

locality, present condition, and future prospects of the Union Pacific Railroad, that, with your permission, I will endeavor to throw some light upon the subject.

There are, at the present time, no less than nine different projects, or organizations, known as Pacific railroads—and, consequently, when allusion is made to either one of these, it is erroneously, and sometimes quite injuriously, applied to the one great trunk line chartered by Congress for the purpose of constructing a railroad through the entire Territories of the United States, and thus connecting the railroads of the extreme Eastern and Western States in one continuous line across the continent.

In speaking of these different organizations, I shall refer to them in their proper geographical order, from the east and south to the west and north; and shall endeavor to confine myself to a simple and concise statement of facts:

1. The Pacific Railroad of Missouri, a State organization, extending from the city of St. Louis to the east line of Kansas, at or near Kansas City, a distance of 283 miles. This road is now completed and in operation.

2. The Union Pacific Railway, Eastern Division, extending from the western terminus of the Missouri Pacific Railroad, at the eastern boundary of Kansas, to an intersection with the Union Pacific Railroad, "at a point on the one-hundredth meridian of longitude west from Greenwich, between the south margin of the Republican River and the north margin of the valley of the Platte River, in the Territory of Nebraska, at a point to be fixed by the President of the United States after actual surveys." The total distance is about 380 miles. This is also a State organization, and was formerly known as the "Leavenworth, Pawnee, and Western Railroad Company of Kansas;" but the Company, in 1863, assumed the name of "Union Pacific Railway, Eastern Division," by which title it has since been recognized. This Company receives the same amount and kind of aid from the General Government as the Union Pacific Railroad, which, to avoid repetition, will be described in connection with that road. The laying of track was commenced in 1863, since which sixty-two miles have been completed, and the road is now open for use to Topeka, the capital of the State.

This Company is also required to "build a railroad from the city of Leavenworth, to unite with the main stem at or near the city of Lawrence; but to aid in the construction of said branch the said Com-