

thence by the Cameron and Kansas City branch, on which they are now vigorously at work, 55 miles. Total from Chicago to Kansas City, 490 miles.

From Kansas City to the Mississippi river at St. Louis,	283 miles
From Kansas City to the Mississippi river at Quincy,	225 miles
Difference in favor of Quincy,	<u>58 miles</u>

At Quincy a bridge across the Mississippi is in progress, which will enable cars to run through from Chicago, or from New York and Boston for that matter, to the farthest extremity of the Union Pacific of the Kansas, for the gauge throughout the entire distance, whether through Pennsylvania or New York, except the New York and Erie and the Great Western, is the same. In a short time a bridge across the Missouri at Kansas City will be built.\* So far, therefore, the City of Chicago has the advantage over St. Louis for the trade of the magnificent region through which the Kansas road runs, and that advantage it will retain until a bridge shall be constructed over the Mississippi at St. Louis.

DISTANCES FROM KANSAS CITY TO NEW YORK THROUGH PENNSYLVANIA.

*Via St. Louis, Indianapolis, Columbus, Steubenville, Pittsburgh, and Allentown.*

Kansas City to St. Louis,	Miles.
St. Louis to Indianapolis,	283
Indianapolis to Columbus,	262
Columbus to Pittsburgh,	188
Pittsburgh to New York, via Allentown,	193
	<u>431</u>
	1357

*Via Cameron, Quincy, Chicago, Pittsburgh, and Allentown.*

Kansas City to Cameron,	55
Cameron to Quincy,	170
Quincy to Chicago,	265
Chicago to Pittsburgh,	468
Pittsburgh to New York, as above,	<u>431</u>
	1389

---

\* A correspondent of the Philadelphia Press, writing from Kansas City, August 21, 1867, states that the corner-stone of the Cameron Railroad bridge across the Missouri at that city was laid that afternoon amid great enthusiasm, and in the presence of 5000 people. He says: "Assurance is given by Mr. Chanuette, the chief engineer, that the structure will be completed in one year. The bridge will be of iron, 1400 feet long, with a draw in the channel of 362 feet. There will be six stone piers, with spans of 250 feet, and a carriage-way as well as a railroad track. This bridge, with the one now building across the Mississippi at Quincy, will give us a through connection, without breaking bulk, with New York and Boston."