STATEMENT

SHOWING THE

PRESENT CONDITION AND FUTURE PROSPECTS

OF THE

Kansas and Missouri Bridge

TOGETHER WITH

An Exhibit of the Railroads Centering at Leavenworth.

SEPTEMBER, 1869.

LEAVENWORTH:
PRINTED AT THE TIMES AND CONSERVATIVE BOOK OFFICE.
1869.

KANSAS AND MISSOURI BRIDGE CO.

Officers:

A. CALDWELL, ...	*President.*
ALEX. GARRETT, ...	*Vice-President.*
LUCIEN SCOTT, ...	*Treasurer.*
C. R. MOREHEAD, JR., ...	*Secretary.*
W. W. WRIGHT, ...	*Engineer-in-Chief.*

Directors:

A. CALDWELL,
F. E. HUNT,
P. G. LOWE,
M. H. INSLEY,
LEVI WILSON,
J. G. BLUNT,
GEO. R. HINES,
C. R. MOREHEAD, JR.,
LUCIEN SCOTT,
J. McGONIGLE,
B. B. MOORE,
HENRY FOOTE,
JOHN WILSON,
L. T. SMITH,
D. W. EAVES,
C. B. BRACE,
J. S. RICE,
ALEX. GARRETT,
H. L. NEWMAN,
THOMAS CARNEY,
MATHEW RYAN,
H. W. GILLETT,
D. W. POWERS.

Kansas and Missouri Bridge Co.

In order to secure the concentration of Railroads, enhance the prosperity of Leavenworth, and meet the increasing demands of Commerce, our Citizens have undertaken the construction of a Railway and Highway Bridge over the Missouri River, a short distance above the City, on the Fort Leavenworth Military Reservation. The Bridge will unite the Railroads centering on the East side of the River, with those on the West side, and will connect the Metropolis of Kansas, containing 40,000 inhabitants, and Fort Leavenworth, one of the largest Military Depots in the Union, with the rich and flourishing country on the opposite side of the River, in Missouri. The Government has granted to "The Kansas and Missouri Bridge Company," to aid in the construction of the work, a strip of land 300 feet in width, entirely through the Reservation, on both sides of the River.

The Bridge was designed and located by General W. W. Wright, Engineer-in-Chief, and is being constructed under his supervision. The Superstructure is to be of wrought iron, resting upon cast iron piers, formed of large pneumatic piles sunk to a bearing on solid rock. These piles are eight and one-half feet outside diameter, with a thickness of metal of one and three-quarter inches, and weigh about one ton to the

foot in heigth. They are manufactured in sections of ten feet in length, with inside flanges at both ends to enable them to be connected together during the process of sinking, and thus form a continuous cylinder from foundation to bridge-seat. These columns will be filled with cement masonry and concrete from the bottom to an elevation ten feet above high-water line. There will be two piers of this kind in the River, and one on the Eastern shore. The Western end of the Bridge will rest on a stone abutment. The three spans thus formed, will be each 340 feet in length, and the bottom of the lower chord will be 50 feet above extreme high water, thus leaving ample space between the piers, and sufficient height above the surface of water for Steamboats to pass at any stage of the river. The Approach to the Bridge at the Eastern end will consist of a substantial Trestle-work 1500 feet long, connecting with an earth embankment extending 2500 feet further.

The contract for constructing the Bridge, as above described, was awarded last January to L. B. Boomer & Co., of Chicago, for $700,000, they agreeing to take $175,000 in Stock of the Company in part payment for the work.

The whole cost of the Bridge, including engineering and other necessary expenses, will not exceed $750,000. The County of Leavenworth subscribed $250,000, and issued Bonds therefor, payable in one, two and three years, which have been sold in New York and the proceeds are available for the use of the Company as the work progresses. Our own Citizens have subscribed $175,000 in addition, which together with the subscription of the Contractors of $175,000, makes

$600,000 available means, leaving $150,000 unprovided for, which we are now taking measures to obtain by the time it is required.

By an Act of the Kansas Legislature, the tax levied to pay the Bonds issued by the County to aid in the construction of the Bridge, is convertible into Stock of the Company, so that instead of the Bridge Stock being owned by the County, it will belong to the individual tax-payers, according to the proportion of tax each will have to pay for this purpose.

That the Bridge Stock will be a highly remunerative investment is evident to any one who has properly investigated the subject; and we are confident that a revenue will be derived from the transit business over the Bridge that will soon re-imburse the Stockholders for their investments, to say nothing of the incidental advantages that will accrue to them from the increased growth and prosperity of the City consequent upon its completion.

The Engineer-in-Chief, after a careful investigation of the present transit business, estimates the receipts of the Bridge for the first year after its completion as follows:

Twenty car loads of freight each way daily, (40 car loads of nine tons, 360 tons per day for 313 days), 112,680 tons per annum, which at 70 cts. per ton,	$78,876 00
Fifty passengers each way daily, for same length of time, at 25 cents each,	7,825 00
Highway traffic, including Government business on the Reservation,	30,000 00
Making a total for one year of	$116,701 00

Or more than *fifteen per cent.* on $750,000, the total cost of the Bridge.

This estimate of receipts is believed to be entirely within the probable business for the first year, and much too low for the business of succeeding years. The rapid development of this country makes it not only highly probable, but almost certain, that the business over the Bridge for the second year after its completion will double that for the first year. The gross receipts from highway traffic alone, over one of the two Ferries at this place, exceed $40,000 per annum.

The Bridge being entirely of iron, and constructed in the most substantial manner, and upon the most approved plan, without a draw to interrupt its traffic, will consequently require but a trifling expenditure for repairs and attendance, so that nearly the whole of the receipts will be available for division among the Stockholders.

The work on the Approaches is now progressing rapidly, and the iron for the piers is being delivered. The work of putting these in the River will soon be commenced, and it is expected that everything will be ready for the Superstructure by the first of January, 1870, and that the Bridge will be completed and ready for the passage of trains by the 4th of July following.

Leavenworth, September, 1869.

LIST OF RAILROADS

Connecting with the Bridge over the Missouri River, and centering at Leavenworth.

1. *Missouri Pacific and Missouri River Railroads,* from Saint Louis *via* Kansas City and State Line to Leavenworth, completed.

2. *North Missouri and Missouri Valley Railroads,* from Saint Louis *via* Saint Charles and Harlem to Leavenworth, completed.

3. *Chicago, Burlington and Quincy, Hannibal and Saint Joseph and Missouri Valley Railroads,* from Chicago *via* Quincy and Saint Joseph to Leavenworth, completed.

4. *Chicago, Rock Island and Pacific, and Chicago and Southwestern Railroads,* from Chicago *via* Rock Island, Washington and Cameron to Leavenworth, completed from Chicago to Washington, and from Leavenworth to Platte City; the intermediate distance to be completed by September 1, 1870.

5. *Missouri Valley and Saint Joseph and Council Bluffs Railroads,* from Council Bluffs to Leavenworth, completed.

6. *Leavenworth, Atchison and Northwestern Railroad,* from Omaha *via* Nebraska City, White Cloud and Atchison to Leavenworth, completed from Leavenworth to Atchison, and work progressing rapidly on other portions of the line.

7. *Leavenworth, Atchison and Northwestern, and Central Branch Union Pacific Railroads*, from Fort Kearney (on the U. P. R. R.) *via* Waterville and Atchison to Leavenworth, completed from Leavenworth to Waterville, leaving a gap of one hundred and fifty miles to construct.

8. *Leavenworth and Topeka, and Leavenworth, Topeka and Santa Fe Railroads.* This line is intended to be the great Southwest line from Chicago to the Pacific Ocean at San Diego, completed from Topeka to Burlingame, and work progressing rapidly Southwest of the latter place. The link between Leavenworth and Topeka to be completed by the time the Chicago and Southwestern line reaches the former place.

9. *Kansas Pacific, and Denver Pacific Railroads*, from Cheyenne (on the U. P. R. R.) *via* Denver and Sheridan to Leavenworth, completed from Leavenworth to Sheridan, and work progressing on the remaining portion of the line.

10. *Leavenworth, Lawrence and Galveston Railroad*, as its name indicates, from Galveston, Texas, *via* Lawrence to Leavenworth, completed from Leavenworth to Ottawa, and work progressing South of the latter place.

11. *Olathe and Leavenworth Railroad*, connecting these two places by a direct line; projected.

12. *Missouri River, and Missouri River, Fort Scott and Gulf Railroads*, from Galveston *via* Preston, Fort Scott, State Line and Wyandotte to Leavenworth, completed from Leavenworth to near Fort Scott, and work progressing South of that place.

An inspection of the accompanying map, together with the above list of Railroads, will show that this system resolves itself into—

1. Two competing lines between Leavenworth and Saint Louis.

2. Two competing lines between Leavenworth and Chicago.

3. Two competing lines in the Missouri Valley, and South to the Gulf of Mexico.

4. Two great lines from Leavenworth across the Continent to the Pacific Ocean—the one connecting Saint Louis with the Union Pacific Railroad, and the other connecting Chicago with the Southern Pacific Railroad.

The direct line from Chicago *via* Omaha to San Francisco is completed, and Chicago is already reaping the benefits of a through trade; while Saint Louis has no direct connection with this line. She *must* have one, however, and her shortest line to connect with the Union Pacific Railroad, and the one that can be constructed for the least money, and in the shortest time, is through Leavenworth to Fort Kearney. The two great Railroads of Missouri, (the Missouri Pacific, and North Missouri), as well as Saint Louis, are vitally interested in having this connection completed at the earliest day possible. Saint Louis will then be one hundred miles nearer Fort Kearney by rail, and all points West of there on the Union Pacific Railroad, than Chicago. Such an advantage she cannot afford to neglect, when it can be secured by the construction of only one hundred and fifty miles more of Railroad.

Below is a comparative statement of distances from Chicago and Saint Louis to Fort Kearney:

Chicago to Omaha, completed,		494	miles.
Omaha to Fort Kearney, completed,		191	"
Total,		685	
Saint Louis to Leavenworth, completed,	309 miles.		
Leavenworth to Atchison, completed,	21 "		
Atchison to Waterville, completed,	100 "		
Waterville to Fort Kearney,	150 "		
		580	
Difference in favor of Saint Louis,		105	miles.

This distance from Saint Louis to Leavenworth is taken by the Missouri Pacific Railroad; by the North Missouri Railroad the saving in distance is some fifteen miles more than given above.

But while it is a matter of congratulation to the whole country that we have one completed Railroad to the Pacific, which is developing a broad belt of our great and valuable Territorial possessions, and creating a trade for which the Western Commercial Centres are contending, it is well to bear in mind that there is yet a richer field for development in the Southwest, and one that awaits but the construction of a Railroad to it, to yield a generous return to the enterprise that reaches it with a quick and cheap means of transportation.

The Trunk-Line of a Southern Pacific Railroad should most certainly be built along the Valley of the Canadian River, to near the 104th Meridian of Longitude, and thence strike for the easy route, by the Gila River, or the more difficult and expensive one of the 35th Parallel, to the Pacific. Its Eastern connections

will be with Memphis, Saint Louis and Chicago. The line to Memphis will cross to the Arkansas and follow down that River to Little Rock, there connecting with the Memphis and Little Rock Railroad, while that to Saint Louis will cross the Arkansas River, probably near the mouth of the Red Fork, and entering the State of Missouri at the Southwest corner, connect with the Southwest Pacific Railroad now constructing *via* Springfield.

The line to Chicago should leave the Canadian at the Big Bend, near the 99th Meridian, and strike off in the direction of Topeka, to connect with the Leavenworth, Topeka and Santa Fe Railroad, now in course of construction, as mentioned in the foregoing list of Railroads centering at Leavenworth, marked No. 8.

Thus it will be seen that the best connection for Saint Louis with the completed Union Pacific Railroad is through Leavenworth; and the best connection for Chicago with the proposed (and certain to be built) Southern Pacific Railroad, is likewise through this City. With these great through lines crossing here, and the many other shorter lines radiating from this common centre, the future prosperity of Leavenworth is assured.

To secure and perfect this system of Railroads, and obtain the advantages resulting therefrom, the great Railway and Highway Bridge is now being built over the Missouri River.

MAP

SHOWING THE IMPORTANCE OF

LEAVENWORTH

AS THE

Rail Road Centre

OF THE

EAST AND WEST LINES ACROSS THE CONTINENT

AND THE

NORTH & SOUTH LINES IN THE MISSOURI VALLEY

in connection with the

KANSAS AND MISSOURI BRIDGE

OVER THE MISSOURI RIVER

1869.

NEBRASKA

IOWA

COLORADO

KANSAS

MISSOURI

NEW MEXICO

TEXAS

IND. TERR'Y

ARKANSAS

LAKE MICHIGAN

CHICAGO

DAVENPORT

ROCK ISLAND

MUSCATINE

CHICAGO ROCK ISLAND & PACIFIC R R

CHICAGO BURLINGTON & QUINCY R R

OMAHA

COUNCIL BLUFFS

DES MOINES

CHEYENNE

DENVER

UNION PACIFIC R R

CENTRAL BRANCH UNION PACIFIC R R

NORTH MISSOURI R R

HANNIBAL & ST JOSEPH R R

ST JOSEPH

CAMERON

ATCHISON

LEAVENWORTH

LEAVENWORTH PAWNEE & WESTERN R R

CHICAGO & SOUTH WESTERN R R

KANSAS CITY

MISSOURI RIVER R R

MISSOURI PACIFIC R R

ST LOUIS

TOPEKA

LAWRENCE

KANSAS PACIFIC R R

SOUTHERN BRANCH PACIFIC R R

ATCHISON TOPEKA & SANTA FE R R

SOUTH WEST BRANCH PACIFIC R R

MEMPHIS & EL PASO PACIFIC R R

MEMPHIS & LITTLE ROCK R R

MEMPHIS

LEAVENWORTH

Scale of Miles

AUGUST GAST & CO LITH ST LOUIS