

the country had met so disastrous a fate? What a fearful admonition is thus furnished to beware of inordinate extensions of public works at this period, or the accumulation of a permanent debt?"

Although this extract purports to take into consideration the increase of charges on passenger transportation only, it will at once be clearly seen that the business of carrying passengers cannot be alone chargeable with producing these disastrous results. The wear and tear to the track is produced more particularly by the ponderous freight cars, coupled into long and formidable trains, than to passenger cars merely, though the latter run at a more rapid rate.

If then, as is assumed, transportation of goods by water, where practicable, is, and must remain to be the cheapest, it is of the first importance to the whole Territory, but especially to the interior of this country, to know how far the Kansas and its tributaries are navigable for vessels of the necessary capacity for a profitable business in the transportation of freight. If heavy goods may be carried on the Kansas to Fort Riley, 140 miles; up the Smoky Hill, 400 miles; and 360 miles up the Republican, then a more capacious, and nearly three times as long a canal as the Erie, through the State of New York, is already excavated from the Missouri westward, in the very lines they would be made if left to the hand of art.

The waters for canaling are here in abundance, and the stream is broad enough to permit the use of steamboats, and the saving of tow-path and horse-flesh, without danger of washing the banks by the action of paddle-wheels or propellers. As the expense of fitting

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