

feasible route in the proper latitude for the successful working of a railroad to the Pacific.

The tributaries of the Kansas reach far up among the Rocky Mountains in the right direction, and their banks, as well as those of the Kansas proper, afford the wood and the coal for fuel, as well as the timber for the track. Along this valley also, will be large and important towns with their thousands of active inhabitants, and the rural districts along the line will be proportionally populous. On this route, then, will be people who are to afford the way-freight and passengers indispensable for the maintenance of a railroad. As there is no other stream that affords all these advantages, the natural conclusion is that, that if ever a railroad to California is built, it must go up the valley of the Kansas river, at least, as far as Fort Riley.

FARMS AND HEDGES.

I have often been asked how far out upon a prairie a farm can be cultivated. Some 16 years' observation in the West, will, perhaps, enable me to give the inquirer such information on this head as will be found by experiment to be correct. Among my first observations in Illinois many years ago, I remember several of my acquaintance who located on the prairie 10 miles or more from timber. Their wood and fencing was all hauled that distance, and no coal had been found nearer than that to their farms. Yet these men went forward prosperously with the cultivation and improvement of the lands they had selected. They each owned a lot of timbered land on some stream near where saw

mills
into
kind
haul
neat
adde
was
man
away
and
for
ravin
and
chea
hims
cour
very
good
sun
as c
whe
a pr
pare
of th
neat
with
Not
dire
buil
boar
suffi