

completion at no distant day as a fixed fact. All these roads will be important feeders to the great lines of rail roads leading to the Eastern cities, and have an important influence upon the rail road system of Kansas.

The Pacific Rail Road is pushing its iron arms westward, and already is in operation as far as Tipton, 175 miles from St. Louis. Only 130 miles remain to be built to complete this important road to the Kansas line at Kansas City, Mo., and a considerable portion of grading is already done. A bill is pending before the Missouri Legislature granting State aid to this road, with the probability of its passage. Its early completion is regarded as placed beyond a contingency, and it is expected to commence grading on the western end the coming summer. Kansas City and Independence have subscribed large amounts of stock to secure its being rapidly pushed forward to completion. This road is of vital importance to the interests of Western Missouri and Southern Kansas, and its managers cannot be too energetic in their efforts to secure its early completion. All the above roads will probably be built in two or three years, touching Kansas at the aforementioned points. The people of Southern Kansas and Missouri are wide awake to the importance of a rail road connection, and are using their best efforts for a rail road connection with the Pacific Rail Road running up the Neosho Valley to Emporia. It is highly probable that if government aid is given to a trunk railway to the Pacific, that the Kansas Valley and Smoky Hill route will be the one selected, as its advantages over any and all other routes to the Pacific, are so manifold and obvious to every man at