

THE TEXAS AND PACIFIC RAILWAY.



THE SHORTEST LINE ^{TO THE GREAT}
COTTON GRAIN AND STOCK
REGIONS OF TEXAS.

GEO. NOBLE, R. W. THOMPSON, Jr.,
General Superintendent, Gen'l Passenger & Ticket Agent.
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The TEXAS & PACIFIC RAILWAY.

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SKETCHES

— OF THE —

Principal Cities and Towns

ON THE LINE OF THE

TEXAS & PACIFIC RAILWAY

NOVEMBER, 1880.

TEXARKANA

Is at the junction point of the TEXAS & PACIFIC and ST LOUIS, IRON MOUNTAIN & SOUTHERN RAILWAYS, and is situated about equally in Bowie County, Texas, and Miller County, Arkansas. Though a comparative new town, Texarkana has taken an important place in the commercial interests of Northern Texas. There are located here large stock yards, a large cotton compress is in active operation, and a large lumber business is done here. Some forty-five business houses have a fine whole sale trade in the surrounding country. The population of Texarkana is placed at about 4,000.

CLARKSVILLE,

The county seat of Red River County, is one of the old established towns located in the upper Red River region, the lands of which are productive and fertile. Clarksville is 61 miles west of Texarkana, on the TRANS-CONTINENTAL DIVISION OF THE TEXAS & PACIFIC RAILWAY, the completion of which division has given the town ready and direct access to all commercial points. The town is one of solid and substantial wealth, having a population of

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The TEXAS & PACIFIC RAILWAY.

1,000. The annual cotton shipments of Clarksville amount to about 11,000 bales, cotton seed 35,000 bushels, hides about 50,000 pounds. The country immediately around Clarksville is admirably adapted for fruit raising and market gardening. Land can be purchased at low figures and on easy payments.

PARIS,

Ninety-one miles west of Texarkana, on the Trans-Continental Division of the Texas & Pacific Railway, is the county seat of Lamar County, and is one of the most elegantly finished towns in the Southwest. In 1877 nearly all the business portion of the town was destroyed by fire, but the energetic and go-ahead citizens at once rebuilt, and now handsome stores and brick blocks fill the places formerly occupied by frame buildings. In addition to the elegant business houses, Paris has one of the largest and handsomest court houses in the State. Valuable stone is found in inexhaustible quantities in the immediate neighborhood, and is used for building purposes. Paris has an excellent record as a commercial point, and one which is rapidly improving through the energy and business enterprise of her citizens. Two solid and substantial banks afford the best financial advantages. The magnificent farming country around Paris is supplied with all classes of merchandise by over 60 business houses. There are here three large flouring mills, one sash, door and blind manufactory, two planing mills and two furniture factories. A street railroad traverses the town, and is doing a good paying business. Paris ships annually about 30,000 bales of cotton, 50,000 pounds of wool, 200,000 pounds of hides, 20,000 pounds of tallow, besides large quantities of country produce. Paris is surrounded by a splendid agricultural country, capable of untold developments, and benefited in all the essentials of excellent facilities for transportation, a healthy region and the influence of an enlightened society.

HONEY GROVE,

On the TRANS-CONTINENTAL DIVISION OF THE TEXAS & PACIFIC RAILWAY, is 112 miles west from Texarkana, and 42 miles east from Sherman. It is located near the eastern line of Fannin County, and is one of the most

The **TEXAS & PACIFIC** RAILWAY.

prosperous small towns in the State. It has a population of about 1,500, and many fine and substantial brick business houses and dwellings. Among its most attractive features is a large college building, which is under charge of a competent faculty, and has a large attendance of scholars from the town, as well as many from the surrounding country. Few towns in the State enjoy educational advantages superior to those to be found in Honey Grove. The town is situated in the midst of a fine agricultural country, which is being rapidly settled up by a superior class of immigrants. Honey Grove ships annually about 8,000 bales of cotton, 15,000 pounds of wool, 40,000 pounds of hides, 20,000 bushels of corn, 20,000 bushels cotton seed, and its shipping interests are continually increasing.

BONHAM,

The county seat of Fannin County, is 128 miles west from Texarkana, and 26 miles east from Sherman. It is on the TRANS-CONTINENTAL DIVISION OF THE TEXAS & PACIFIC RAILWAY, and has a population of 3,000; has two fine flouring mills, and a carriage and wagon factory, one bank and thirty well established business houses. It is surrounded by a fine agricultural country which is rapidly filling up with thrifty and industrious farmers, many from the north and west having located in this vicinity during the past two or three years. Bonham ships annually 10,000 bales of cotton, 20,000 pounds of wool, 40,000 pounds of hides, 25,000 bushels of corn, and 15,000 bushels of cotton seed. No better or more industrious class of immigrants have come into the State than those located immediately around Bonham.

SHERMAN,

The county seat of Grayson County, is 154 miles west from Texarkana, and is the point at which the TRANS-CONTINENTAL DIVISION OF THE TEXAS & PACIFIC RAILWAY crosses the main line of the Houston & Texas Central Railway. This is one of the most important commercial cities of Texas, and is in the midst of one of the finest agricultural regions in the entire Southwest. It has a population of about 12,000, and is substantially built with handsome stone and brick business blocks. It

The TEXAS & PACIFIC RAILWAY.

has a handsome stone and brick court house, 12 churches, two large and handsome banks, and about 150 stone or brick business houses, five flouring mills, an ice factory making 20 tons of ice per day, a carriage factory, a grain elevator, and one of the largest cotton compresses in the State. There are also gas works and a street railroad in successful operation, a large foundry, and two planing mills. The lumber business of Sherman is very large, there being immense yards in the city, and large quantities of lumber are constantly shipped to the West. Sherman has educational facilities unsurpassed by any city in the State. Besides efficient high schools, there are: Austin College, chartered by the State in 1849, and under the control of a most excellent faculty. The new building and grounds of this college constitute one of the most attractive features of the city. The Sherman Female Institute is a most thorough school for young ladies, and is liberally patronized by the best families in the State. St. Joseph's Academy is under the direction of the Sisters of St. Mary, and is well attended. The annual shipments of Sherman are: cotton, 60,000 bales; buffalo hides, 300,000 pounds; green salted hides, 200,000 pounds; dry hides, 600,000 pounds; wool, 70,000 pounds; tallow, 150 barrels; corn, 40,000 bushels; oats, 30,000 bushels; cotton seed, 20,000 bushels. Sherman's commerce has shown a steady increase year by year, and is certain of greater prosperity in the future from the superior nature of her local surroundings.

JEFFERSON,

The county seat of Marion County, is on the line of the TEXAS & PACIFIC RAILWAY, 58 miles south of Texarkana, and is at the head of navigation on Cypress Bayou, (contributory of Red River,) thus giving it water communication with New Orleans. Jefferson is also the eastern terminus of the East Line & Red River R. R., which is now in operation to Greenville, 126 miles. The annual shipments of Jefferson are: Cotton, 50,000 bales; wool, 20,000 pounds; hides, 50,000 pounds. One of the principal commercial interests of Jefferson is a foundry and blast furnace, which is supplied with iron of superior quality mined within a short distance of the works, and plows, hollow-ware, cooking and heating stoves, are be-

The TEXAS & PACIFIC RAILWAY.

ing manufactured in large quantities. The country adjacent to Jefferson is one of the finest in the world for fruit and vegetables, and being in easy access to large markets is admirably adapted for fruit and garden farming. The population of Jefferson is about 5,000. There is here a large cotton compress, and a large number of business houses which do a fine trade with the surrounding country, which is thickly settled. There are four academies in Jefferson, all excellently conducted and largely attended, besides a number of private schools.

MARSHALL,

The county seat of Harrison County, is one of the oldest settled towns in eastern Texas, and is 74 miles south from Texarkana, 40 miles west from Shreveport, La., and 147 miles east from Dallas. The city is located on a number of small hills, and is noted for its beauty and great healthfulness. The country surrounding Marshall is (like most of eastern Texas) finely adapted to the raising of fruit and vegetables, and offers great advantages to fruit growers and market gardeners, being within easy access to excellent markets. The general offices and machine shops of the TEXAS & PACIFIC RAILWAY Co. are located here, thus bringing a large local trade to the city. The Marshall Car and Foundry Co. have recently completed large works here, and have just commenced the manufacture of cars and castings on a large scale, giving employment to a large number of mechanics. The Gallett Cotton Gin Factory has been in operation for nearly a year, and is prospering finely, shipping a large number of their improved gins to the surrounding country. The Marshall Ice Factory has been in successful operation a few months, and is manufacturing a superior quality of ice, which not only supplies the city, but is being constantly shipped to neighboring towns. Marshall has unexcelled educational facilities, the Marshall College (male) and Masonic Female Institute, both being in successful operation, with competent faculties. There is also a large Catholic school here, besides many private schools, all under experienced and able teachers. The population of Marshall is 7,000. About 10,000 bales of cotton are shipped from here annually, besides large quantities of wool, hides and farm products.

The TEXAS & PACIFIC RAILWAY.

SHREVEPORT, LA.,

The principal city of North Louisiana, is situated on the west bank of the Red River, and is at present the eastern terminus of the TEXAS & PACIFIC RAILWAY. Shreveport has a population of about 12,000, and is the capital city of Caddo Parish. It has direct water communication with New Orleans, and is one of the largest cotton markets in the Southwest, the annual shipments amounting to 100,000 bales. An oil mill is in full operation, and ships annually about 9,000 barrels of cotton seed oil and about 50,000 bags of oil cake and meal. There are several large steam saw mills located in Shreveport, and an immense amount of lumber is shipped from this point to Texas over the line of the Texas & Pacific Railway. The population of Shreveport is about 10,000. Her annual shipments of cotton amount to 100,000 bales.

LONGVIEW,

The county seat of Gregg County, is 98 miles south and west of Texarkana, and is the junction point of the TEXAS & PACIFIC RAILWAY and the International & Great Northern Railroad. Longview has a population of 2,500, and is compactly built, having something over thirty business houses, most of them built of stone, of which there is an unlimited quantity of the most excellent kind for buildings and bridge work. A wagon factory supplies the local demand, besides shipping to neighboring towns wagons of excellent make. There is a cotton compress here of 600 bales per day capacity. Longview ships annually about 9,000 bales of cotton, 80,000 pounds of hides, and large quantities of lumber, fruit, and country produce. Longview has a handsome court house, several handsome churches, and excellent schools.

MINEOLA,

Located in Wood County, is on the line of the TEXAS & PACIFIC RAILWAY, 143 miles from Texarkana, and 78 miles east of Dallas. The town was first located in 1873, on the advent of the railroad, and has had a steady and solid growth ever since. A branch of the International & Great Northern Railroad extends to Mineola, giving it direct communication with the coast. It has a popula-

The TEXAS & PACIFIC RAILWAY.

tion of about 2,000 people, and has 20 substantial business houses. The annual shipments of Mineola are: about 10,000 bales of cotton, and about 40,000 pounds of hides, besides considerable amounts of wool and country produce.

WILLS' POINT,

In Van Zandt County, is beautifully located on a rolling prairie, just west of the timber line of Eastern Texas. It is a town of recent origin, having sprung up in 1873, when the TEXAS & PACIFIC RAILWAY first reached that section. It has a population of 1,500, and being surrounded by a magnificent agricultural country, is rapidly increasing in size and importance. It has now two flouring mills, both doing a fine business along the line of the TEXAS & PACIFIC RAILWAY. A large trade is done here in agricultural implements, supplying the surrounding country, which is well settled with an industrious and enterprising class of farmers. Wills' Point ships annually about 10,000 bales of cotton, 20,000 pounds of wool, 115 tons of hay, 248 tons of grain, and a large amount of cured pork.

TERRELL,

In Kaufman County, 32 miles east of Dallas, on the main line of the TEXAS & PACIFIC RAILWAY, was located in 1873, and has rapidly become of more than ordinary commercial importance. It has a population of 3,500 people, about 40 business houses, nearly all of brick, showing the energy and confidence of her business men. Terrell has three flouring mills, two planing mills, a steam grain elevator, a tannery, a door, sash and blind manufactory, and two wagon and carriage shops. Terrell is in the midst of one of the finest agricultural sections of Texas, and the energy and enterprise of her people is rapidly placing her in the first rank of Texas towns. With a steady flow of immigration into her tributary country, with good transportation to profitable markets, she will soon be a town of great commercial importance. Terrell ships annually 20,000 bales of cotton, over 8,000 head of cattle, 125,000 pounds of hides, 25,000 pounds of wool, 2,000 pounds of feathers, 8,000 pounds of cotton seed, 50 tons of hay, 20,000 bushels of corn, and 30,000 bushels of wheat.

The TEXAS & PACIFIC RAILWAY

DALLAS,

The county seat of Dallas County, is situated at the intersection of the main lines of the TEXAS & PACIFIC and Houston & Texas Central Railways, 221 miles southwest of Texarkana, and is in the centre of a large belt of country where cotton, wheat, corn, oats and other cereals are cultivated as staples side by side. Including her suburban population, Dallas has about 20,000 inhabitants, with a steady but visible increase. Dallas has four solid and substantial banks, four flouring mills, three cotton compresses, two grain elevators, a mammoth cotton seed oil mill, two large foundries, three planing mills, one grain separator manufactory, cement and artificial stone factories, an ice factory, mammoth steam candy factory, a large soap factory, a number of wagon and carriage factories, extensive gas and water works, and four lines of street railroads, leading from the business centres to the suburbs. Dallas is the great supply depot for northern and western Texas, and its wholesale trade in all branches has assumed immense proportions. Its new and handsome court house, and many of its business blocks are built of native stone, quarried within sight of the city. The enterprising and solid business character of her citizens, her great railroad advantages, and the unsurpassed agricultural country of which she is the centre, insure for her a commercial prosperity in the future which will be second to no inland city in the great Southwest. Handsome church edifices of every denomination, and numerous schools, both public and private, give evidences of the morals and refinement of her people. The annual shipments of cotton from Dallas amount to 50,000 bales, and it is the largest grain shipping point in the State of Texas. Large quantities of hides are shipped from here, besides large amounts of general farm produce.

FORT WORTH,

"Queen of the Prairies," is the county seat of Tarrant County, and is 32 miles west from Dallas, and 253 miles southwest from Texarkana. The rapid growth of this city is not only proof of the superior agricultural country by which she is surrounded, but evidences the sterling business qualities and indomitable energy of her citizens.

The TEXAS & PACIFIC RAILWAY.

On the advent of the TEXAS & PACIFIC RAILWAY, in 1876, the population of Fort Worth was 2,000; and is now in 1880, 10,000, an increase of 8,000 in four years. The city is built in the most substantial manner, with handsome business blocks, being of brick and stone, the stone being quarried within a mile of the court house, a building which, in architectural beauty and finish, would be a credit to the older and wealthier States. A street railroad is in successful operation, new gas works, three large flouring mills, two cotton compresses, a large ice factory, two grain elevators, two planing mills, a large sash and door factory, and 150 stone and brick business houses, (including a handsome opera house,) attest the solid growth of Fort Worth. Over thirty artesian wells are sunk in the city, supplying it with pure, soft water. The fine agricultural country around Fort Worth is rapidly filling up with a superior class of farmers, and the trade of the city is gradually but surely extending to the far West. With her natural advantages, excellent transportation facilities, and the enterprise of her people, Fort Worth is rapidly assuming a formidable commercial importance. All different denominations of religion are represented here, and many handsome church edifices have been erected. Excellent schools have been established, and are largely attended. The annual shipments of Fort Worth amount to: Cotton, 50,000 bales; cattle, 50,000 to 75,000 head; hides, 4,500,000 pounds; wool, 300,000 pounds; cotton seed, 10,000 bushels; pecans, 200,000 pounds; bones, 30 car loads; flour and grain, 10,000,000 pounds, besides large quantities of ordinary farm products. The gross sales of general merchandise, including all lines of business, will aggregate \$5,000,000 per annum.

WEATHERFORD,

The county seat of Parker County, situated 31 miles west of Fort Worth, on the line of the TEXAS & PACIFIC RAILWAY, is a beautiful little city of 3,500 inhabitants. It is built almost entirely of brick and stone, the stone being quarried in the immediate vicinity of the city, and of a superior quality for building purposes. One of the handsomest court houses (built of native stone) in the State, is situated in the centre of the town, and surround-

The TEXAS & PACIFIC RAILWAY.

ed by a large open square. Being situated on the Clear Fork of the Trinity River, Weatherford has most excellent drainage, and good water is obtained at a depth of 40 and 50 feet. There are between 75 and 100 business houses in the place, and it is rapidly increasing in population and business interests. Weatherford ships annually about 20,000 bales of cotton, besides large amounts of hides, grain, and general produce. A large flouring mill has been in successful operation for several years. The following religious denominations have church edifices: Episcopal, Presbyterian, Baptist, Methodist, and Christian. Weatherford has several excellent schools, the principal one being the Masonic Institute. The city has excellent banking facilities, and is rapidly rising in the ranks of commercial prosperity.

EASTLAND,

The county seat of Eastland County, is at present (Nov. 1880) the terminus of the TEXAS & PACIFIC RAILWAY, 74 miles west from Weatherford, and 137 miles west from Dallas. Eastland has a population of about 800, and is rapidly increasing. There are five hotels and about 25 business houses in the town. Eastland ships annually about 10,000 bales of cotton, and large amounts of hides, besides considerable stock.

DENTON,

The county seat of Denton County, is at present (Nov. 1880) the terminus of the DALLAS & WICHITA RAILWAY, (a road strictly tributary to the TEXAS & PACIFIC RAILWAY,) 40 miles northwest from Dallas, and located in the centre of one of the finest farming regions of Texas. Denton has a population of 1,500, which is being steadily increased by new-comers. There are about 50 business houses, one bank, and two hotels in the town. In the past, Denton has greatly felt the need of railroad communication, but now that this great factor in the prosperity of a new country has been secured, and with its natural advantages of a fine agricultural region with excellent water, it will soon be one of the most important interior towns in Texas. The county of Denton is thickly settled by an enterprising class of farmers, and is one of the most productive in the entire State.

NORTHERN TEXAS

ITS SOIL, CLIMATE, PRODUCTS AND RESOURCES.

THAT portion of the great State of TEXAS, generally spoken of as "Northern Texas" comprises the large parallelogram extending from Red River south, through five tiers of counties, about 150 miles, and from the Louisiana line to the Rio Grande River, about 700 miles, embracing an area of about 70,000 square miles—larger than the State of Illinois. We desire to give here (in a condensed form) a few general facts in relation to the climate, soil, products, present condition and future possibilities of this rich and beautiful, though only partially developed, country. In this

brief sketch it will not be our purpose to give statistical facts in detail, but rather such points as will be of interest, not only to the immigrant, but to all who may have commercial interests with Texas—to merchants, manufacturers, mechanics and farmers.

The region alluded to, embraced within the 32d and 34th parallels of latitude, and the 17th and 26th meridians of west longitude from Washington, contains, wholly or in part, eighty counties, most of which are thirty miles square, and each of which has four times the productive capacity of Rhode Island. The climate is delightful, being healthy and conducive to long life; equally removed from the rigors of a Northern winter and the enervating heat of the extreme South.

The surface for about 100 miles west of the Louisiana line, is moderately undulating, and covered for the most part with a fine growth of timber, excellent pine for building purposes, and a variety of the best kinds of hard wood for the manufacture of furniture, farm machinery, &c. A large number of mills in this section are busily at work in transforming the timber into lumber, to supply the ever-increasing demand in the prairie region further west. Much of the soil in the timber land is good, and in Eastern Texas is admirably adapted to fruit and vegetable culture. The prairie land commences on the TEXAS & PACIFIC RAILWAY, near Will's Point,

100 miles west of Marshall, and continues on to New Mexico with intervals of forest and wide open plains or prairies, the latter being exceedingly fertile for 300 miles or more, and all the way susceptible of being turned into excellent stock farms. The richest portion for agricultural purposes extends 200 to 250 miles west from the City of Dallas, and from the Red River south, to the limits of the region embraced in this description.

About one-half of this great parallelogram, extending west from the boundary of Louisiana, is adapted to the production of almost every farm product of the great South-west, including not only the cereals, fruits and vegetables, but cotton and tobacco. Cotton may be considered the staple product, and thousands of bales are annually shipped from the various railroad centres. The western counties of the district under consideration are admirably adapted to stock-raising, and thousands of "broad-horns" are annually sent to the Eastern markets from this region.

This country is well watered. The central portion, extending east and west, forms the divide between the waters of the Red River and the Gulf of Mexico. Numerous short streams and rivers flow north into the river named, while the Sabine, Trinity, Brazos and Colorado have their headwaters in the southern or eastern counties of the district. Besides these rivers and their numerous

tributaries, whose waters are mostly supplied by the annual rains, many portions of the region named are supplied with abundance of living springs, and everywhere water is obtained by boring or digging from twenty to fifty feet. Considering all the characteristics of this remarkable region, it may be regarded as the "Emigrant's Paradise." It is not strange that the dwellers in the frozen regions of the Northwest, and the grasshopper-plagued people of the extreme West, should flock to this sunny clime, where severe winters are unknown, and the earth returns bountiful harvests to all who have industry to cultivate a most prolific soil.

In addition to the inducements offered by a fruitful soil and genial climate, many of the counties in this district are exceedingly rich in the useful minerals. It invites not only the farmer and mechanic, but capitalists and manufacturers in every line of business. It is a region adapted not only to support a large population, but to give such variety of employment as to make its people thoroughly self-reliant, self-sustaining, prosperous and independent in the best sense of the word. The valleys of the streams in this section are unusually rich and productive. This region is clothed with the finest native grass in the world—the mesquite. Cattle, horses and sheep keep fat on it all the year round almost as well as upon grain. In the winter this grass presents a dry ap

pearance, and to those unaccustomed to it would seem to be of little value, but it still retains its sweet, nutritious qualities, and is said to be even better for sheep in this condition than in rainy seasons when its growth is more rank.

In the settled portions of Northern Texas are nearly two hundred thriving towns and well-grown cities, where good school-houses and neat churches are the first objects to attract the attention of the traveler. In the rapid settlement of a new country emigrants generally consume all surplus productions. Not so in "Northern Texas." Nature is so bountiful in her gifts that, with a sparse population and very imperfect husbandry, annual millions of surplus product—cotton, wheat, and cattle, have to be exported from this region to the markets of the world. Large channels of trade are open to St. Louis, and the North and East via the TEXAS & PACIFIC RAILWAY and the ST. LOUIS, IRON MOUNTAIN & SOUTHERN RAILWAY, and to the SOUTHEAST via the same roads to Little Rock, thence via the MEMPHIS AND LITTLE ROCK RAILROAD and the southern system of roads.

Northern Texas is reached in almost an air-line from St. Louis by the ST. LOUIS, IRON MOUNTAIN & SOUTHERN RAILWAY, which connects at Texarkana with the TEXAS & PACIFIC RAILWAY, the two divisions of which line penetrate the great agricultural districts. From the

Southeastern States this region is reached via the MEMPHIS & LITTLE ROCK RAILROAD, which connects with the St. L., I. M. & S. R'y at Little Rock, thence to Texarkana, connecting with the TEXAS & PACIFIC RAILWAY.

The TEXAS & PACIFIC RAILWAY, including its TRANS-CONTINENTAL DIVISION, traverses the country above described with nearly 600 miles of track, which is being rapidly extended to El Paso, and yet its different lines of railroad are scarcely adequate to the task of transporting to market the surplus products of this rich country, and supplying in return the goods and^e merchandise needed by its half million of people.

Northern Texas will be, for years to come, the most inviting field in which emigrants from the older states and the Old World will seek for pleasant homes. Her products will supply every want of man. The climate is equal, if not superior, to that of France or Italy, and bearing great similarity. Her mineral resources equal those of Pennsylvania. The energy of her citizens in public improvements is in keeping with the spirit of the age. In the near future this almost limitless slope of country will be teeming with millions of human beings, developing its wondrous resources, and rendering it one of the most heaven-favored portions of the habitable globe.