

of railroad were in full operation, while several more were projected. Though the bridge was originally built only for the use of the Kansas City and Cameron Railroad, seven months before its completion the west branch of the North Missouri Railroad had been finished to Harlem, and this company had made arrangements to run over the bridge, while the Missouri Valley Railroad had been extended from its former terminus opposite Leavenworth to the same point, so that the bridge became at once, not only a link in the line of railroads extending from Chicago to the South-west, but united the railway system of Northern and Southern Missouri and Kansas at a common point, near the boundary of the two States.

On the south bank of the river, the Kansas Pacific Railway, starting from the State line at Kansas City, had been completed 405 miles, nearly to the eastern boundary of Colorado. The Missouri River, Ft. Scott, and Gulf Railroad, a line intended to occupy a part of the ground embraced in the original scheme of the Kansas City, Galveston, and Lake Superior Railroad, had come under the management of the same interests which built the Kansas City and Cameron Railroad and the bridge, was already in operation for about 50 miles, and has since been extended to the south line of Kansas. These with the Pacific Railroad of Missouri, and the Missouri River Railroad, which were operated as one line from St. Louis to Leavenworth, made up the list of seven railroads in operation to Kansas City, while steps were being taken, and subscriptions obtained, for another eastern outlet, to connect with the lines controlled by the Pennsylvania Railroad, by way of the town of Louisiana on the Mississippi River; for the Kansas City, Springfield and Memphis Railroad, and for the Kansas City and Santa Fe Railroad, a line designed to tap the business of the Leavenworth, Lawrence, and Galveston Railroad, and to extend into South-western Kansas, which is now in process of construction.

The completion of the bridge united the three railroads on the north and east side of the river with the four on the south and west, made Kansas City the convenient point of exchange for all business going south-westerly, and gave it such commercial importance as wellnigh to justify the boast of its sanguine citizens, that it was destined to become the metropolis of the South-west.

It had been the wish of the people of Kansas City that a separate carriage-