## AFFAIRS IN K:INSIS 

 the most important interest in this State a
the preent time is the Texan cattle traie. For years past Texas has sought every m
in the world for her surplus cattle. Th sands are driven nnnuually to
rado, and the Northern States, ano, and the Northern States, and now
an outlet is found in Kansas, it is astima
that over half a million beeves are driven one year into this State alone. The number Some stock-raisers in Western Texas own a and branding seems to be the solo expense
they entail apon their owners. When eonsider that Texas is larger than
diana, Mlinois, Missouri, and Iowa covered the year round with the most llaxu
riant grass, and that its soil is as prodnotive as the Mississippi bottom, some conception
may be formed of its capacity to produce beef
cattle To attract this profitable business is the
object of several rival itioes in this state.
Abeline, on the Kansas Pacific Railroad, has eatt' trade, and extensive stock-yards are
built there for the sale and shipping of oattle.
At this time thero are 50,000 head pasturin on the vast ranges which surround
cattle emporium. Thither resort bu per diem are shipped over the Kanass Pacitio
Railroad. In addition to Abeline, variou
growing towns above this line, Brookville siderable hhare of the same kind of business
On the Missouri, Kannas nan Texas Railroad Council Grove has
River, Fort Scott, and Gulf the Missouri Spri
eatt
and alreendy an amount in that border settlement, head hand been shipped to Khansea
here are now at least 30,000 b on the Indian lands, or within a radius on
twenty miles. A company has been organ
ized for shipping purposes, and extensiv tion of the business.
A lively interest is felt by the citizens of
Leavenworth in this rapidy extending busi
ness, and an effort will shortly be made to aetively prosecuted on the Chicago and South completion of these important works, a more
direct communication with Chieago and the
Enstern lines of trafico will be opened from
this city than any possessed by Kansas City

River, Fort Scott, and Guilf the rilroad, a
tance of thirty miles, will give this city di
aceess to Baxter Springs, and thas open
An interesting fact in connection with th
cattle trade is the continued progress west ago, when New York, Ohio, Kentucky, and
other Central States raised the bulk of the
eattle consumed in this country, the principal
packing points were Buffalo, Oincinnati, packing points were
Louisville, and some other cities on the Ohio
river. But on the building of the Ilinois Central Railroad an immense tide of popula
tion flowed into that State, and the vas
 driven to Chicago for slaughter. Bual
recent tables show that the packing industr
has suffered a fearful decline in that city, the all of 1864 reaching to 92,459 , while tho
numberl packed hast fall had fallen to 11, ,90
head. This large decrease is to be attribute in Kansss, as the tendency of this business in
o follow cosely npon the souree of supply
In Leavenworth we have four considerable packing establishments, one of which, owne
by Ryan \& Whitaker, from Cincinnati, hav he track of the Minsoouri River Rer Railinoad
which are as complete in their appointment curting, paroking, and rendering as any simi
larestablishmentin the country, Another ing firm, D. Kinnear \& O., also do an
extensive business, and have commenced their fall work of hog slaughtering and paoi-
ing already. I am not able to give your read
ers tre figures of the pork paeking done i his city; but, notwithstanding that the
nessi is in its infaney, it has already att astonishing proportio

## urrounding keeps constantly in

ber of writers that corn raising in Kansas
never be proitable, as the never be proaitable, as the State is is too remogo
from en Eastern market, would seem to
disproved by fauts. Our farmers are dovo ind a number show commentionalog renterpriv
 tho tens of thousands of fresh couers to be
fed for at eleast n year, and orders coming in
from river towns and remote mindrede of miles away, it is easy to see thay
this intereent will admit' of indetinite expan-
sion, and that the farmer con do better Iiven, eway two buabermer of oan do better hian grain to got the
inird busbel to marlet.


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| the central passenger railway COMPANX |  |  |  |  |  |  |  |
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