

out a single section of one hundred miles that is not likely to contribute its share of a revenue sufficient to make this a paying road. One portion will have a large surplus of the products of the soil; another portion, the people of which draw their wealth, not from the soil, but from the mines, will need this surplus. Ores will be sent to fuel and fuel to ores. Thus there will be a large and perpetual exchange between the agricultural and the mineral portions of the route — between the fertile prairies of the East, the coal mines and forests of the first mountain slope, and the gold and silver and copper mines of New Mexico, Arizona and California. There is probably no single line of railroad on the globe the products along the border of which are at once so various and so dissimilar. This peculiarity of the line of road under consideration will lead to an exchange of commodities to an enormous amount, between communities hundreds of miles asunder. The farmer of Kansas will probably find his best market in Arizona.

But we are not left to conjecture and vague generalities as the basis of our estimates. During the month of May, 1867, this road was commercially open to Salina, a distance of 187 miles from Kansas City. The gross earnings for that month were \$172,106.28, which amount, divided by 187, gives a business at the rate of eleven thousand dollars per mile per annum. During the same period the net profits were \$72,000, or at the rate of \$4,567 per mile per annum. The amount of business done for the Government during that month — at rates greatly below what had hitherto been paid for freights by wagon — was a little over fifty-one thousand dollars, one half of which passed to the credit of the Company on its Government bonds, enough to pay the interest on all the bonds of the Company, and leave a surplus sufficient to extinguish the principal ten years before the bonds mature. The remainder of the month's business, amounting to more than \$120,000, was principally local trade and travel — so rapidly is the rich valley of the Kansas, through which it passes, filling up with an active and prosperous population.* If such results can be shown in the infancy of the enterprise, surely we may safely calculate upon still richer results as the work progresses, and as the great wave of population which is following it shall swell to larger and larger proportions.

* The return for the month of June, owing to the flood, fell off some 25 or 30 per cent.; but that for July was larger than that for May, the western commercial terminus being the same. Now the end of the commercial line has been extended to Wilson's Creek, nearly 250 miles beyond Kansas City.