

head of the Neosho valley — which is only about 18 miles distant — and thence down that richest of the Kansas valleys until it meets the main line from Lawrence near the southern border of the State. This, too, will unquestionably be made sooner or later.*

From Pond Creek a branch of the main line will be made to Denver, 187 miles in a northeasterly direction, partly through a buffalo-grass region, and one which presents no difficulties. This branch will run near to the northeast base of Pike's Peak, and for a considerable distance through a region of good coal and pine timber, both of which will be of great value to all that country.

Between Pond Creek and Albuquerque branch roads into the magnificent agricultural and pastoral regions which stretch far away east and south of the main route, will doubtless be made. But of these I cannot speak definitely.

From Albuquerque a branch road down the Rio Grande to El Paso will quickly follow the construction of the main line, as it would traverse a very rich and productive country on our side of the national line, and open a direct avenue into the Mexican State of Chihuahua. It is a fine country, rich in both soil and minerals; and, if wrested from the hands of the fierce Apaches, who now hold possession of a large portion of it, would soon fill up with a far better population than have ever yet occupied it.

From some point in Arizona a branch road from the main line to Guaymas, through the rich mineral State of Sonora, will unquestionably be made at an early day. A connection with the Pacific ocean at that point would be only second in importance to that made at San Francisco. It is unnecessary to enlarge upon it.

A shorter branch road would put this road in connection with Libertad, another port near the head of the Gulf of California, and a still shorter one with the head of the gulf at the mouth of the Colorado river.

The last important branch is that which will run from some point on the main line west of Aubry to San Diego, on the main Pacific coast, but a short distance north of the southern extremity of California. It has an excellent harbor, and with such a connection with the Eastern States of the Union, there is hardly a doubt but that it would soon become an important commercial city. Being so much nearer to the great communities in and east of the Mississippi valley, it would

* A letter from Kansas City, of August 21, says: "Arrangements relative to work on the Kansas City and Fort Scott road have been brought to a final settlement, insuring the early completion of that road." This is the same enterprise of which I have just spoken.