

THE  
**TEXAS**  
AND  
**PACIFIC**  
RAILWAY.

THE SHORTEST LINE  
TO THE GREAT  
**COTTON GRAIN AND STOCK**  
REGIONS

OF

**TEXAS**

*W T & H St. Louis*

**GEO. NOBLE,** **R. W. THOMPSON, Jr.,**  
Gen'l Superintendent      Gen'l Passenger & Ticket Agent,

RICKER

TEX  
32.5

T 355

G 345

1876

— ° THE ° —

# TEXAS PACIFIC RAILWAY

## WITH ITS CONNECTIONS

OFFERS TO THE IMMIGRANT FACILITIES UNSURPASSED BY THOSE OF ANY OTHER LINE.

They are carried on First Class THROUGH TRAINS, in Commodious and Comfortable Coaches.

NO MIDNIGHT TRANSFERS!

CLOSE CONNECTION MADE AT ALL JUNCTION POINTS.

# 200 POUNDS

OF BAGGAGE FREE ALLOWED EACH EMIGRANT PASSENGER.

The undersigned will, on application, give any particular information desired. Will procure Tickets, attend to checking of Baggage, and afford any assistance in their power.

GEOGRAPHICALLY CORRECT MAPS of Texas and the Counties on the line of the TEXAS & PACIFIC RAILWAY furnished on application, also all information as to Time, Connections and Rates of Fare.

Apply to or address:

**R. W. THOMPSON, Jr.,**

General Passenger Agent,  
MARSHALL, TEXAS.

**THOS. DORWIN,**

General Northwestern Agent,  
104 Clark Street, CHICAGO, ILLS.



IN EFFECT JUNE 1st, 1878.

# Through Time Card

Via ST. LOUIS.

		Leave.	<b>Chicago...</b> (via Ill. Cent.)	10.00 p. m.
.....		"	".....(via C. & A.)	9.00 "
.....		"	<b>Cincinnati</b> (via O. & M.)	6.50 "
.....		"	"(via I. C. & L.)	7.00 "
.....		"	<b>Louisville..</b> (via O. & M.)	7.00 "
.....		"	"(via J. M. & I.)	7.15 "
		Leave.	<b>St. Louis</b> (via St L I M & S)	10.00 a. m.
		Arrive.	<b>Texarkana</b> .....	9.00 "
Via Texas & Pacific Railway (Southern Division.)	Miles.	Leave.	<b>Texarkana</b> .....	9.20 a. m.
	5	"	<b>Texarkana Junction</b> .....	9 35 "
	16	"	Sulphur.....	10.10 "
	20	"	Alamo.....	10 23 "
	23	"	Forest.....	10.31 "
	28	"	Queen City.....	10.50 "
	31	"	Atlanta.....	10.58 "
	39	"	Hoxie's.....	11 23 "
	44	"	Kildare.....	11.38 "
	49	"	Lodi.....	11.55 "
	58	"	Jefferson.....	12.25 p. m.
	66	"	Woodlawn.....	12.47 "
	74	"	<b>Marshall</b> (Dinner). Ar. } Lv. }	1.15 "
	79	"		1.35 "
	88	"	Abney's.....	1.52 "
	93	"	Hallville.....	2.15 "
	98	"	Mason Springs.....	2.32 "
	99	"	<b>International Junct'n</b> .....	2.55 "
	101	"	Longview.....	2.58 "
	110	"	Willow Springs.....	3.08 "
	117	"	Gladewater.....	3.37 "
	120	"	Neal's.....	4.00 "
	126	"	Big Sandy.....	4.10 "
	134	"	Hawkins.....	4.28 "
	143	"	Lake Fork.....	4.53 "
	150	"	<b>Minneola</b> .....	5.23 "
	156	"	Silver Lake.....	5.45 "
	167	"	Grand Saline.....	6.07 "
	174	"	Edgewood.....	6.45 "
	183	"	Will's Point. (Supper).....	7.30 "
	190	"	Elmo.....	8.07 "
	194	"	Terrell.....	8.32 "
	201	"	Lawrence.....	8.47 "
	209	"	Forney.....	9.20 "
	220	"	Mesquite.....	9.45 "
	221	"	<b>Texas Cent'l Cross'g.</b> .....	10.23 "
	228	"	<b>Dallas</b> .....	10.30 "
	234	"	Eagle Ford.....	10.50 "
	240	"	Grand Prairie.....	11.12 "
	247	"	Arlington.....	11.32 "
	253	"	Handley.....	11.52 "
		Arrive	<b>Fort Worth</b> .....	12.10 a. m.
Via I. & Gt. N R. R.	.....	Leave.	<b>International Junct.</b> .....	3.10 p. m.
	.....	Arrive.	<b>Palestine</b> .....	8.35 "
	.....	"	<b>Austin</b> .....	8.07 a. m.
	.....	"	<b>Houston</b> .....	7.30 "
	.....	"	<b>Galveston</b> .....	11.59 "
		"	<b>San Antonio</b> .....	8.30 p. m.

IN EFFECT JUNE 1st, 1878.

# Through Time Card

Via LOUISVILLE and MEMPHIS.

		Leave.	<b>Cincinnati</b> (via Short Line.)	8.10 p. m.
.....		"	" (via O. & M.)	6.45 "
.....		"	<b>Louisville</b> (via L. & G. S.)	12.30 a. m.
.....		"	<b>Memphis</b> (via M. & L. R.)	5.30 p. m.
.....		"	<b>Little Rock</b> (via St L M & S)	2.25 a. m.
Via Texas & Pacific Railway (Southern Division.)	Miles.	Leave.	<b>Texarkana</b> .....	9.20 a. m.
	5	"	<b>Texarkana Junction</b> .....	9.35 "
	16	"	Sulphur.....	10.10 "
	20	"	Alamo.....	10.23 "
	23	"	Forest.....	10.31 "
	28	"	Queen City.....	10.50 "
	31	"	Atlanta.....	10.58 "
	39	"	Hoxie's.....	11.23 "
	44	"	Kildare.....	11.38 "
	49	"	Lodi.....	11.55 "
	58	"	Jefferson.....	12.25 p. m.
	66	"	Woodlawn.....	12.47 "
	74	"	<b>Marshall</b> (Dinner). Ar. }	1.15 "
	79	"	Lv. }	1.35 "
	88	"	Abney's.....	1.52 "
	93	"	Hallville.....	2.15 "
	98	"	Mason Springs.....	2.32 "
	99	"	<b>International Junct'n</b> .....	2.55 "
	101	"	Longview.....	2.58 "
	110	"	Willow Springs.....	3.08 "
	117	"	Gladewater.....	3.37 "
	120	"	Neal's.....	4.00 "
	126	"	Big Sandy.....	4.10 "
	134	"	Hawkins.....	4.28 "
	143	"	Lake Fork.....	4.53 "
	150	"	<b>Minneola</b> .....	5.23 "
	156	"	Silver Lake.....	5.45 "
	167	"	Grand Saline.....	6.07 "
	174	"	Edgewood.....	6.45 "
	183	"	Will's Point. (Supper).....	7.30 "
	190	"	Elmo.....	8.07 "
	194	"	Terrell.....	8.32 "
	201	"	Lawrence.....	8.47 "
	209	"	Forney.....	9.20 "
	220	"	Mesquite.....	9.45 "
	221	"	<b>Texas Cent'l Cross'g</b> .....	10.23 "
	228	"	<b>Dallas</b> .....	10.30 "
	234	"	Eagle Ford.....	10.50 "
	240	"	Grand Prairie.....	11.12 "
	247	"	Arlington.....	11.32 "
	253	Arrive	Handley.....	11.52 "
			<b>Fort Worth</b> .....	12.10 a. m.
Via I. & Gt. N. R. R.	.....	Leave.	<b>International Junct.</b> .....	3.10 p. m.
	.....	Arrive.	<b>Palestine</b> .....	8.35 "
	.....	"	<b>Austin</b> .....	8.00 a. m.
	.....	"	<b>Houston</b> .....	7.30 "
	.....	"	<b>Galveston</b> .....	11.59 "
			<b>San Antonio</b> .....	8.30 p. m.



IN EFFECT JUNE 1st, 1878.

# Through Time Card

Via CHATTANOOGA and LITTLE ROCK.

	Leave.	<b>Bristol...</b> (via E. T. & V.)	7.22 p. m.
.....	"	<b>Knoxville</b> ( " " " )	12.22 a. m.
.....	"	<b>Chattanooga</b> (via M. & C.)	5.10 a. m.
.....	"	" (via N. C. & St. L.)	9.30 p. m.
.....	"	<b>Memphis</b> (via M. & L. R.)	5.30 p. m.
.....	"	<b>Columbus Ky</b> (via St. L. M. & S.)	5.30 a. m.
.....	"	<b>Poplar Bluff</b> ( " " )	6.05 p. m.
.....	"	<b>Little Rock</b> ( " " )	2.25 a. m.

<b>Via Texas &amp; Pacific Railway (Southern Division.)</b>	Miles.	Leave.	<b>Texarkana</b> .....	9.20 a. m.
	5	"	<b>Texarkana Junction</b> ..	9.35 "
	16	"	<b>Sulphur</b> .....	10.10 "
	20	"	<b>Alamo</b> .....	10.23 "
	23	"	<b>Forest</b> .....	10.31 "
	28	"	<b>Queen City</b> .....	10.50 "
	31	"	<b>Atlanta</b> .....	10 58 "
	39	"	<b>Hoxie's</b> .....	11.23 "
	44	"	<b>Kildare</b> .....	11.38 "
	49	"	<b>Lodi</b> .....	11.55 "
	58	"	<b>Jefferson</b> .....	12.25 p. m.
	66	"	<b>Woodlawn</b> .....	12.47 "
	74	"	<b>Marshall (Dinner)</b> . Ar. } Lv. }	1.15 "
	79	"		1.35 "
	88	"	<b>Abney's</b> .....	1.52 "
	93	"	<b>Hallville</b> .....	2.15 "
	98	"	<b>Mason Springs</b> .....	2.32 "
	99	"	<b>International Junct'n</b>	2.55 "
	101	"	<b>Longview</b> .....	2.58 "
	110	"	<b>Willow Springs</b> .....	3.08 "
	117	"	<b>Gladewater</b> .....	3.37 "
	120	"	<b>Neal's</b> .....	4.00 "
	126	"	<b>Big Sandy</b> .....	4.10 "
	134	"	<b>Hawkins</b> .....	4.28 "
	143	"	<b>Lake Fork</b> .....	4.53 "
	150	"	<b>Minneola</b> .....	5.23 "
	156	"	<b>Silver Lake</b> .....	5.45 "
	167	"	<b>Grand Saline</b> .....	6.07 "
	174	"	<b>Edgewood</b> .....	6.45 "
	183	"	<b>Will's Point. (Supper)</b> .....	7.30 "
	190	"	<b>Elmo</b> .....	8.07 "
	194	"	<b>Terrell</b> .....	8.32 "
	201	"	<b>Lawrence</b> .....	8.47 "
	209	"	<b>Forney</b> .....	9.20 "
	220	"	<b>Mesquite</b> .....	9.45 "
	221	"	<b>Texas Cent'l Cross'g.</b>	10.23 "
	228	"	<b>Dallas</b> .....	10.30 "
	234	"	<b>Eagle Ford</b> .....	10.50 "
	240	"	<b>Grand Prairie</b> .....	11.12 "
	247	"	<b>Arlington</b> .....	11.32 "
	253	Arrive	<b>Handley</b> .....	11.52 "
			<b>Fort Worth</b> .....	12.10 a. m.

<b>Via L. &amp; Gt. N. R. R.</b>	.....	Leave.	<b>International Junct.</b>	3.10 p. m.
	.....	Arrive.	<b>Palestine</b> .....	8.35 "
	.....	"	<b>Anstin</b> .....	8.00 a. m.
	.....	"	<b>Houston</b> .....	7.30 "
	.....	"	<b>Galveston</b> .....	11.59 "
	.....	"	<b>San Antonio</b> .....	8.30 p. m.

IN EFFECT JUNE 1st, 1878.

# Through Time Card

Via ST. LOUIS.

.....	Leave.	<b>Chicago</b> ..... (via Ill. Cent.)	10.00 p.m.
.....	"	" ..... (via C. & A.)	9.00 "
.....	"	<b>Cincinnati</b> .. (via O. & M.)	6.50 "
.....	"	" ..... (via I. C. & L.)	7.00 "
.....	"	<b>Louisville</b> ... (via O. & M.)	7.00 "
.....	"	" ..... (via J. M. & I.)	7.15 "
.....	"	<b>St. Louis</b> (via St L I M & S)	10.00 a. m.
		Via Louisville & Memphis.	
.....	"	<b>Cincinnati</b> (via "Short Line.")	8.10 p.m.
.....	"	" ..... (via O. & M.)	6.45 "
.....	"	<b>Louisville</b> (via L. & G. S.)	12.30 a. m.
.....	"	<b>Memphis</b> .. (via M. & L. R.)	5.30p. m.
.....	"	<b>Little Rock</b> (via St L I M & S)	2.25 a. m.
		Via Chattanooga & Little Rock.	
.....	"	<b>Bristol</b> .. (via E. T. V. & G.)	7.22p. m.
.....	"	<b>Knoxville</b> ( " " " )	12.22 a. m.
.....	"	<b>Chattanooga</b> (via M. & C.)	5.10 a. m.
.....	"	" (via N. C. & St. L.)	9.30p. m.
.....	"	<b>Memphis</b> .. (via M. & L. R.)	5.30 "
.....	"	<b>Columbus Ky</b> (via St L I M & S)	5.30 a. m.
.....	"	<b>Poplar Bluff</b> ( " " " )	6.05p. m.
.....	"	<b>Little Rock</b> ( " " " )	2.25 a. m.

Via Texas & Pacific R'y, (Trans-Continental Div.)	Miles.	Leave.	<b>Texarkana</b> .....	9.05 a. m.
	5	"	<b>Texarkana Junction</b> ..	9.20 "
	17	"	<b>Whaleys</b> .....	9.50 "
	22	"	<b>New Boston</b> .....	10.03 "
	34	"	<b>DeKalb</b> .....	10.35 "
	44	"	<b>Douglas</b> .....	11.00 "
	52	"	<b>Annona</b> .....	11.23 "
	61	"	<b>Clarksville</b> .....	11.45 "
	68	"	<b>Bagwell's</b> .....	12.05 p.m.
	74	"	<b>Bennett's</b> .....	12.20 "
	81	"	<b>Blossom Prairie</b> .....	12.37 "
	91	"	<b>Paris</b> .....	1.05 "
	100	"	<b>Brookston</b> .....	1.30 "
	112	"	<b>Honey Grove</b> .....	2.10 "
	122	"	<b>Dodd's</b> .....	2.58 "
	128	"	<b>Bonham</b> .....	3.00 "
	139	"	<b>Savoy</b> .....	3.32 "
	.....	"	<b>Bellplain</b> .....	3.40 "
	146	"	<b>Choctaw</b> .....	3.55 "
	154	Arrive.	<b>Sherman</b> .....	4.20 "





# TEXAS

≈ THE ≈

## GARDEN STATE OF AMERICA.



IN 1887 ITS POPULATION WILL EXCEED FOUR MILLIONS.



There is no State in the Federal Union that has a brighter future than Texas. In extent of territory and variety of soil she surpasses every other State. Her products will supply every want of man. Her mineral resources are unsurpassed by any other State, and only await the development of the capitalist and the miner to yield untold millions. The energy of her citizens in public improvements is in keeping with the spirit of the age, which is demonstrated by the wonderful advancement in manufactures and all public enterprises in the last few years. Immigration is supplying inhabitants at the rate of 200,000 annually, and when the census of 1880 is taken, the country will be astonished at its rapid development and growth. Not only are the people of the South looking to Texas as the great farming State of the Union, but the citizens of the Northern and Western States are seeking homes in a climate where the excessive hardships of the terrible winters of the North-west will be avoided, and today every State in the Union is represented among its prosperous inhabitants. The public debt of the State scarcely amounts to \$3,000,000, whilst there are 45,000,000 acres of land set apart for the benefit of Common Schools. The cotton crop alone sells for \$40,000,000 per annum, while the crops of wheat and corn exceed the demand, and large amounts are shipped to foreign markets annually. Land as productive as any on the footstool can be had for a mere song. The area of the State embraces 275,365 square

# TAKE YOUR FAMILY WITH YOU OVER THIS GREAT THROUGH LINE

miles, or 170,596,560 acres. It is 1,000 miles from its Northern to its Southern boundary, and about the same from East to West. While it has a greater area of fertile prairie than any other State, its timber is inexhaustible. Mills and machinery of the most approved make have been erected, and this great element of wealth is being rapidly developed. The facilities for stock-raising are greater than any other territory on the globe. It is already the greatest cattle-producing State in the Union. The revenue derived from this branch of industry alone is fabulous, but it is her railroads which mark the energy and spirit of her people. The greatest enterprise of the State, perhaps of the Nation, is the **TEXAS & PACIFIC RAILWAY**, which, when completed, will connect the Atlantic and Pacific Oceans by the shortest possible line, and traverse a country capable of containing millions of inhabitants. The completion of this great enterprise will in reality unite the States of the Pacific Slope with the Mississippi Valley. There will be no necessity for snow-sheds and snow-plows. It passes through a territory in New Mexico which may be called the France of America. In Arizona it courses a New Eldorado.

The lands through which the **TEXAS & PACIFIC RAILWAY** passes are unsurpassed by any on the continent for climate, soil and resources of minerals and precious metals, timber and water power. They are part of the famous grazing lands of Texas, which State will always maintain its pre-eminence for stock-raising. They include alluvial lands, bordering innumerable water-courses, unsurpassed for the production of **COTTON, CORN, WHEAT** and **TOBACCO**. They share the fertile and almost illimitable basins of farm and grazing lands in the wide stretch between the Rio Grande and Gila Rivers, and their value is enhanced by the newly appreciated mineral wealth of the Southern portions of **NEW MEXICO** and **ARIZONA**. They extend even into the delightful vine-growing domains of Southern California. The North-eastern portion of Texas abounds with timber of the most valuable quality. The prevailing trees are pine, post oak and cypress, while red and black oak, hackberry, slippery and red elm, black and sweet gum, magnolia and sugar maple, beech and other deciduous trees are common to this whole region. South of the line of the **TEXAS & PACIFIC RAILWAY** are found immense forests of long-leaved pitch-pine, similar to the pines of the Carolinas and Florida, valuable for turpentine and lumber. These great forests, placed on the border of the limitless prairie region, cannot fail to prove of great advantage to the inhabitants of that section, and afford great opportunity for practical operation and speculative investment. In the prairie region the numerous streams are fringed with pecan, bois d'arc, hackberry,



# **PROCURE CHEAP HOMES IN TEXAS** **THE GARDEN STATE OF AMERICA**

black oak, etc., imparting to this undulating region a picturesque beauty, which the most skillful landscape gardener or ornamentor of artificial parks would try in vain to imitate. The cultivation of the grape has been successfully commenced in many parts of the State, and wine is made, rivaling the choice brands of Burgundy and Bordeaux.

A man who proposes to settle in Texas ought in the first place to decide what sort of business or occupation he intends to pursue, and with this purpose definitely before him, let him, in seeking a home, confine his search for a suitable location to the section of country in which that purpose has most prospects of success. The attempt to see and examine the whole of Texas would be a useless expenditure of time and money. If you wish to farm with moderate, but almost certain crops, with fine fruit and vegetables, good water and an abundance of timber, the land generally sandy and light, and the range for stock very limited, at the same time having every advantage of schools, churches and society—you will look for all this in the Eastern and North-eastern portion of the State. If you design sawing lumber or making turpentine, there are immense quantities of the very choicest pine on the Sabine, Angelica and Neches, where lands can be had at a mere nominal price, and labor and machinery will bring lucrative returns. If you want to raise cotton or small grain, particularly wheat, the range of counties from Kaufman, Hunt, Hopkins, Delta, Lamar, Fannin, Grayson, Denton, Collins, Dallas, Tarrant, Parker and Wise in the North, through McLennan, Bell and Williamson (as well as the counties to the West and North-east of Weatherford), offer perhaps the finest wheat and cotton producing land in the world—land on which 40 bushels of wheat have been reaped from one acre, the grain weighing 70 pounds to the bushel, while the average yield of cotton is 500 pounds per acre. If your object is to cultivate sugar and cotton on a large scale, and you have sufficient capital to conduct the business extensively, the rich, low valleys of the Trinity, Brazos and Colorado possess advantages unequalled. If you are willing to undergo the privations and endure the solitude incident to the occupation of sheep-raising on a large scale, with the highest success and largest profits, strike out at once, leave the fenced lands to the society of man, go to the west of the San Antonio river (or on the Upper Brazos or Colorado), and lead your flocks over boundless prairies of the richest mesquit grass, to pools of the purest crystal, where every breeze is redolent with health and vigor, and every view brings a fresh surprise from its richness and beauty. Should your taste incline to the breeding of horses and mules, of course you will avoid the heavily tim-

# GROW UP WITH THE COUNTRY ON THE LINE OF THE TEXAS AND PACIFIC R. Y.

bered lands and the low-lying flat prairies of the coast, and seek a higher region with a broken or undulating surface, and sweeter and more nutritious herbage; you will endeavor to find a location where experience proves horse-stock is healthy and thrifty, where the water and grass suit the animal, and noxious insects and poisonous plants are rare or do not exist. If the breeding of horned cattle be your object, you can hardly go amiss. Out of the piney woods cattle do well in all parts of the State, from the salt flats on the coast to the mountains, and from the Rio Grande to the cane bottoms of the Red River. You have only to look for convenience of water and for a range not already overcrowded.

That portion of Texas known as the Pan-Handle, now sub-divided into counties, has heretofore been so thoroughly isolated as to attract but little attention; hence it is but little known, except to land-locaters and hunters. To give a detailed description of the Pan-Handle of Texas, as seen by an explorer, would occupy too much space; hence we will give only a general view of the whole. Commencing with the initial monument on the north bank of the Prairie Dog Fork of Red River, we journey West and along its valley. Through Childress and Hall Counties we find the country presenting the same general feature—slightly rolling sandy prairie, extending back from the main valley, and its tributaries along the valley (which vary from one-fourth of a mile to one and a half miles in length). The soil is generally a rich sedimentary deposit, while the abrupt hills that bound them are either sandy or red clay, with extensive gypsum deposit; the waters of the various branches tributary are generally fresh and of good quality, while those of Prairie Dog Fork are brackish. The principal tributaries to Red River, lying north of the stream last mentioned, are North Elm and Salt Forks of Red River, with Mulberry and McClellan creeks the principal branches. The country drained by these presents the same general features; a narrow belt of timber, consisting of cottonwood and hackberry, fringes nearly all the streams, and is the principal timber of the region. The soil of the uplands varies from sandy to black loam, the former being in the preponderance. Numerous springs are found in the hills bordering all principal streams, affording an ample and never-failing supply of pure water.

The prevailing grasses are the curly mesquit, buffalo and gramma, which grow luxuriantly and afford excellent pasturage. Passing beyond the Western border of Hall County, we enter the great Canon of Polo Doro, the grandeur of which has been pictured by all explorers. It is a vast chasm, with vertical walls of earth hundreds of feet in height, inaccessible except at a few points. Through the level, narrow valley, that lies at the bottom, flow the



# THE RICH FARMING & GRAZING LANDS ON OF TEXAS THIS GREAT THROUGH ROUTE ACROSS THE CONTINENT

limpid waters of Prairie Dog Fork. This Canon extends through Brisco and Swisher Counties into Randall, a distance of about sixty miles, where it terminates in a number of small streams, forming the head of the river. The uplands extending back from the Canon are usually broken and sandy, and the soil is impregnated with salt and gypsum.

The Counties of Randall, Potter and Carson comprise a level or gently rolling plateau of exceeding richness; the soil is a deep black sandy loam, watered by springs, ponds and lakes, which are interspersed in every direction. There is probably no portion of Texas susceptible of higher cultivation, or would yield a richer harvest for the labor bestowed. Crossing this plateau to the head of Ayson Boneta or Beautiful View Creek, we enter the drainage of the South or Main Canadian River; by a gentle descent over fertile lands and luxuriant pasturage, we pass down to the valley of the river, broad and fertile, and in its centre flow the never-failing waters of that picturesque stream. Bordering the valley on every hand, castellated embattlements of earth, of every conceivable shape and form, mark the limits of the valley; and the table-lands, which form their summits, extend far back, as far as the eye can reach, like a vast sea, gently undulating, crested with verdant green mesquit and buffalo grass—a range unequalled in the West, and excelled nowhere. Passing down the valley we see in their turn Bucket, Hendrick, White Deer, Big Blue, Clear, Timber and Kit Carson Creeks, all tributaries of the Canadian. These beautiful solitudes have been the battle-ground of the Pan-Handle, but now you can see peacefully grazing in these valleys, once so dangerous to red and white, thousands of sheep and cattle; just below this point, at the western limit of the sand-hills, is the favored crossing of the buffalo, hundreds of thousands of which annually cross. The sand-hills extending from Timber to Spring Creek, on the south bank of the Canadian, are about six miles in depth and thirty in length; they are entirely destitute of any kind of vegetation and glisten in the sun-light like mountains of snow. The valley at their foot, however, is fertile, and they are bounded on the south by the fertile valley heretofore referred to. Red Deer Creek, one of the largest creeks flowing into the Canadian from the south, passes within two miles of the head of the Wichita River of Kansas, which heads in Hemphill County. Fort Elliott, on the South Water, is in Wheeler County, about fourteen miles south of the head of the Wichita. This is beautifully situated in an elevated plateau overlooking the valley and the town of Sweet Water, three miles below. In this vicinity is a thriving settlement, and the country is being rapidly occupied by sturdy pioneers.

WHICH  
(ARE OF  
TO

**READ THE LAWS OF TEXAS  
OF GENERAL INTEREST  
TO EMIGRANTS**

EXTRACT

FROM THE

**CONSTITUTION OF THE STATE OF TEXAS,  
RELATING TO THE HOMESTEADS OF FAMILIES.**

ARTICLE XVI.—GENERAL PROVISIONS.

SEC. 50. The homestead of a family shall be, and is hereby protected from forced sale, for the payment of all debts, except for the purchase money thereof, or a part of such purchase money, the taxes due thereon, or for work and material used in constructing improvements thereon; and in this last case, only when the work and material are contracted for in writing, with the consent of the wife, given in the same manner as is required in making a sale and conveyance of the homestead; nor shall the owner, if a married man, sell the homestead without the consent of the wife, given in such manner as may be prescribed by law. No mortgage, trust deed, or other lien shall ever be valid, except for the purchase money therefor, or improvements made thereon, as hereinbefore provided, whether such mortgage or trust deed or other lien shall have been created by the husband alone, or together with his wife; and all pretended sales of the homestead involving any condition of defeasance shall be void.

SEC. 51. The homestead, not in a town or city, shall consist of not more than 200 acres of land, which may be in one or more parcels, with the improvements thereon. The homestead in a city, town or village, shall consist of lot or lots, not to exceed in value five thousand dollars at the time of their designation as the homestead, without reference to the value of any improvements thereon. Provided, that the same shall be used for the purposes of a home, or as a place to exercise the calling or business of the head of a family. Provided, also, that any temporary renting of the homestead shall not change the character of the same, when no other homestead has been acquired.

SEC. 52. On the death of the husband or wife, or both, the homestead shall descend and vest in like manner as other real property of the deceased, and shall be governed by the same laws of descent and distribution. But it shall not be partitioned among the heirs of the deceased during the lifetime of the surviving husband or wife, or so long as the survivor may elect to use or occupy the same as a homestead, or so long as the guardian of the minor children of the deceased may be permitted, under the order of the proper court having jurisdiction, to use and occupy the same.

The law defining the homestead and other property exempt from taxation, in accordance with the above provisions, is as follows:

ART. 6834. There shall also be reserved to every family in this State, free and exempt from forced sale for debts, the following property: All household and kitchen furniture, all implements of husbandry; all tools and apparatus belonging to any trade or profession; all books belonging to private or public libraries; five milch cows and calves, two yoke of work oxen, two horses and one wagon; one carriage or buggy; one gun, twenty hogs, twenty head of sheep; all provisions and forage on hand for home consumption; all saddles, bridles and harness necessary for the use of the family; and to every citizen not a head of a family, one horse, bridle and saddle; all wearing apparel; all tools, apparatus, and books belonging to his private library.



# NORTHERN TEXAS!

*Its Soil, Climate, Products and Resources.*

**T**HAT 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 500 miles, embracing an area of about 68,000 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 undeveloped 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 emigrant, but to all who may have commercial relations 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 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, though light and second-rate when compared with the deep dark loam of the prairies. 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 200 miles or more, and all the way susceptible of being turned into excellent stock farms. The richest portion for agricultural purposes extends 150 to 200 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 Louisiana boundary, is adapted to the production of almost every farm product of the great Southwest, 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 or 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 winter is almost unknown, and the earth returns bountiful harvests to all who have industry to cultivate a most

prolific soil. In fact it is doubtful if a similar area could be found on the continent, offering so many and such varied attractions to those seeking pleasant homes.

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.

In the past, Texas has had a traditional reputation for bullies, blackguards and bowie-knives. Her present condition gives the lie to all such slanders, and places her social system in a most enviable position. It is doubtful if a more orderly and moral community can be found in America than that which occupies the territory under consideration. Villages, towns and cities are the nuclei around which cluster the elements of a higher civilization, where newspapers, schools, churches, lyceums, libraries and other agencies are all the time at work, diffusing intelligence, and elevating the standard of the social, moral and religious system.

In the settled portions of Northern Texas are more than a 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. The pleasant and prosperous town of Weatherford, in Parker county, would be called the western frontier city of Northern Texas,



while it is in the geographical centre of the parallelogram above described, and is already the centre of a fine business, extending over a large district of country. About 30 miles east of this thriving frontier city you come to Fort Worth, the present terminus of the TEXAS & PACIFIC RAILWAY, which has grown from a small town to a prosperous city in a single summer, and is so justly styled the "Queen of the Prairie." Thirty miles east of Fort Worth we come to the city of Dallas, the growth of which has excited the wonder of the whole country. In 1873 its population numbered but 2,300, while now (December 1876) it has a population of 20,000, and is destined to become a large commercial and manufacturing, as well as railroad centre. Then there are the important towns and cities of SHERMAN, BONHAM, HONEY GROVE, PARIS, CLARKSVILLE, JEFFERSON, MARSHALL, LONGVIEW, MINNEOLA and TERRELL, situated on the line of the TEXAS & PACIFIC RAILWAY, and all flourishing and prosperous towns. They are alluded to here to indicate that NORTHERN TEXAS is filled with the elements and agencies of progress and prosperity. In the rapid settlement of a new country immigrants 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, via the ST. LOUIS, IRON MOUNTAIN & SOUTHERN RAILWAY; to Memphis and the South-east, via the MEMPHIS & LITTLE ROCK

RAILWAY; to New Orleans, via Shreveport and Red river, and to Galveston on the Gulf.

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 RAILWAY, which connects with the "IRON MOUNTAIN ROUTE" 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, from east to west, with nearly 500 miles of track, 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 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 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 scope 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.