

because I do not know; but I have laid before the reader *data* from which, with the aid of a good map, he can make calculations for himself.

The Platte road will be completed if it is in human power to do it, for the legislation is complete and the appropriations are made; but even should the difficulties be such that it can never be a *Pacific* road, yet as an avenue to the vast interior region into which it runs — Nebraska, Southern Dakota, Southern Idaho, and Utah — it will be of incalculable value — worth far more than it has cost. Over the other road, however, no such contingencies are pending. There are neither impracticable mountain passes nor uncontrollable snow-drifts. There are no formidable obstacles, either topographical or climatic; and the entire country through which it passes is good. It will open up a country which, when its manifold resources shall be developed — as they soon will be when made accessible — will add to the national wealth immeasurably beyond what it will cost. In fact it will cost the Government nothing, for it will be self-sustaining. It is that already, and its revenues will unquestionably increase in a ratio greater than its onward progress.

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LETTER XIX. — *Eastern Connections — Table of Distances.*

ALLEGHENY CITY, August 5, 1867.

As already stated, the main line of the Union Pacific Railway, E. D., begins at Kansas City, which brings it in line and connection with the old Pacific Railroad of Missouri, which begins at St. Louis and terminates at Kansas City, the western boundary of the State of Missouri. So it might with truth be said that the Union Pacific Railway of the Kansas begins at St. Louis. By a branch road from Lawrence to Leavenworth, a little more than thirty miles long, belonging to the same company, the Kansas road has a second terminus on the Missouri, over which the enterprising people of Leavenworth hope to turn the trade of all the roads east of the Mississippi which do not converge upon St. Louis.

But with the rivalry between Leavenworth and Kansas City we have nothing to do. For the present we shall take Kansas City as our initial point.

We have already seen how St. Louis is connected with Kansas City by the old Missouri Pacific, 283 miles in length. In a few months Chicago will have almost as direct a connection with it, by way of the Chicago, Burlington, and Quincy road to Quincy, 265 miles; thence to Cameron, on the Hannibal and St. Joseph road, 170 miles;