

Callaway, Montgomery, Warren, St. Charles and St. Louis, to the city of St. Louis, a distance of about 240 miles.

The line of route passes through an exceedingly fine agricultural region, and contiguous to the road in Lafayette and Saline counties, there are deposits of an excellent quality of bituminous coal. Surveys were commenced in April, 1873, but no construction on the first division, between Kansas City and Arrowrock (owing to the panic) was commenced until the spring of 1874. On June 15th, the first spike was driven at Independence, Mo., and the first train ran through from Kansas City to Independence, 10 miles, August 3d.

The maximum grade is 76 feet to the mile.

There is no sharp curvature.

The weight of rail is 30 pounds to the yard.

The weight of engines, 15 tons.

Cost of road, including equipment, per mile, \$18,500.

Equipment—2 locomotives, 4 passenger cars, 22 freight cars of all classes.

Operations. Gross earnings have averaged \$1,300, per month. Operating expenses not published. Financial statement, withheld.

Capital Stock authorized, \$2,000,000.

F. C. Eames, President, Kansas City, Mo.

A. L. Harris, Treasurer, Kansas City, Mo.

H. Hale, Superintendent & C. E., Kansas City, Mo.