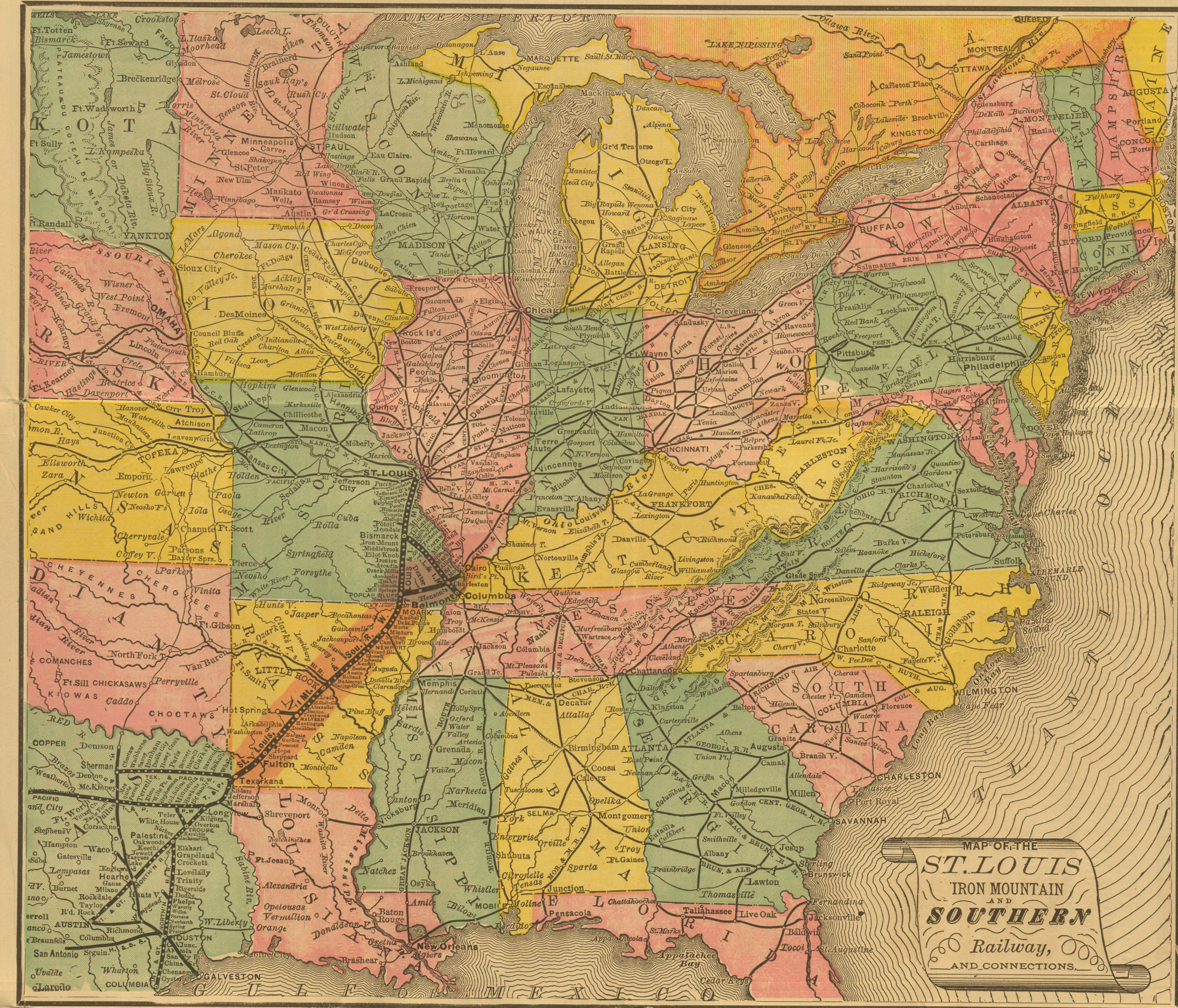


# MAPS OF THE NEW AND POPULAR ST. LOUIS AND TEXAS SHORT LINE!

Composed of the St. Louis, Iron Mountain & Southern, Texas & Pacific and International & Great Northern Railways.

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1878



THE  
**ST. LOUIS**  
Iron Mountain & Southern  
RAILWAY  
WITH ITS CONNECTIONS FORMS FROM  
**80 to 140 Miles**  
**The Shortest Route**  
**FROM ST. LOUIS**  
AND  
**CAIRO**  
**TO TEXAS**  
And Principal Points in that Great State.

**THIS IS POSITIVELY**  
THE  
**Only Line**  
WHICH RUNS ITS  
**ENTIRE TRAINS**  
From ST. LOUIS  
**TO TEXAS**  
Without Change!

**EMIGRANTS**  
Go through from ST. LOUIS TO TEXAS with  
change of Cars, on EXPRESS PASSENGER  
TRAINS, over the St. Louis, Iron Mountain &  
Southern Railway.  
**200 Lbs. Baggage**  
TO EACH EMIGRANT

## NO CHANGE OF CARS FROM ST. LOUIS

To LITTLE ROCK, Ark.....	345 Miles.	To MINEOLA, Texas.....	633 Miles.
To TEXARKANA, Texas.....	490 Miles.	To DALLAS, Texas.....	711 Miles.
To SHERMAN, Texas.....	644 Miles.	To FORT WORTH, Texas.....	743 Miles.
To MARSHALL, Texas.....	565 Miles.	To PALESTINE, Texas.....	668 Miles.
To LONGVIEW, Texas.....	587 Miles.	To HOUSTON, Texas.....	819 Miles.

## AND ONLY ONE CHANGE OF CARS FROM ST. LOUIS

To GALVESTON, Texas.....	869 Miles.	To HEARNE, Texas.....	757 Miles.
To SAN ANTONIO, Texas.....	1032 Miles.	To AUSTIN, Texas.....	847 Miles.

## BY THE GREAT ST. LOUIS AND TEXAS SHORT LINE!

The St. Louis, Iron Mountain & Southern Railway and its Connections.



# TEXAS

## THE EDITOR OF THIS PAPER

Knows of no better way to bring before his numerous readers a comprehensive and truthful idea of the capabilities of Texas, than to publish extracts from the eloquent and exhaustive address of the Hon. R. B. Hubbard, Governor of Texas, delivered at the Centennial Exposition, Philadelphia.

### GOV. HUBBARD SAID:

Mr. President, you have asked, and my State has commissioned me to speak of our history, our present, and our hopes for the future. I would not be true to that history did I not remind you of the fact that Texas, free and independent, not from fear and force, but because of her ancestral love and blood, sought a place in the American Union. She was descended from the same English-speaking and liberty-loving people, and her struggle was for the same great principles of free government.

We became a member of the Union by a solemn national treaty, signed and duly attested by the great seals of State, on terms and conditions self-imposed, which can never be broken. Texas became a more than co-equal State, because she reserved as her own all her public lands, then amounting to nearly two hundred millions of acres, and the right—to be exercised at will—of dividing her territory into other States for the Union; a right—the partition the digression—which will never be exercised, my countrymen, until San Jacinto is forgotten, and the martyrdom of the Alamo fades from the memory of men. That annexation cost this Government nothing—Texas paid her own war debt, amounting to millions of money.

The annexation of Texas brought to the Union a history all illuminated by the noblest sacrifices and the heroism of men who were willing to die for their country. She brought to you kindred blood and a great heart, beating in unison with the Union, and surrendered the ensign of the "Lone Star," hallowed by so many thrilling memories, and took her place in the common sisterhood of States.

### AREA OF TERRITORY AND TOPOGRAPHY.

Texas is the largest of the American States, greater in extent than New York, Pennsylvania, Ohio, Virginia, Maryland, Delaware and the six New England States *all combined*. Within her borders are more than one hundred and seventy-five millions of acres of land—274,366 square miles of territory.

In topography Texas is naturally divided into three parts—

*First*—The Seaboard, extending from the Sabine to the Rio Grande, nearly a thousand miles in length, and running inland from seventy-five to one hundred miles.

*Second*—The Uplands, or Middle Texas. This great belt constitutes the largest area of the State. By actual survey of engineers, it is from five hundred to eight hundred feet above the level of the sea. It contains every variety of soil, diversified with hills and valleys, alternating forest and prairie, watered by unfailing streams.

*Third*—The great plains, including the "Llano Estacado," and the table lands, stretching far to the west and the northwest. These plains are now and then broken by lofty mountain ranges—on the headwaters of the Red, Pecos and the Brazos rivers.

The first and second of these topographical classifications are unsurpassed for richness and fertility of soil and salubrity of climate. The third and last division is yet the home of the savage, now fast disappearing before the march of civilization; and still further to the westward, the feeding-ground of the buffalo. In this territory there is embraced a wider area of fertile land, with less that is unproductive, than any other portion of the habitable globe.

### HEALTH AND ITS EVIDENCES.

There are not less than twenty thousand people who actually live and camp nightly on the prairies of Texas. When we number the thousand men engaged with their herds, the wagon trains always passing to market or military posts, troops on the march, immigrants moving, surveyors and their parties, and excursions from all lands, always on the wing, the estimate might be doubled without fear of exaggeration. In this out-door life, from the ocean to Kansas, and from the Sabine to the Rio Grande, I am not advised of a single case of consumption ever originating in Texas. I refer you to the Medical Association of my State, and to the concurrent testimony, gratefully rendered, of two millions of people. While we are not exempt from the "ills to which flesh is heir," we have thankful pride that plague and pestilence have never yet desolated our homes. Health is almost universal throughout the State. On our soil and in our climate a hardy and healthy population abounds, and our mortality is less than sixteen to the thousand annually.

### PRODUCTS—COTTON.

Texas has raised, this year, over one-seventh of the entire cotton crop of the United States—over six hundred and eighty thousand bales. All nations are vitally interested in the successful culture of cotton. Its growth and its uses have marked the era of our grandest civilization. Every consideration invests the cotton culture with absorbing interest, and every effort of industry and art to increase and secure this great crop is looked to with anxious national concern. Such is the adaptation of our soil and climate to the production of cotton, ranking in staple the finest in the world's markets, that one-fifth of her territory could produce an annual crop greater than is now gathered from all the cotton fields of the globe. And yet we have more than a hundred million of acres untouched by the plow.

### GRAIN—WHEAT, &c.

If Texas has demonstrated her capacity for raising all the cotton required to supply the looms of the world, her soil and climate have not less conclusively shown that she can produce the cereals to feed the millions of the earth's inhabitants in a large degree. The grain-growing capabilities of Texas are just beginning to be tested. For the past few years wheat was only grown to meet the necessities of limited sections. In the more recent periods the product has been wonderfully increased, and the yield last year in thirteen of the best grain-growing counties of Texas approximated to ten millions of bushels.

The area of Texas, peculiarly adapted to wheat and all the cereals, is larger than the great States of Missouri, Illinois and Indiana combined. There are fifty counties of the one hundred and sixty-eight organized counties capable of producing twenty bushels to the acre, which is below the average product. If one-fifth of the area of these counties were planted in wheat it would yield one hundred and fifteen millions of bushels, the cash value of which is four times greater than the value of the cotton crop. Texas wheat, both in quality and excellence, is not equalled by that of the most favored grain-growing regions of the United States.

Texas with her fertile lands, rich mines—mocking the wealth of the Indies—underlaid by measureless fields of coal and iron, unnumbered herds of cattle scattered over countless plains, a genial climate opening to the hand of man the facile culture of all the products of other lands. Cotton, wheat, corn, rye, oats, rice, barley and sugar grow side by side on the same fertile fields.

### TEMPERATURE AND RAIN-FALL.

In the opulent and delightful city of San Antonio, the center of what has been miscalled the "dry section," the following results have been obtained from a carefully prepared table extending over a period of six years' observations: Mean temperature for the seasons—spring, 69.44; summer, 83.56; autumn, winter, 52.94; year, 68.85; mean annual rain-fall (six years), 36.90. Italy may in vain be challenged to produce so extraordinary a table of mean temperature; relative humidity of air and rain-fall, as is furnished by this historic city of Western Texas, and which may be pronounced one of the healthiest cities in the world—resting, like our capital (Austin), on the Colorado, amid beautiful valleys, by crystal waters, and under the shadows of the mountains.

### INTERNAL IMPROVEMENTS.

In 1853 the first mile of railway was constructed in the State. Under pressure alone of increased production, nearly three thousand miles have been built, and are now in active operation in Texas. In the extension of main trunk lines and independent roads her activity keeps pace with her march of progress in every department of human industry. In the encouragement of works of internal improvement, in removing obstructions from her navigable rivers, in the irrigation of her western plains, and especially in the construction of railways, Texas has extended the most magnificent bounties. Though among the youngest of these States, she has outstripped them all in the princely gifts she has offered her own and citizens of other lands to build these great public works. The consequence has been, while her generous bounty may have been now and then abused, these great railway lines have brought millions of wealth, hardy and industrious population, and extended our frontiers westward two hundred miles in twenty years.

### EDUCATION—FREE SCHOOLS.

It has always been the policy of Texas to encourage a liberal system of education. Early in the history of the Republic, in 1836, there was ample provision made for common schools and for one great State University. Of our public domain there has been surveyed and set apart, more than a quarter of a century ago, for a State University, 221,400 acres; for each County in State, 17,712 acres. We have 168 organized counties, thus giving to the counties for free schools over twenty millions of acres. The elder counties located their lands years ago, and they are now in the settled sections of the State, and worth \$3.50 per acre, or \$61,992 to each county. At present rates, the University lands, at the same figures, are worth the princely sum of \$749,000. In a few more years this splendid endowment, made by the early patriots of Texas, will become millions of dollars.

In addition to this, each alternate section granted to railroads is reserved for the school fund, and by the present constitution, one-half of all the public lands and one-fourth of all the general revenues are solemnly set apart for a perpetual fund for common free schools for the children of Texas. The number of acres of our public school lands will now approximate twenty million acres—worth over thirty millions of dollars! By the late Constitutional Convention of Texas, there has, in addition, been granted to the University one million more of acres of the public lands. Under wise legislation, our unrivalled school fund will furnish a basis for the free education of every child in Texas. She dispenses this bounty in no spirit of caste, party or section. All races may bring their children to drink at this fountain. Not thirty days ago the Legislature of my State, in addition to our public free schools, established by law a College for the colored youth of the State, and appropriated thousands of dollars for its perpetual endowment.

### HOMESTEAD EXEMPTIONS.

The Constitution now in force exempts from forced sale a homestead in the country of 200 acres, with all its improvements, and a homestead in cities and towns not exceeding in value five thousand dollars, at time so designated. There is also a clause exempting current wages from garnishment—assimilating in this respect wages to property. Thus the wages of the landless laborer, living by the "sweat of his brow," and the homestead of the family, around which widowhood and orphanage cling in misfortune, are forever exempt from debt by the humane declaration of organic law.

### WEALTH AND POPULATION.

We have, sir, to-day, after so richly endowing our schools, universities, internal improvements, and public charities and asylums, we still have left unappropriated 75,000,000 acres of public lands. Our taxable property was in 1850, \$51,000,000; in 1860, \$294,000,000; in 1870, \$174,818,986; in 1875, \$275,000,000; in 1876, \$300,000,000. From a cotton crop not exceeding 25,000 bales thirty years ago, Texas has become this day the largest cotton-producing State in the Union, reaching 680,000 bales. Her annual exports of cattle are estimated at \$6,000,000; wool, \$1,500,000; hides, \$1,800,000; beef in barrels, \$1,300,000, and fruits and other exports, \$3,000,000.

Our growth in population has been not less wonderful than our progress in material wealth and power. The population of Texas in 1850 was 212,000; in 1860, 600,000; in 1870, 818,000; in 1876, approximating 2,000,000. From the official estimates of our late immigration bureau, our annual increase of population from immigration alone is a quarter of a million of people.

### MORAL ADVANCEMENT.

It is with pride I announce, Mr. President, to the American people, that Texas is neither a penal colony nor a Botany Bay. Nowhere on this continent does there exist a greater respect for religion and law than in my long-abused State. Not only is the "schoolmaster abroad," but for forty years of our history the humble and faithful ministers of the cross "cried aloud in the wilderness" in the name of the Master. I have before me, sir, the actual statistics of her moral and Christian progress. All the Protestant and Catholic creeds have erected there an altar to God. There are, this day, 70,000 Baptist communicants, 70,000 Methodist Episcopal, 2,000 Old School Presbyterians, 3,000 Protestant Episcopal, 7,000 Disciples of Christ; Cumberland Presbyterian, 4,000; Methodist Protestant, 2,000; and there are also 140,000 Catholic population in Texas. There are 2,000 preachers of the gospel, and 50,000 Sunday School scholars, who, in the brightness of childhood, each Sabbath morning, are learning "to remember their Creator in the days of their youth."

### EMIGRATION AND TOLERATION.

Texas invites the emigrant to come hither, and from whatever land, he will be met at the threshold by genial and honest welcome. Let me say to the young man, and the old man, and fair daughters of the older States, we would not ask you to leave the aged mother who rocked your cradle or the ripper civilization amid the holy memories of native land; but *this* we do announce, that, if you must seek in other lands fortunes and home, Texas, with traditional hospitality, extends her warm grasp, with open doors, in advance, through one of her chosen officers of State. What care we for your political opinions, or under what flag you have fought? Texas wants men, honest men, with hearts and strong arms, to populate her wilderness and prairie, with freedom to vote or to speak as if "native and to the manor born." They shall worship God upon their coming, under their own vine and fig tree, and none dare to molest or make them afraid. When you are told that we dislike our Northern brethren to immigrate hither, it is a base slander on a brave and generous people.

Texas is tolerant of opinion, and the same boon she asks of you for herself she concedes to others of our countrymen. We invite all people to come in the spirit of common brotherhood. We offer a sky as bright as Italy, and a soil which yields fruitful harvests to the sweat of toil. Like our boundless plains, the heart of Texas is broad enough and warm enough to greet the coming of our own countrymen first, and afterwards the earth's oppressed and hungry millions. Though spite and envy and falsehood may hawk at our progress, yet from the States of our own blessed fatherland, and from all kindreds and tongues, they are coming—they are coming—"an host which no man can number," to live and die for Texas and the Union—in triumph of peace, or in defence of her flag.

### GO BY THE

## Texas Short Line

### OVER THE

## St. Louis, Iron Mountain & Southern RAILWAY.

### PARTICULAR INFORMATION

With Maps, Time Tables, Rates, &c., will be cheerfully furnished by either of the following named Agents:

**E. A. FORD,** Gen'l Pass'r Agent, ST. LOUIS, MO.  
**W. L. VAN NEST,** Gen'l Eastern Agent, 415 Broadway, NEW YORK CITY.  
**H. H. MARLEY,** Northern Pass'r Agent, 104 Clark Street, CHICAGO, ILL.  
**JOHN HOWARD,** S. E. Pass'r Agent, 138 Vine Street, CINCINNATI, O.

Woodward, Tiernan & Hale, Printers, St. Louis, MO.  
**HENRY H. HANNAN, LAND AGENT, SWAN CREEK, OHIO.**



# **TEXAS**

## **SHORT LINE**

**St. Louis, Iron Mountain & Southern Ry.**

**FROM ST. LOUIS**  
**TO ARKANSAS**  
**AND**  
**To TEXAS**

**"THE ST. LOUIS AND TEXAS EXPRESS"**

**LEAVES ST. LOUIS**

from the Depot of the ST. LOUIS, IRON MOUNTAIN & SOUTHERN RAILWAY, corner of Plum and Main Streets,

**every Day at 10 o'clock A. M.**

**TIME TABLES ON FOLLOWING PAGES.**

**ROUGH TICKETS AND BAGGAGE CHECKS**

procured at Principal Offices of Connecting Lines throughout the East, North and West, and at

**COMPANY'S OFFICES**

FIFTH STREET, St. Louis, and at  
DEPT, St. Louis, where further in-  
given.

&, General Manager,  
ST. LOUIS, MO.



# TEXAS

## SHORT LINE

St. Louis, Iron Mountain & Southern Ry.

FROM

**80 TO 140**  
**MILES SHORTER**

FROM

**ST. LOUIS TO TEXAS POINTS**  
**THAN ANY OTHER LINE.**

**THIS IS THE ONLY LINE**

Which Runs its Entire Trains from St.  
Louis to Texas Without Change.

SEE TIME TABLES ON FOLLOWING PAGES.

**THROUGH TICKETS AND BAGGAGE CHECKS**

Can be procured at Principal Offices of Connecting Lines  
throughout the East, North and West, and at

**THE COMPANY'S OFFICES,**

**NO. 513 NORTH FIFTH STREET, St. Louis, and at**  
**PLUM STREET DEPOT, St. Louis, where further in-**  
**formation will be cheerfully given.**

**A. W. SOPER, General Superintendent,**  
**ST. LOUIS, MO.**



# Texas Short Line

ST. LOUIS, IRON MOUNTAIN & SOUTHERN RAILWAY.

## Condensed Time Tables,

SEPT. 1, 1878.

Miles from St. Louis	St. Louis and Texas Express.	No. 1. Runs Daily.	Hours from St. Louis.
00	Leaves <b>St. Louis (B)</b> .....	<b>10.00</b> a. m.	00
42	Arrives DeSoto.....	11.45 “	2
75	“ Bismarck.....	1.18 p. m.	3½
89	“ Arcadia (D).....	2.00 “	4
166	“ <b>Poplar Bluff</b> .....	<b>6.00</b> “	8
225	“ Walnut Ridge (S)....	8.50 “	11
262	“ Newport.....	10.40 “	12½
292	“ Judsonia.....	11.59 p. m.	14
345	“ <b>Little Rock</b> .....	<b>2.25</b> a. m.	16½
388	“ Malvern.....	4.35 “	18½
413	“ <b>Hot Springs (B)</b> ...	<b>6.30</b> “	21
410	“ Arkadelphia.....	5.25 “	19½
457	“ Hope.....	7.34 “	21½
471	“ Fulton.....	8.06 “	22
490	Arrives <b>Texarkana (B)</b> ....	<b>9.00</b> a. m.	23
Daily ex. Sun.			
490	Leaves <b>Texarkana (B)</b> ....	<b>9.05</b> a. m.	23
550	Arrives Clarksville.....	11.45 “	26
580	“ Paris (D).....	1.05 p. m.	27
617	“ Bonham.....	3.00 “	29
644	Arrives <b>Sherman (S)</b> .....	<b>4.20</b> p. m.	30½
Daily.			
490	Leaves <b>Texarkana (B)</b> ....	<b>9.20</b> a. m.	23½
549	Arrives Jefferson.....	12.25 p. m.	26½
565	“ Marshall (D).....	1.15 “	27
587	“ Longview.....	2.58 “	29
633	“ Minneola.....	5.23 “	30½
680	“ Terrell.....	8.32 “	34
711	“ <b>Dallas</b> .....	<b>10.30</b> “	36½
743	Arrives <b>Fort Worth</b> .....	<b>12.10</b> Night	38
Daily.			
490	Leaves <b>Texarkana (B)</b> ...	<b>9.20</b> a. m.	23½
565	Arrives Marshall (D).....	1.15 p. m.	27
587	“ Longview.....	2.53 “	29
623	“ Troupe.....	5.45 “	31½
668	“ <b>Palestine (S)</b> .....	<b>8.35</b> “	35
757	“ Hearne.....	2.35 a. m.	40½
847	“ <b>Austin (B)</b> .....	<b>8.00</b> “	46½
752	“ Phelps.....	3.12 “	41½
819	“ <b>Houston (B)</b> .....	<b>7.30</b> “	45½
869	“ <b>Galveston</b> .....	<b>11.59</b> a. m.	50
1032	Arrives <b>San Antonio</b> .....	<b>8.45</b> p. m.	58½

“TEXAS EXPRESS” LEAVES CAIRO daily at **2.15** p. m., and connects with Main Line train at Poplar Bluff at **6.00** p. m.  
(B) Breakfast. (D) Dinner. (S) Supper.

**E. A. FORD**, General Passenger Agent,  
Cor. Fifth & Market Streets, St. Louis,



# Texas Short Line

ST. LOUIS, IRON MOUNTAIN & SOUTHERN RAILWAY.

---

## PULLMAN PALACE SLEEPING CARS

Run Through as follows over the

**St. Louis, Iron Mountain & Southern R'y**

**AND ITS CONNECTING LINES:**

**ON TRAIN "No. 1," leaving St. Louis Daily at 10 A. M., from St. Louis to Little Rock, Ark.; to Malvern, Ark.; to Texarkana, Texas; to Marshall, Texas; to Dallas, Texas; to Fort Worth, Texas; to Longview, Texas; to Palestine, Texas; to Houston,**

## TEXAS-WITHOUT CHANGE

---

## PULLMAN SLEEPING CAR RATES

Are as follows over the

**St. Louis, Iron Mountain & Southern R'y**

**AND CONNECTIONS:**

**For each double Berth from St. Louis to Little Rock, \$3.00; Malvern \$3.00; Texarkana, \$4.00; Marshall, \$4.50; Dallas, \$4.50; Fort Worth, \$5.00; Longview, \$4.50; Palestine, \$5.50; Houston, \$7.00; Galveston, \$7.00; Austin, \$7.50.**

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## THE FOLLOWING REGULATIONS

Are in force on the ST. LOUIS, IRON MOUNTAIN & SOUTHERN RAILWAY and its connecting lines: Stop-over Checks are issued on First-Class Tickets only. Children under five years of age ride free; between five and twelve, half fare; over twelve, full fare. One hundred pounds of baggage for each first-class passenger free. Excess baggage about 15 per cent. of first-class passenger rates.

## 200 POUNDS OF BAGGAGE FREE

FOR EACH EMIGRANT PASSENGER.

**O. W. RUGGLES, Ass't Gen'l Passenger Agent,  
Cor. Fifth and Market Streets, ST. LOUIS, MO.**



# Texas Short Line

ST. LOUIS, IRON MOUNTAIN & SOUTHERN RAILWAY.

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## A WORD ABOUT TEXAS

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**T**O persons seeking employment as clerks, and easy situations generally, Texas offers but little encouragement. Such places are scarce and hard to obtain; but to parties with capital, either large or small, there is no more inviting field within the limits of this government. The eyes of the whole world seem to be fixed upon her; her population is augmenting to such an extent that three more decades will give her thirty-five representatives in the United States Congress. Her railroad enterprises are the most gigantic of the age. Her vast public domain will furnish homes for the homeless everywhere. Her magnificent school fund will educate her sons and daughters free, and she will become, like Athens of old, the seat of learning, literature, science and art.

Her immense water-powers and mountains of iron, lead, silver and copper will soon make her a manufacturing State second to none. For the production of live stock, cattle, horses, sheep and hogs, she stands without a peer upon the continent to-day. Wherever her virgin soil has been vitalized by the plow, the yield of all the great staples has been a matter of wonder to agriculturists throughout the United States.

The people of the North and East, who can only look back upon a life of toil and count no gains, whose children are approaching manhood without estate, or who, from the rigors of a Northern climate, or other causes, have emigration in view, we ask them to place a map before them, and if upon the surface of the whole broad earth they can lay their finger upon another spot with so much present and future promise, then we say go there, and God speed you.

THE ST. LOUIS, IRON MOUNTAIN & SOUTHERN RAILWAY COMPANY always furnishes to Texas immigrants the Lowest Rates of Fare and the best possible accommodations for the comfort of themselves and families. *This Company runs no Emigrant Trains. EMIGRANTS go through FROM ST. LOUIS TO DESTINATION on First Class Express Passenger Trains.*

---

W. L. VAN NEST, General Eastern Agent,  
415 Broadway, NEW YORK CITY.



# Texas Short Line

ST. LOUIS, IRON MOUNTAIN & SOUTHERN RAILWAY.

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## RATES REDUCED!

To encourage Immigration to Texas, and to place our Rates within the reach of all, we did, on Sept. 1st, 1878, make a

## LIBERAL REDUCTION

In our Tariff of Rates to Arkansas and Texas, and have placed on sale

## Round Trip Excursion Tickets

AT A

 **DISCOUNT** 

OF ABOUT

**50 PER CENT.**

---

## ALL PASSENGERS

For Arkansas and Texas should bear in mind that the St. Louis, Iron Mountain & Southern Railway presents the Shortest and Quickest Route.

---

**TRANSFER FREE BY OMNIBUS AT ST. LOUIS.**

---

**200 POUNDS BAGGAGE FREE**

FOR EACH EMIGRANT.

H. H. MARLEY, Northern Passenger Agent,  
104 Clark Street, CHICAGO, ILL.



# Texas Short Line

ST. LOUIS, IRON MOUNTAIN & SOUTHERN RAILWAY.

---

THIS IS THE ONLY LINE

WHICH RUNS PULLMAN PALACE SLEEPING CARS

FROM ST. LOUIS

To Palestine and Fort Worth  
WITHOUT CHANGE.

---

Houston, Galveston and San  
Antonio Passengers

Who travel by the "TEXAS SHORT LINE," will please take notice that before leaving the International & Great Northern R. R., at Houston, they can secure, on the NEW, NEAT AND CLEAN DINING CAR of that Line, a

## Warm Breakfast

AND

## "GOOD, SQUARE MEAL"

For 50 Cents.

This is an innovation and modern improvement which, we have no doubt, will be fully appreciated by the traveling public.

---

Come by the "TEXAS SHORT LINE,"

Over the St. Louis, Iron Mountain & Southern R'y.

JOHN HOWARD, Southeastern Pass'r Agent,  
138 Vine Street, CINCINNATI, OHIO.



# Texas Short Line

ST. LOUIS, IRON MOUNTAIN & SOUTHERN RAILWAY,

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The St. Louis, Iron Mountain & Southern,  
Texas & Pacific and International &  
Great Northern Railways form

## THE GREAT SHORT LINE From ST. LOUIS AND CAIRO

To Little Rock,	To Mineola,
To Fort Smith,	To Dallas,
To Hot Springs,	To Fort Worth,
To Texarkana,	To Palestine,
To Jefferson,	To Hearne,
To Clarksville,	To Waco,
To Paris,	To Corsicana,
To Bonham,	To Austin,
To Sherman,	To Houston,
To Marshall,	To Galveston,
To Longview,	To San Antonio,

### AND ALL POINTS IN TEXAS.

---

 THE GALVESTON, HARRISBURG & SAN ANTONIO RAILWAY is completed from Houston (218 miles) to San Antonio, and Trains are running regularly.

RICHARD COUCH, Land & Pass'r Agent,  
P. O. Box 186, PANA, ILL.



# Texas Short Line

ST. LOUIS, IRON MOUNTAIN & SOUTHERN RAILWAY.

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## TEXAS PASSENGERS

WHO HAVE NOT PURCHASED TICKETS

Should, upon their arrival at St. Louis, take an Omnibus or carriage of the well-known and reliable "ST. LOUIS TRANSFER CO.," and proceed at once to our NEW CITY TICKET OFFICE, cor. of Fifth and Washington Avenue, or to the PLUM STREET DEPOT, where they can procure Tickets and Baggage Checks through to any point in Arkansas or Texas, *at the lowest rates.* Your questions will be promptly and cheerfully answered.

AGENTS OF THE ST. LOUIS TRANSFER CO.

Pass through every train coming into St. Louis, and will furnish every passenger going over the St. Louis, Iron Mountain & Southern Railway to Little Rock, Hot Springs, Texarkana, *or to any point in Texas*, with a

## FREE TRANSFER TICKET

FOR HIMSELF AND BAGGAGE.

---

THE DIRECT LINE TO  
LITTLE ROCK, HOT SPRINGS  
To FORT SMITH,

AND TO ALL PRINCIPAL POINTS IN ARKANSAS is by way of St. Louis, over the St. Louis, Iron Mountain & Southern Railway.

M. GRIFFIN, Passenger Agent,  
513 North Fifth Street, ST. LOUIS, MO



# Texas Short Line

ST. LOUIS, IRON MOUNTAIN & SOUTHERN RAILWAY.

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## TO THE PEOPLE OF CHICAGO AND THE GREAT NORTHWEST.

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THE ST. LOUIS, IRON MOUNTAIN & SOUTHERN RAILWAY COMPANY takes great pleasure in announcing that it has, in connection with the TEXAS & PACIFIC and INTERNATIONAL & GREAT NORTHERN RAILWAY COMPANIES, opened

### AN OFFICE IN CHICAGO,

For the transaction of both freight and passenger business over its Short Line to Arkansas and Texas, at 104 Clark Street, south-west corner Clark and Washington Streets. AT THIS NEW OFFICE complete information can be obtained concerning Missouri, Arkansas, Texas, the South-west, South and South-east; Through Tickets are sold; Sleeping Car Berths secured; Omnibus calls taken; Freight Contracts are made; Through Bills of Lading issued, and everything is done for the Passenger or Shipper that is consistent with the business facilities of a well-appointed, reliable and first-class office.


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 **CALL AND SEE US!** 

THE SIGN OVER THE DOOR READS:

**“Missouri, Arkansas & Texas Short Line.”**

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 Maps, Time Tables, Descriptive Pamphlets, Rate Sheets, &c., and further particular information will be cheerfully furnished upon personal application at the Office, or upon application by letter or telegraph to

**C. H. DODGE, Freight and Ticket Agent,**  
104 Clark Street, CHICAGO, ILL.





# TEXAS SHORT LINE.

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— ] THE [ —

## Texas & Pacific Railway COMPANY

*Has Thousands of Acres of fine Lands for sale in Texas.*

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“**T**HE greatest want in Texas is men to till the soil—farmers, farm laborers, stock-raisers, wool-growers, dairymen, gardeners, manufacturers—in short, producers. These here, as elsewhere, need the necessary capital to make a proper start; but to all such, with industry and good management, success is certain.

We do not advise persons with young families to come here with the intention of farming, unless they have means sufficient to make the first payment on their land, to purchase some stock and farming implements, and to provide shelter and provisions until a crop can be made and marketed. To begin with a reasonable hope of success, at least five hundred dollars would be required. Our advice to all who can possibly do so, is to come first—leaving his family at home—“spy out the land,” judge for yourselves, and we confidently believe that our State will be found to afford a rich and generous soil, a healthful and pleasant climate, good markets, excellent church and school privileges, and in fact, all that goes to make life comfortable and happy.”

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FOR PARTICULARS address

**THOS. DORWIN**, Gen'l North-Western Agent,  
104 Clark Street, CHICAGO, ILL.

**S. M. MILLER**, Gen'l Eastern Agent,  
Or, 415 Broadway, NEW YORK CITY.

**R. W. THOMPSON, Jr.**, Gen'l Passenger Agent,  
MARSHALL, TEXAS.





# TEXAS SHORT LINE.

## THE International & Great Northern RAILROAD CO.

*Has Thousands of Acres of fine Lands for sale in Texas.*

“ONLY three classes of persons should go to Texas, viz:

1. Those who wish to engage in agricultural pursuits.
2. Those who wish to engage in manufacturing enterprises.
3. Those who seek a field for the profitable investment of capital.”

“The International & Great Northern Railroad Company invites only sober, industrious and worthy men to settle upon its line of road. It seeks no man for a settler who thinks he has only to go to Texas to find a fortune ready for presentation to him upon his arrival. Many men seem to go to the newer States under this delusion. The practice of the homely virtues of sobriety, industry and frugality is necessary to success in Texas as well as elsewhere. The difference in favor of Texas consists in the fact that the poor man can succeed so much more easily here than elsewhere. The International & Great Northern Railroad Company takes a deep interest in the success of the people who settle upon the line of its road, and, through its Agents, will do all in its power to aid people to locate upon its line to the best advantage to themselves.”

FOR PARTICULARS ADDRESS

**JNO. E. ENNIS**, Northwestern Pass'r Ag't,  
206 North Fourth Street, ST. LOUIS, MO.

**DAY K. SMITH**, Northern Pass'r Ag't,  
104 Clark Street, CHICAGO, ILL.

**E. KAUFFMAN**, Eastern Pass'r Agent,  
Or, 415 Broadway, NEW YORK.

**J. H. PAGE**, General Passenger Agent,  
PALESTINE, TEX.





## TEXAS SHORT LINE.

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# San Antonio, Texas.

**T**HAT quaint and beautiful Alamo City, 1032 miles from St. Louis, by the Texas Short Line, is reached in 58 hours. Take the Pullman Sleeping Car from St. Louis, over the St. Louis, Iron Mountain & Southern, Texas & Pacific and International & Great Northern Railways to Houston (820 miles) without change. There direct connection is made with new and elegantly furnished Drawing-Room Cars of the Galveston, Harrisburg & San Antonio Railroad, landing you, after a delightful day's ride over the "Sun-set Route," at 8 o'clock in the evening at the wonderful City of San Antonio.

— ] THE [ —

## Galveston, Harrisburg & San Antonio RAILROAD CO.

*Has Thousands of Acres of Fine Lands for sale in Texas.*

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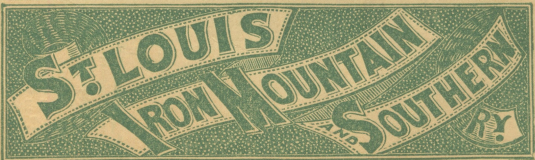
FOR PARTICULARS address

**DR. AMMI BROWN, Land Agent,**  
58 Sears Building, BOSTON, MASS.

**H. B. ANDREWS, Land Commissioner,**  
Or, SAN ANTONIO, TEXAS.

**C. C. GIBBS, Gen'l Passenger Agent,**  
HOUSTON, TEX.





# TEXAS SHORT LINE.

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## HOT SPRINGS OF ARKANSAS.

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**T**HE RECENT COMPLETION OF THE HOT SPRINGS RAILROAD, between Malvern Station, on the ST. LOUIS, IRON MOUNTAIN & SOUTHERN RAILWAY, and HOT SPRINGS, Arkansas, is a matter of general interest to the thousands of afflicted people in every part of the country, who perhaps have never known by actual experience the benefits arising from the use of those justly celebrated waters. That part of the journey which has heretofore included a stage ride of some twenty-four miles over a rough and tedious road has often proved a serious objection to undertaking the trip, and it is with sincere pleasure that we announce to the public generally the OPENING OF AN UNBROKEN RAIL ROUTE, by which this famous water-cure resort may now be reached.

Much has been said and written concerning the HOT SPRINGS of Arkansas; indeed, the evidence and personal experience of the thousands who have been benefited and cured by the healthful and life-giving influences which NATURE imparts through the agency of the waters which flow there in inexhaustible supply, are a sufficient and satisfactory endorsement of their claims as the greatest and most successful "Natural Healer and Restorer" in THIS COUNTRY, if not in the WORLD.



### THE ONLY WAY TO GET THERE

Is by the All-Rail Route, over the ST. LOUIS, IRON MOUNTAIN & SOUTHERN and HOT SPRINGS RAILWAYS.

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### HOT SPRINGS RATES REDUCED.

St. Louis to Hot Springs, \$18.50; St. Louis to Hot Springs and Return, Tickets good for Sixty (60) Days from date of sale, \$34.00.

 Send for a Free Pamphlet 


To any of our Agents named on last page.





# TEXAS SHORT LINE.

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 *The St. Louis, Iron Mountain & Southern, Texas & Pacific and International & Gt. Northern Railways*

FORM THE  
**QUICKEST AND CHEAPEST**

LINE, BECAUSE THEY ARE THE

 **SHORTEST LINE** 

By from 80 to 140 Miles

## From ST. LOUIS

TO PRINCIPAL POINTS IN TEXAS!

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 **NO OTHER LINE** 

Runs its Entire Trains from St. Louis to Texas without Change.

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**NO OTHER LINE**

Has such perfect arrangements for the Comfort, Security and Expeditious Transportation of its Passengers.

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**GO BY THE TEXAS SHORT LINE! •**





# TEXAS SHORT LINE.

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WE SELL  
EXPLORERS' ROUND TRIP  
OR  
EXCURSION TICKETS

GOOD 40 DAYS  
FROM DATE OF SALE,  
AT A

## REDUCTION OF ABOUT 50 PER CENT.

From St. Louis to Little Rock, Texarkana, Marshall, Sherman, Dallas, Corsicana, Fort Worth, Waco, Palestine, Hearne, Houston, Austin and San Antonio.

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 For Particular Information 

Address or call upon the nearest to you of the Agents named on the last page of this "Folder."

E. A. FORD, General Passenger Agent,  
ST. LOUIS.





# TEXAS SHORT LINE.

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## The Tracks

**O**F the St. Louis, Iron Mountain & Southern, Texas & Pacific and International & Great Northern Railways are in excellent condition and being constantly improved.

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## THE TEXAS SHORT LINE

Runs Pullman Palace Drawing-Room and Sleeping Cars and Elegant Day Coaches from St. Louis to Texas without change. These Sleepers and Coaches are equipped with

**MILLER'S SAFETY PLATFORM**

— AND THE —

**Westinghouse Air Brake,**

The Best Security against Accident known to Modern Invention.

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## WE RUN NO EMIGRANT TRAINS!

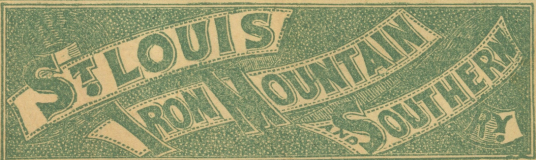
Emigrants to Arkansas and Texas are carried by the Texas Short Line in well ventilated, cushion-seated cars, on the same Train with First-Class Passengers.

**200 Pounds Baggage Free**

**TO EACH EMIGRANT PASSENGER.**

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**BAGGAGE HANDLED CAREFULLY!**





# TEXAS SHORT LINE.

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## Ask Any Ticket Agent

**I**N the North, East or West which is the Short Line from St. Louis to Texas, and he will tell you *the Truth*—the St. Louis, Iron Mountain & Southern Railway and its connections.

## OUR THROUGH TICKETS

Are on sale at nearly every Coupon Ticket Office in the country. When you are ready to start for Arkansas or Texas, *go to the nearest Railway Coupon Ticket Office* and ASK for your Ticket over the ST. LOUIS, IRON MOUNTAIN & SOUTHERN RAILWAY—the *Texas Short Line*—and it will be handed you, and you will be sent to your destination speedily and comfortably—happy in the thought that you made such a judicious selection of route.

## RAILWAY TICKET AGENTS

Are reliable and intelligent men. They will answer your questions properly, give you detailed information cheerfully, and when you *ask* for a Ticket over the ST. LOUIS, IRON MOUNTAIN & SOUTHERN RAILWAY—the *Popular Texas Short Line*—will sell it to you *at lowest rate* with great pleasure. They will Check your Baggage through for you over same route.

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Go by the “Texas Short Line.”





# TEXAS SHORT LINE.

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## More About Texas

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**T**HAT it is an agricultural country, the five hundred thousand bales of cotton we annually export, is ample evidence; that it is a stock-raising country none can doubt, for Texas Beef is quoted in every market from Kansas to New York; her shipments of wool, hides, and pecans excel that of any State, and Texas has never failed to make a crop, or called upon other lands to send her meat and bread. We have five million acres of the finest pine, cypress, and oak timber; we have fifty million acres of wheat-producing land; the grasses, ever green upon the surface, are of more value than the gold of California; a great portion of the State is underlaid with coal, and her mines of silver, copper, iron, lead, and gypsum are equal to any in extent and richness. Her fair surface is covered with the rarest flowers; her shores are washed by the ocean waves for five hundred miles; her rivers are filled with fish, her prairies with game; and her cattle feed upon her "thousand hills." Her people are happy and prosperous, and all who will work are on the high road to fortune.

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**CHICAGO TICKET OFFICE—104 Clark Street,  
C. H. Dodge, Ticket Agent.**

**ST. LOUIS TICKET OFFICES—General Ticket Office, cor. Fifth and Market Sts., E. A. Ford, Gen'l Pass'r Agent; City Ticket Office, 513 N. Fifth St., cor. Fifth and Washington Avenue, W. C. Gregory, Ticket Ag't; Depot Ticket Office, cor. Plum & Main Streets, A. Prescott, Ticket Agent.**

Through Tickets, Baggage Checks, Sleeping Car Berths, and Maps, Time Tables, Pamphlets, Hot Springs Books, and full and reliable information in regard to Arkansas and Texas, can be obtained at either of the above named offices, and at Coupon Ticket Offices generally throughout the North, East and West.

**NO TROUBLE TO ANSWER QUESTIONS.**





# TEXAS SHORT LINE.

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## EMIGRATION

To Texas has begun, and hundreds are going there  
daily over the Reliable and Favorite  
"Texas Short Line."

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## ASSISTANCE

—) FROM (—

## Our Passenger Agents.

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THE ST. LOUIS, IRON MOUNTAIN & SOUTHERN RAILWAY COMPANY employs Passenger Agents who are constantly traveling throughout the country, whose duty it is to solicit traffic for our lines and look after the welfare of our patrons. They are frequently able to materially aid passengers in a selection of routes and render them much valuable assistance while *en route* over ours and connecting lines. They are supplied with Maps of Missouri, Arkansas and Texas, Maps of the South and Southeast, Railroad Maps, Descriptive Pamphlets of Hot Springs, Land Circulars, Time Tables, Rate Sheets, &c., for free distribution. Information from and assistance by them will be cheerfully rendered upon application. Their addresses are as follows:

E. A. Ford, General Passenger Agent, St. Louis, Mo.

W. L. Van Nest, Gen'l Eastern Ag't, 415 Broadway, N. Y. City.

H. H. Marley, Northern Passenger Ag't, 104 Clark St., Chicago, Ill.

Jno. Howard, Southeastern Passenger Ag't, 138 Vine St., Cincinnati, O.

M. Griffin, Passenger Ag't, 513 North Fifth Street, St. Louis, Mo.