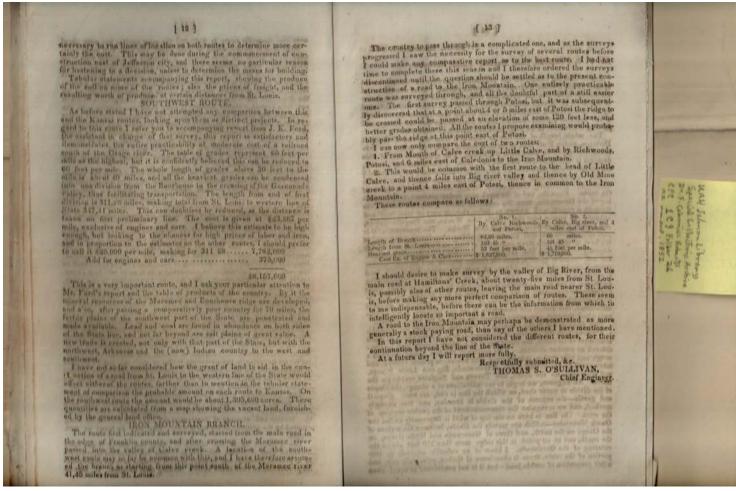
The question as to the choice of these two routes is so evenly halanced that it seems only safe to collect full statistical information as to present produce, and to make careful estimate as to the capabilities for production on each route before making final decision. It may be

### Names:

Memorial of Pacific

### **Types:**

Image 10 r01c09-26-000-0195 Contents Index Abou



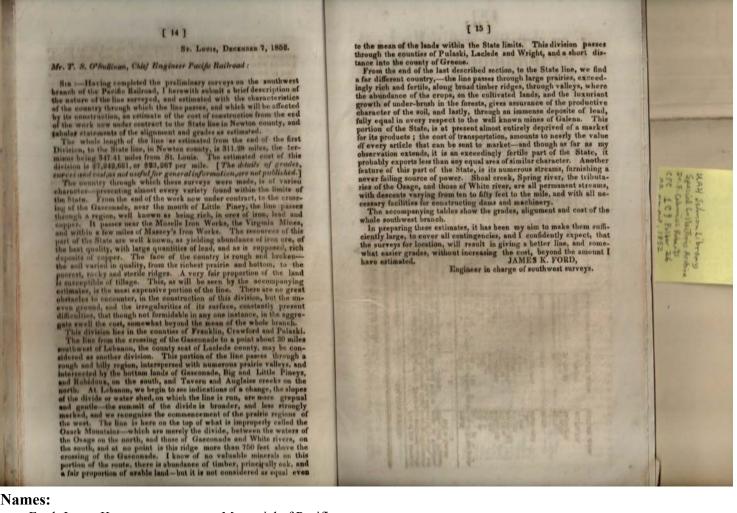
### Names:

O'Sullivan, Thomas

S

#### **Types:**

r01c09-26-000-0196 Contents Image 11 Index **About** 



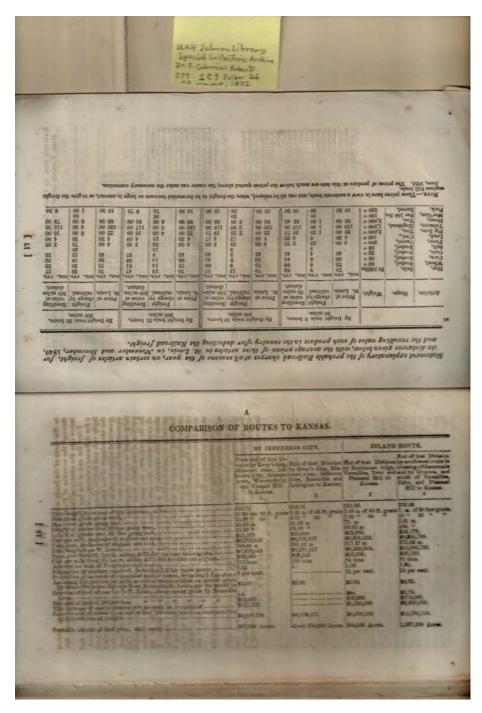
Names:

Ford, James K.

Memorial of Pacific RR

**Types:** 

Image 12 r01c09-26-000-0197 <u>Contents</u> <u>Index</u> <u>About</u>



Names:

Charges for shipment

Kansas RR Route

**Types:** 

# Frances Cabaniss Roberts Collection: Series 1, Subseries C, Box 9, Folder 26 Mementos, Memorial Pacific Railroad with Map,1852 (2 of 6) Image 13 r01c09-26-000-0198 Contents Index About

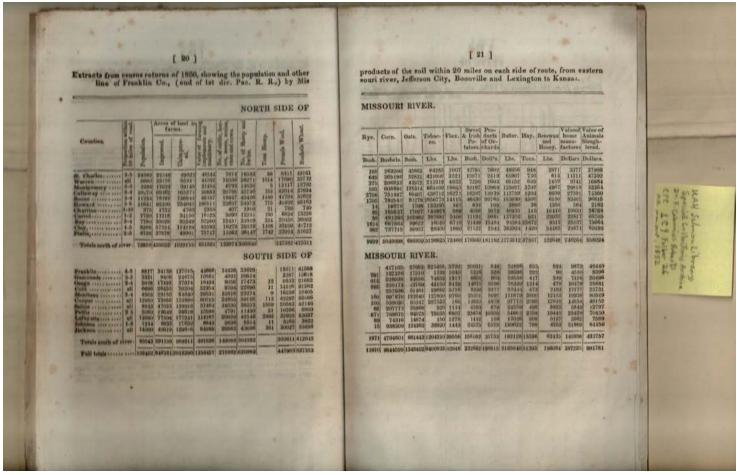
	NORTH SIDE OF	MI	SSOURI RE	VER.				
		20 20 20 20 20 20 20 20 20 20 20 20 20 2	8. Bosb. Business	6. Tobac- Flax, & 1 P. Co., Co. Co., Co., Co., Co., Co., Co.,	14%3 21977 61398 124	2018	Tue of imals registered. In the control of the cont	Special Collection Andread

Names:

Census returns 1850

**Types:** 

Image 14 r01c09-26-000-0199 Contents Index About

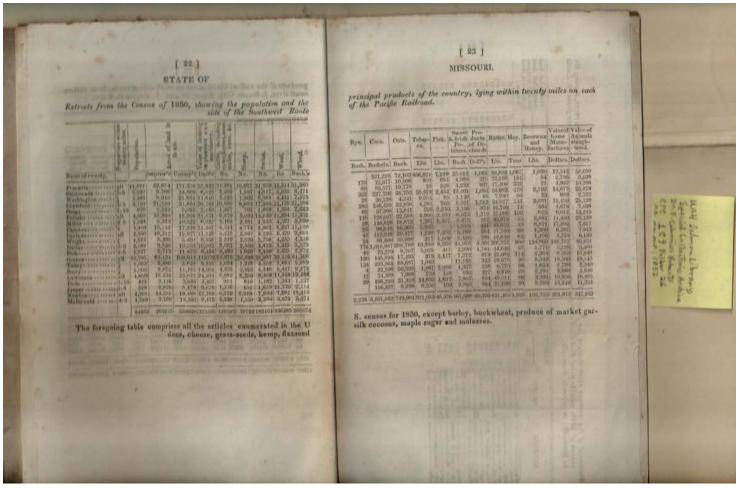


Names:

Census returns 1850

**Types:** 

Image 15 r01c09-26-000-0200 Contents Index About

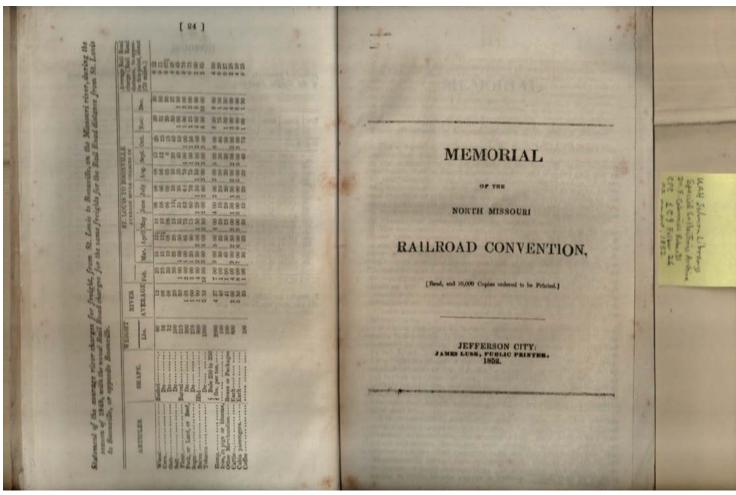


Names:

Census returns 1850

**Types:** 

Image 16 r01c09-26-000-0201 Contents Index About



Names:

Memorial of Pacific RR

**Places:** 

Jefferson City,

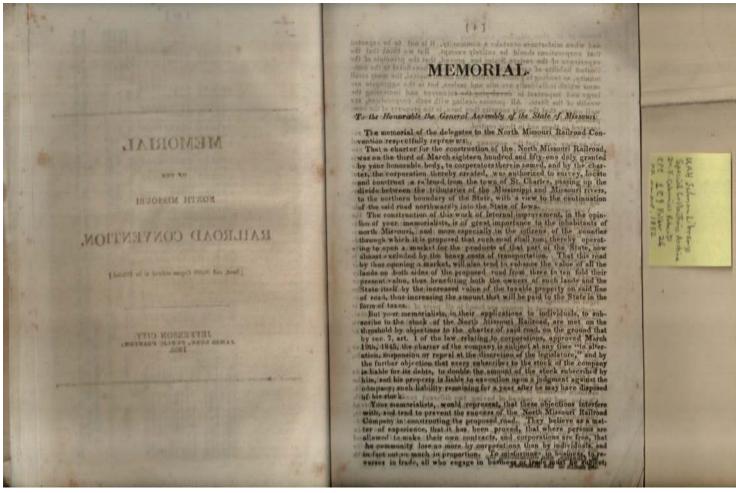
**Types:** 

book

**Dates:** 

1852

Image 17 r01c09-26-000-0202 <u>Contents</u> <u>Index</u> <u>About</u>

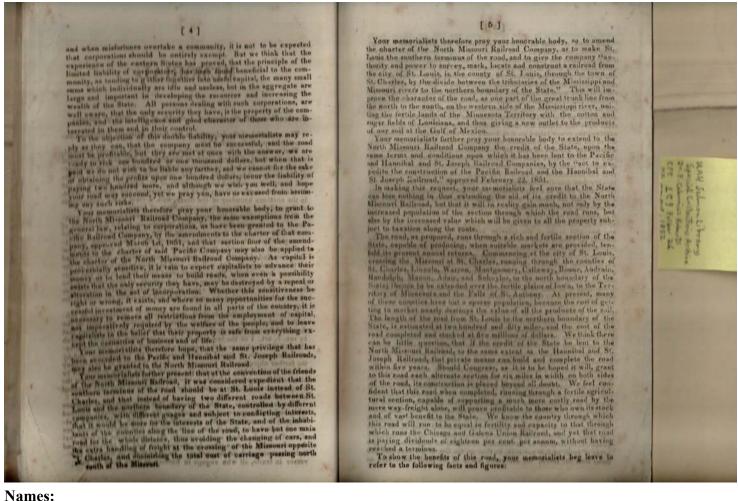


Names:

Memorial of Pacific RR

**Types:** 

r01c09-26-000-0203 Image 18 Contents Index **About** 

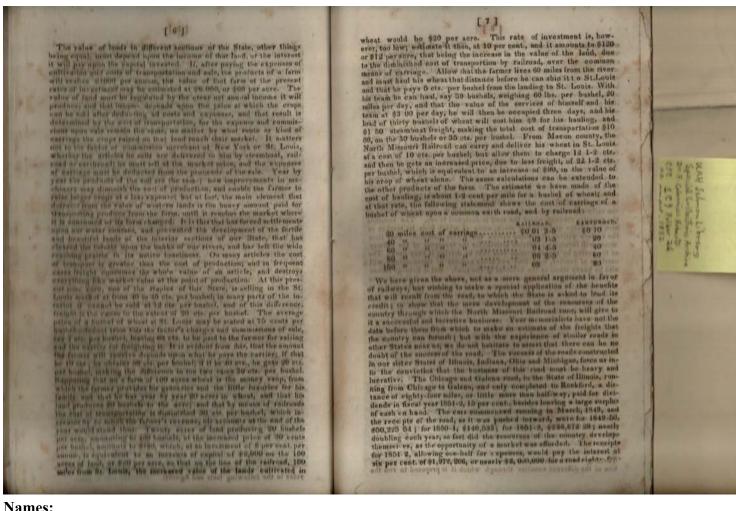


### Names:

Memorial of Pacific

### **Types:**

r01c09-26-000-0204 Contents Image 19 Index **About** 

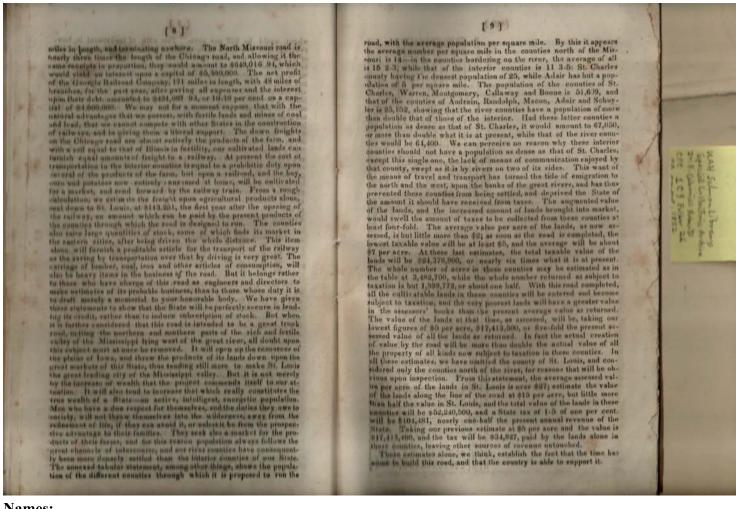


#### Names:

Memorial of Pacific RR

#### **Types:**

r01c09-26-000-0205 Image 20 Contents Index **About** 

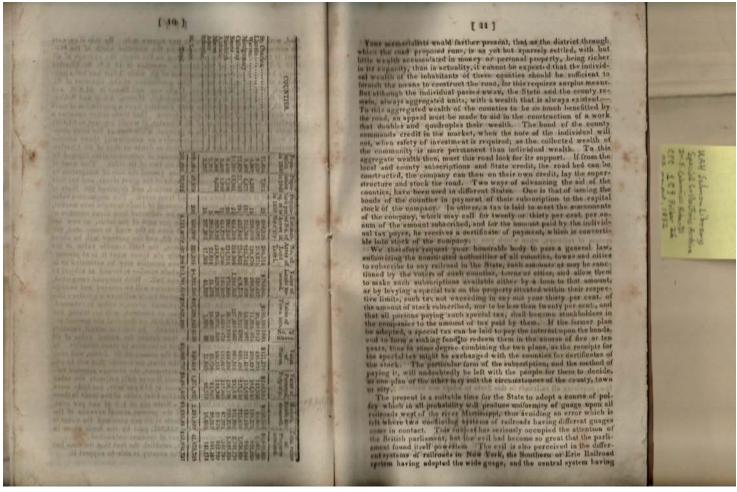


#### Names:

Memorial of Pacific RR

#### **Types:**

Image 21 r01c09-26-000-0206 Contents Index About



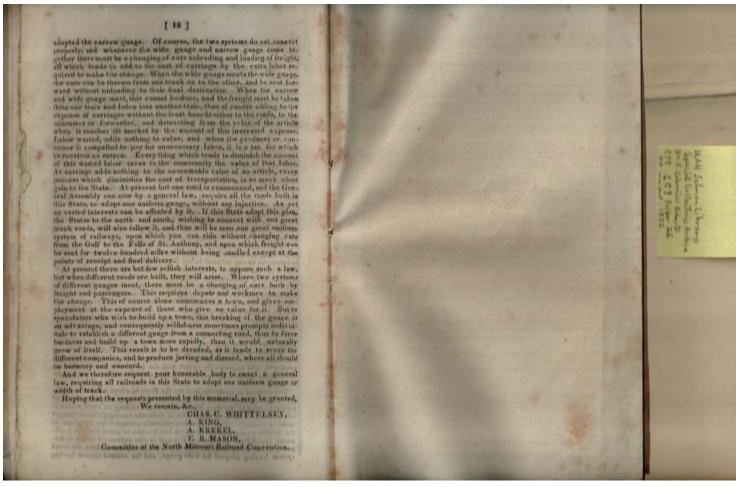
Names:

Memorial of Pacific

RR

**Types:** 

Image 22 r01c09-26-000-0207 <u>Contents</u> <u>Index</u> <u>About</u>



Names:

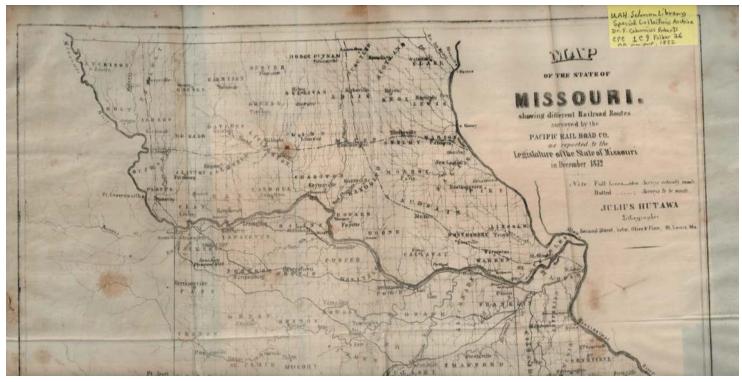
King, A. Krekel, A.

Mason, E. R.

Whittelsey, Charles

**Types:** 

Image 23 r01c09-26-000-0208 Contents Index About



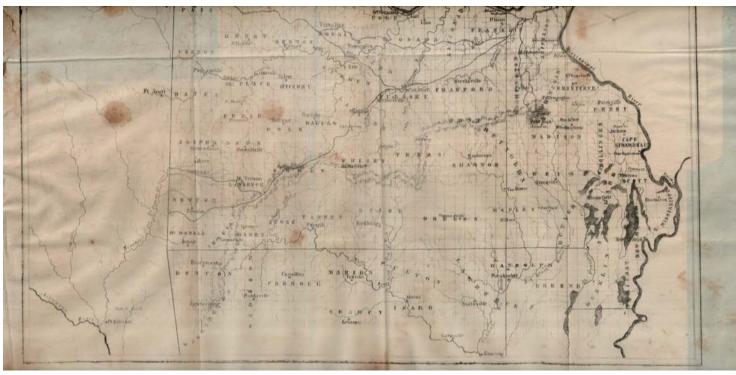
Names:

Missouri Pacific RR

**Types:** 

map

# Frances Cabaniss Roberts Collection: Series 1, Subseries C, Box 9, Folder 26 Mementos, Memorial Pacific Railroad with Map,1852 (2 of 6) Image 24 r01c09-26-000-0209 Contents Index About



Names:

Missouri Pacific RR

**Types:** 

map

# Frances Cabaniss Roberts Collection: Series 1, Subseries C, Box 9, Folder 26 Mementos, Memorial Pacific Railroad with Map,1852 (2 of 6) <u>Contents</u> <u>Index</u> <u>About</u>

### **Table of Contents**

Image 1 (r01c09-26-000-0186)	Image 8 (r01c09-26-000-0193)	Image 15 (r01c09-26-000-0200)	Image 22 (r01c09-26-000-0207)
Image 2 (r01c09-26-000-0187)	Image 9 (r01c09-26-000-0194)	Image 16 (r01c09-26-000-0201)	Image 23 (r01c09-26-000-0208)
Image 3 (r01c09-26-000-0188)	Image 10 (r01c09-26-000-0195)	Image 17 (r01c09-26-000-0202)	Image 24 (r01c09-26-000-0209)
Image 4 (r01c09-26-000-0189)	Image 11 (r01c09-26-000-0196)	Image 18 (r01c09-26-000-0203)	<b>Table of Contents</b>
Image 5 (r01c09-26-000-0190)	Image 12 (r01c09-26-000-0197)	Image 19 (r01c09-26-000-0204)	Name & Place Index
Image 6 (r01c09-26-000-0191)	Image 13 (r01c09-26-000-0198)	Image 20 (r01c09-26-000-0205)	<b>About the Collection</b>
Image 7 (r01c09-26-000-0192)	Image 14 (r01c09-26-000-0199)	Image 21 (r01c09-26-000-0206)	

Contents Index About

### Name & Place Index

Allen, Thomas <u>6</u>	Krekel, A. <u>22</u>
Book order <u>1</u>	Marthasville, MO 2
Census returns 1850 <u>13</u> , <u>14</u> , <u>15</u>	Mason, E. R. <u>22</u>
Charges for shipment <u>12</u>	Memorial of Pacific RR 3, 4, 5, 6, 7, 8, 9, 11, 16, 17, 18,
Ford, James K. <u>11</u>	<u>19, 20, 21</u>
Grabs, Augustus <u>2</u>	Missouri Pacific RR <u>23</u> , <u>24</u>
Huntsville, AL <u>1</u>	Nickel, A. 2
Jefferson City, <u>3</u> , <u>16</u>	O'Sullivan, Thomas S. <u>10</u>
Kansas RR Route 12	UAH Library Archive <u>1</u>
King, A. <u>22</u>	Whittelsey, Charles C. 22

### **Frances Cabaniss Roberts Collection**

**Preferred Citation:** Frances Cabaniss Roberts Collection, Archives and Special Collections, M. Louis Salmon Library, University of Alabama in Huntsville, Huntsville, AL.

**Collection Scope and Content:** The Collection of 114 Linear ft. includes a total of 156 Archival Boxes. The Frances Cabaniss Roberts collection covers the historical records of the Cabaniss Roberts family. This collection contains extensive correspondence records of the Cabaniss Roberts family circa 1830 to 1930.

Archives/Special Collections Access Restrictions: None

Conditions Governing Use: This material may be protected under U. S. Copyright Law (Title 17, U.S. Code) which governs the making of photocopies or reproductions of copyrighted materials. You may use the digitized material for private study, scholarship, or research. Though the University of Alabama in Huntsville Archives and Special Collections has physical ownership of the material in its collections, in some cases we may not own the copyright to the material. It is the patron's obligation to determine and satisfy copyright restrictions when publishing or otherwise distributing materials found in our collections.

Provenance: Gift of Johanna Shields on October 28, 2006.



The UAH Archives and Special Collections M. Louis Salmon Library