

gations from different parts of the Territory are earnestly praying Congress for appropriations of land for the aid of the Territory in constructing rail roads. It is altogether doubtful, however, about the present Congress giving any aid to the Territory, but no one entertains a doubt but that it will, ultimately, receive as liberal grants as other new States and Territories have already received. Until such grants are made, it is not probable that much can be done toward constructing rail roads, as the expense consequent upon building up a new country and making the necessary home improvements, is as much as the people at present feel able to incur. In view of the prospective, however, the Legislature has already chartered a number of rail road companies, but as none of them have organized sufficiently to be in working order, and but two or three have ever had any instrumental examinations made, I have thought best not to attempt an imaginary location of any of them upon the map, as it would be of no practical use to any one. Among the statistics, however, will be found a list of all the rail road companies in Kansas whose charters are unrepealed, with their termini.

At present the competing rail roads, crossing the State of Missouri and having their western termini on the border of Kansas, are making every effort toward completion at the earliest possible day. The Hannibal and St. Joseph Rail Road, on the north, is just completed, and forms a direct outlet to St. Louis, via the Northern Missouri Rail Road, and to Chicago and all the Eastern cities, via the connections at Hannibal. This road has its western terminus on the Mis-

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