

or two feet of water. Such is the opinion of most people who have seen it at different points, although it has neither been tested nor sufficiently examined as yet with a view to determine the fact of its navigability at low water.

For two or three months of the year, no doubt, boats will be able to run 450 miles up the Smoky Hill Fork. But whether the Kansas and its branches shall prove navigable for such a portion of the year, as to make them of any value as commercial channels, remains to be determined. Nothing short of a thorough survey can prove the practicability of this matter where the water is low. It is certainly to be hoped that a survey will not long be delayed, and that when completed, the report may show a sufficient depth of water, as I verily believe it will, for the navigation of small craft, at the lowest stage of water, and at any time of the year when free from ice. Railroads can never compete with water communications for the transportation of heavy freight. No vehicle can be made to run on land that will transport goods from one section of the country to another as cheaply as they can be floated on water. An experiment has been going on in this country for the last 15 years at least, which has tested the difference of expense of transportation by the different methods now known, and in operation. It has been proved that only a little more propelling power is necessary to move a narrow boat of 200 feet on the water, than it does one of 100 feet; while, of course, the longest boat carries twice as much freight as the shorter one. On the other hand, it is frankly and freely

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