

in any land so favorably situated for the development of transcendent commercial power. It is built on high bluffs, in the great bend of the Missouri river, just below the mouth of the Kaw (or Kansas), on the south bank, and is in a geographical location so central as to make tributary to it the produce of the fertile Southlands and the pastoral wealth of the Plains, while it garners the sheaves of the North-West; and all their gigantic and ever-increasing traffic becomes an element in its growth and joins in building up its power. It is the nearest and most accessible distributing center of the South-West, whose teeming millions of cattle find their market through its railway system. Everywhere, as I pass through, do I see improvements and building going on; and while this gives a somewhat crude appearance to the city, its street railways, water and gas works, fine hotels, handsome stores, and elegant residences, bear testimony to its being possessed of all the accessories of metropolitan refinement, and show that the augury of the prescient Benton is about to be realized—when in 1831 he pointed to her present location as the future seat of empire for the West.

But, like time and tide, the trains of the Kansas Pacific Railway wait for no man, so I secure a lower berth for Denver, and take my seat again in a Pullman Palace Car—only the second change I have made on my journey from New York. This one is indeed the acme of elegance and comfort, and I find that the farther West I get the more complete and comfortable is the rolling stock of the railways, and the more polite