

Railway of the Kansas — or, as it might be more briefly and definitely designated, *The Kansas Pacific Railway* — shall be completed to its ultimate destination, numerous important branch roads will almost simultaneously be made through many parts of the extensive and magnificent region which stretches all along the southern and southeastern side of the main line. Three of these branches will reach tide water,—one at Galveston, Texas, on the Gulf of Mexico; one at Guaymas, in Sonora, on the Gulf of California; and one at San Diego, on the main coast of the Pacific ocean, nearly five hundred miles southeast of San Francisco.

I appeal to the map again to show how admirably this main line is calculated to put all of the Eastern, Middle, and Northwestern States of the Union, east of the Missouri, into social and commercial connection with all that rich and productive portion of this continent, along the northern border of which it runs. The trade of a million of square miles can be drawn into it without going much beyond our own borders. But when to this is added the fact that it will reach the Pacific ocean at three several, far separated and important points — Guaymas, San Diego, and San Francisco — it requires no further argument to prove that it will be the greatest thoroughfare in the world.

This is a road that will develop the country through which it and its branches will pass and create its own business. We excursionists saw how it was doing that already in Kansas; and a few days ago, while in Philadelphia, I saw how the officers of the Company there were hurrying forward hundreds of cars and a corresponding number of locomotives, to keep pace with the rapidly increasing trade.

I propose now to notice briefly some of these branches, either actually commenced or in contemplation.

The first is that whereof the main line commences at Lawrence and runs almost directly south through Kansas, through the Indian Territory and through Texas, until it meets the Central Texas road, which runs almost due north from Galveston. The entire distance from Lawrence to Galveston is about six hundred miles, and the route is through a country of unsurpassed fertility and beauty from one end to the other. When I was at Lawrence in June, they were vigorously at work on this road, and expected to have twenty-four miles of it finished and in operation by January, 1868. The people of Kansas City are to have a branch of this road from their town, which will probably unite with the Lawrence branch in the valley of the Neosho, near the southern border of the State. This branch, which also runs through a splendid country, will almost certainly be completed at an early day. Another branch of this road is projected from Junction City southward to the