

better and more productive country through which to run. Of that I have already spoken.

But will they lengthen their route from the Missouri to San Francisco by running round this labyrinth of mountains by a single grand detour, rather than by winding round them in detail, as they would have been compelled to do, had they adopted the other alternative? No man can answer that question yet. But if they have made it longer, they have also made it leveler, safer, and certainly more profitable. I know that the impression generally prevails, that this southern route through New Mexico and Arizona will be longer than if it had been run through Utah and Nevada. But, after all, that impression may be erroneous. With much care I have prepared the following table of the latitude and longitude of points on the two routes—that of the Kansas road, and that of the Platte. The points on the Union Pacific Railway of the Kansas are printed in Roman characters; those of the Union Pacific Railroad of the Platte in *Italics*.

Latitude and Longitude of the Principal Points on Both Routes.

	Latitude.	Longitude.	North of San Franc.	South of San Franc.
Kansas City,	39°	94° 35'	1° 15'	—
Omaha,	41° 20'	95° 55'	3° 35'	—
Pond Creek,	38° 50'	101° 50'	1° 5'	—
<i>Platte Station, North Platte,</i>	41° 15'	101°	3° 30'	—
Albuquerque (Rio Grande),	35° 5'	106° 30'	—	2° 40'
<i>Bridger's Pass (Summit of Rocky Mountains),</i>	41° 35'	107°	3° 50'	—
Prescott (Centre of Arizona),	34° 35'	112° 5'	—	3° 10'
<i>Northern End of Salt Lake,</i>	41° 45'	113°	4°	—
Aubry (Colorado River),	34° 20'	114° 10'	—	3° 25'
<i>Northern Bend of Humboldt River,</i>	41° 5'	117° 40'	3° 20'	—
SAN FRANCISCO,	37° 45'	122° 30'	—	—

It will be observed from this that the Platte road really bears more to the north of the parallel of San Francisco than the Kansas road does to the south of it. And it will also be observed that the point at which the Platte route attains the summit of the Rocky Mountains is twenty-five geographical miles further north of San Francisco than Aubry, the extreme southern deflection of the Kansas route, is south of it. Again, it will be observed that the north bend of the Humboldt river is more than three degrees nearer to the meridian of San Francisco than Aubry, while it is almost as far north as Aubry is south. A careful study of this table will shake the opinion that the southern line must necessarily be longer than the northern, even should the latter not be more tortuous. I do not assert that it is not longer,