

sidered, is the best route to take. To those outfitting at points north of Leavenworth, the Northern route is the best, though there is a great scarcity of timber for 200 miles along the South Platte. For those outfitting at Leavenworth, the Northern route is a very few miles the shortest, but the Southern is said to be the easiest road to haul over. At Leavenworth you have the choice of all the Routes, and parts of routes, via Ft. Riley and the Republican, and connect with the Southern, via Lawrence or Topeka. In outfitting at Wyandott, or Kansas City, the Southern route is much preferable, as the Santa Fe road is the easiest road to haul over, and water and wood more plenty than on the Northern route. By comparing distances over the various routes, and from various points, and studying the map carefully, the emigrant can judge for himself where is his best point for debarcation and outfit. The population of principal towns will be found in this work, and also business cards of many excellent outfitting houses. Various parties are making extensive arrangements to transport passengers and freight to the mines. Capt. Smith's Express will leave Kansas City and Wyandott, the 1st of April. Both mule teams and ox teams will make up the trains. A daily line of hacks is to be started from Leavenworth City about the same time, for Auraria. Doubtless others will leave Atchison and St. Joseph, for the same destination.

Emigrants will doubtless find it cheapest, in the end, and most comfortable, to purchase their outfit before starting, and take provisions enough for at least six months. Every comfort of life will neces-

