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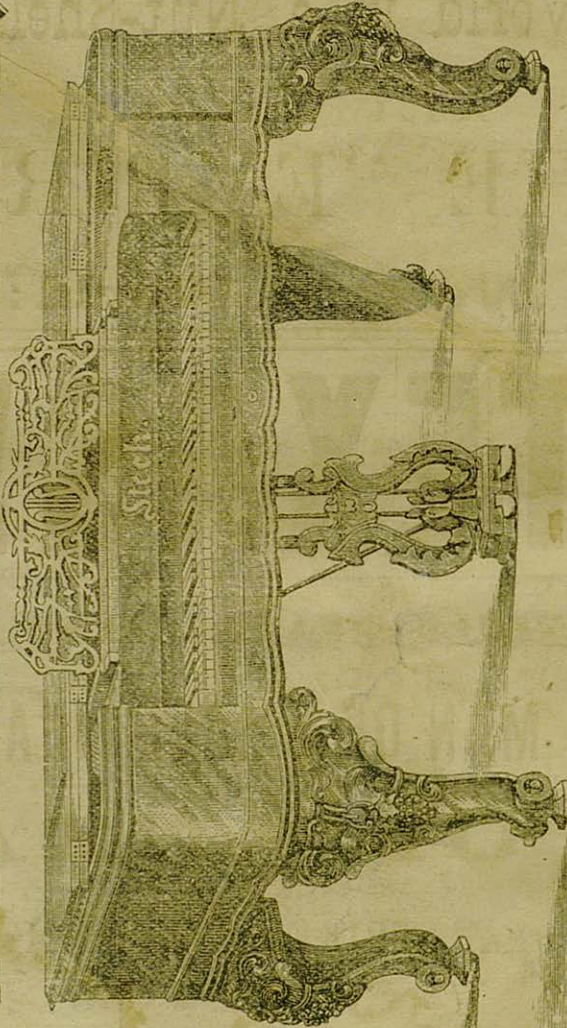
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*Entered according to act of Congress, in the year 1875, by W. N. Bryant, in the office
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ADVICE TO TRAVELERS.

Never delay—so as to have to run yourself to death to catch a train, and then perhaps, as a penalty for your indiscretion, get your leg crushed in your attempt to get on while the train is in motion. Give yourself a margin of *half an hour*, and MAKE HASTE SLOWLY.

Never be in a hurry to get *off* the cars, and crowd and push to get ahead. Remember that “large bodies move slowly,” and the world wasn't made in a minute.

If you want to know what time the train will reach Skedunk, and how long it will stay there, and why it don't stay longer; and if it might not possibly prolong its stay there for a few moments, while you just step out a few thousand yards to get a drink; and what time you will reach the dinner stand, and what the name of the place is, and how long you will stay there, and what is the name of the hotel, and who is the proprietor, and if he's one of the F. F. V's., and if he had a brother named Bob:—these and very many other equally innocent and reasonable questions, the conductor upon any train can, while away a couple of hours in answering, to your thorough enlightenment and entire satisfaction; but if you havn't got the right sized *augur*, the next best thing that you can do is to buy a copy of BRYANT'S RAILROAD GUIDE, for sale on all railroads throughout the United States, at the small price of forty cents per copy.

If a hack man charges you in any city what your reason tells you is an extortionate price, call a policeman, before you pay it, and ascertain from his lips, that you are not the subject of imposition—then pay it; otherwise *refuse*.

In seeking hotels, remember that the loftiest titles do not always insure the largest comforts. Many pretentious concerns are but a “a bundle of pretenses,” while the more modest and unpretending are oftener the *puurer gold*. You can rely upon the information we give you in this book on this subject, especially, as our work is in part dedicated to the HOTEL INTERESTS of the country. Approaching the terminal points of almost every railroad, a man visits and passes through the train prepared to check and convey your baggage to hotels, private boarding houses or residences anywhere within the city limits. So far as the pecuniary responsibility is concerned, this man is always responsible, because it is with the railroad company's cognizance and consent that he fills this position. So you can safely trust your check to him. He will relieve you of all trouble, charge you only fifty cents—and give a reduction on a number of trunks—and when you reach your hotel or other stopping point you will find your baggage there, waiting to be claimed. This baggage agent is expected to deliver your baggage anywhere in the city, and if you have made up your mind to what house you will go, and upon any excuse he tries to evade taking you there and recommends you to some other place, you can safely conclude he is consulting his personal ends and aims—and not your advantage—and in such case you should demand that he consult *your desires*, or else keep your check in your own possession.

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per Copy.

W. N. BRYANT, Editor and Proprietor.

Our Periodic Tete-a-Tete with the Reading,
Thinking Masses.

With this number, our GUIDE enters upon the third year of its existence. Its publication during that interval, has almost drained the energies of its author, in the performance of the various roles and manifold labors incident to its conduct. To edit and collate all the subject matter of a book of one hundred and thirty pages, to do all the drumming up of advertising and collecting in the money for the same, ranging and extending over large fields, and in giving personal supervision to the printing of the book and the mailing of the thousands of copies, that have been sent broadcast during the past two years--without anyone to divide and share these labors with us--has amounted to almost superhuman effort. But all this we have done, and much more; we have answered hundreds of letters of inquiry by parties from diverse sections of the country, who were contemplating a home under the genial beams of our Lone Star; and beyond any reasonable doubt, we have contributed more than our quota of influence to swell the mighty current of immigration that has transferred over one million souls across our threshold during the past ten years. We inaugurated our GUIDE upon a *free circulating* basis, but not with the design or expectation of maintaining that character beyond the period when, from its general usefulness, it should come to be regarded as a *necessity* with--and sought after generally by--people desiring to learn of, or keep pace with

the growth and advancement of our State. We feel that that time has come,—and to meet the demands growing out of it, we have determined on sending the burden of our issues outside of and beyond Texas, as a better means of inlisting a more wide-spread interest in our State than could be exerted by a promiscuous distribution at home. We have not planned the *total destruction* of our FREE CIRCULATION feature, but simply the circumscribing and transferring of it to other fields where it must be more potential in promoting the cardinal aim involved in our enterprise; *ie* :—to agitate thought and inquiry abroad concerning Texas, and her resources, and so stimulate a desire to view these fairer fields.

This course, would have much earlier and more amply been carried into effect if the special interests to which our GUIDE is dedicated and pledged—the railroads of Texas—had possessed the sagacity and foresight to see that by assisting us to its earlier accomplishment, the positive benefits to them growing out of it, in the augmented influx of immigration, would be far greater than could by any possibility be exerted with millions of their *through time cards* and patent dodgers, that have become so general and so commonplace, that however attractive and instructive, are by the very reason and circumstance of their insignificant proportions and “thread-bare” style, altogether impotent for the purpose of inducing people hither, and are regarded with indifference or suspicion, from the first glance.

Practical Railroad Men—(the opinion of a few General Passenger Agents who fancy they have reached the acme of knowledge, and when imbued with *one idea* cannot see that the world is going forward, *not backwards*,—these to the contrary notwithstanding;)—appreciating the *increasing necessities* of an age of progress, are beginning to understand the truths we are presenting, and to seek a *new and better way*; to manifest some originality rather than be satisfied to play the simple role of imitators.

Ten thousand copies of our book—or *any other book* gotten up on the same principle, of equal merit, and scattered every three months through Georgia, Alabama, Mississippi, the Carolinas, Tennessee, Virginia, Missouri, Indiana, Ohio and Illinois, would be as good as a traveling *Commissioner of Immigration* in each of those States. Its cargo of information is so ample as to answer intelligently, almost every inquiry; and as a *standard work* on Texas—sustained by its own people—it would go abroad with no problematic aims or results. Its STANDARD CHARACTER would constitute its credentials and what it might say would be accepted as *truth*, and as having abundant verification. For two years we have labored hard to impress the people of Texas, that our mission has been to disseminate information with reference to what should so vitally concern them—letting the outside world know something of what we are doing. And how have our efforts been received and rewarded? ABROAD, the merit of our enterprise has received an ample testimony—for *from abroad* has been derived our chief support—but at *home* we have been regarded as though self aggrandisement and coining coffers was our highest ambition, and as though *we* were the only beneficiary of the best and most unremitting effort of our lives to “do the State some service;” thus verifying for the ten thousandth time that “*save in his own country a prophet is not without honor*”; or patient merit can generally drag itself down to grave, and at the *goal*, only, extort a tribute of respect.

Could we have afforded it—or could we even now afford it—and barely eke out a humble competence thereby—we would print and circulate in

every "hook and erasmy" of the West and Southwest a special *free edition* of our book, and enough glory would be ours to witness the beneficent effects that would surely follow. If we were a railroad magnate we would see at a glance, that such a movement—where the book to be given away, is replete in the information conveyed, and a creditable reflex of the literary caste of the people presented—would necessarily elicit favorable comment and an appreciable understanding of our social worth. We say, that as a railroad magnate, influenced by either self interest or native pride at the unfolding and developing of our country; or were we any public functionary we would see—and would have seen *without invitation*, that this work is one of no ordinary magnitude, but one which it should be a pride and source of profit for every citizen of our State to help sustain, and regard as a potent auxiliary of our Bureau of Immigration; through which to speak to the toiling millions of the East and West and open up to their vision this fair land of promise. But from some cause or other we have failed to inspire the railroad men of our State with the real advantage of fostering and encouraging an enterprise like ours. We thought that such ideas as we are now eliminating, would find expression through our railroads or State Legislatures. So far as the Legislature is concerned, and any encouragement it may give, is considered, doubtless under the sublime manipulation of the Rootabaga convention, any hope of help to the cause of immigration, in the immediate future, may not reasonably be entertained. "That duck is dead," or at least it will be a good while before the awakening.

We had supposed it would be impossible for us to print a book like ours for two years, and in all that time the railroad interests would not discover that we were a valuable adjunct to them, and could simply be rendered *invaluable* by courting our pages, telling people abroad where their lands lay, their prices, adaptability, etc., by defining their location upon maps specially prepared and by indicating the fields where the distribution of our books would best promote their advantage, and by consequence, that of our State. The railroad men of our State should have been able to see and take advantage of the fact that in the matter of information alone with reference to their unsold and unlocated lands—in a work that has come to be an established institution—would from the very reason of its standard character, be read by everybody seeking or desiring information upon such subjects, and that one dollar spent by them in this direction would have compounded interest for them, in the augmented sales of their lands, the increased influx of immigration incident to it, and the constantly enhancing value of their unsold and unoccupied lands. "There are none so blind as those that will not see," and some people become so intent on contemplating the nickle before them that they fail to discover the dollar looming up in the distance.

The recent Constitutional Convention has shackled that beneficent institution—the Bureau of Immigration, so that they cannot help themselves and certainly nobody else; and while the railroads no doubt would like to see us succeed if we can manage to pull along unaided, yet they are wanting in that enterprise so manifest in the West, that recognizing a want they never rest 'till it is supplied, and lend tangible encouragement to all enterprises allied or identical with their own. The West and the East have their standard railway publications. Why may not the South have hers and why may not Texas reasonably be proud to have been the first Southern State to inaugurate such an enterprise and to *swear* that it shall live?

The Atlanta and New Orleans Short Line and other extensive corpora-

tions have expressed their surprise that our State and our railroads had not seen—and the hope that they would yet see—the incalculable benefits that would accrue to them by sending a publication like ours “broadcast” where it is most needed and would most largely promote the induction of immigration. We too *hoped* that without any flourish of trumpets on our part, they would recognize the fact that we have for two years been publishing the most complete and largest *free circulating magazine*, (for its literary character gives it the right to that name and rank,) *ever published in the United States*. We challenge a denial of the proposition; and we say fearlessly, that if we had been living in the West and shown the same degree of enterprise and energy, nothing else but the palpable public spirit thus evinced would have been necessary to have induced them to have caught us up and carried us right along upon a tide of prosperity. The fact that we were doing something for the advancement of the country would scarcely have been *born* before our bantling would have been crowned with glory. But our people don't seem to be moulded out of the right sort of mud. Well, let it pass; perhaps some day contact with live elements will beget more progressive ideas. We hope so.

We have been urged by some of the largest railway corporations of the country to divest our book of its sectional character; like other *Guides* to make it a general railroad gazetteer, and to *place a price upon it*. It has repeatedly been urged upon us that our book would *sell* well if we would *charge for it*, and that the moment we should place a price upon it, it would take front rank among publications of a similar character, and be generally sought for by the traveling thousands. Assured by these confident assurances, the GUIDE will hereafter be *sold*; and will be found on the counters of booksellers and news agents, and upon railroads generally, throughout the United States and Canada, for forty cents per number. We still, however, maintain an extensive FREE LIST, and the character of the special classes we thus favor are such as to insure the widest publicity and most enlarged influence for such a movement. This class—our free beneficiaries—will embrace railroad men, hotel men, banking houses and land agents throughout the United States. Besides this we shall continue our previous policy of furnishing it generally to post masters, district clerks and the general press of Texas. Its *free* circulation will be extensive among the classes we have mentioned, and in all other respects the basis and plans of conduct for our book is and will remain substantially the same, and what it was before, save in one particular, *ie*: no *promiscuous free distribution* of it will be made, and those not enumerated as our regular *free* class must buy the GUIDE or subscribe for it, if they want it. Being *sold* extensively throughout the *various sections* of the country it must exert a hundred fold more benefits in behalf of whatever causes it espouses than if *given away*, in *any one section*, however prodigal such free distribution might be. These facts, too, strengthen the claims of the GUIDE to a wider consideration as an advertising vehicle, because being divested of its sectional exclusiveness it addresses itself to the wants and necessities of all advertising classes, of all sections.

Our next issue will be increased in size to one hundred and seventy-six pages, and will embrace full tables of distances over all roads throughout the United States, which will cover fifty pages nonpariel. As heretofore, we shall labor with an untiring zeal in behalf of the railroad interests of Texas, and promoting the general upbuilding and development of our State, with the earnest hope that our people will evince hereafter a better appreciation of our offices and the importance of sustaining our GUIDE.

“RAILROAD HIAWATHA.”

BY A. E. FARR, OF SAN ANTONIO.

Contributed and Continued from our last Edition.

Speaking I was of the Indian
 And the dim and ancient legends,
 Many such are there that linger—
 How amid the forest silent,
 Of a loving Savior teaching,
 Underneath the grand old branches,
 Spreading wide, and large and ample,
 There fair Freedom oft is bending
 Over graves where lie true-hearted,
 Now in glory's shroud they sleep.

Say, is life not pure and noble,
 When unselfish, true, devoted,
 Seeking not its own ?
 Striving not for false ambition,
 But away from friends and kindred,
 Never backward thought of turning,
 But with faith that never falters,
 'Neath the trees, God's own green altars,
 Rears the mission, that the people
 May the real and true God worship.
 Here in Texas, clothed in beauty,
 Priest and soldier fell on duty,
 Oft together marched when living,
 Rest in peace together—dead.

When the stars are hung in clusters,
 Diamonds on the brow of night,
 When the stately church in ruins,
 By the moon is silver mantled
 With a light so rich and mellow,
 That it seems like a reflection
 From the lamps on angel shore,
 Then my fancy, resurrecting
 All thy heroes patriotic,
 Seems to see them like as living ;
 Why may not the muse poetic
 Raise to life the silent dead ?

May we catch an inspiration
 From the Past, with deeds heroic,
 Bring to this fair land of freedom,
 Those of other states and empires—
 From the many millions toiling
 In the lands beyond the sea ;
 There the landlord, hard exacting,
 Wrings from brawny arm of labor
 Many a hard-earned, needed dollar,
 That the titled child of fortune
 May luxuriate in splendor.

Anxious are these hardy toilers
 Looking o'er dividing waters—
 And they ask for information,
 How they traveling may find it;
 What is shortest route, and quickest,
 Where the part lies most inviting,
 What the customs of the people,
 What their trade and what their commerce,
 What their wealth of brain and manhood,
 What their modes of education,
 And their estimate of labor,
 And the chances of succeeding,
 In the battle stern of life.
 This, the GUIDE will clearly show them,
 Laden with its information
 Gathered from the farm and workshop,
 With its valuable statistics;
 Tell them of the counties richest—
 And of soil, to what adapted,
 How much raises to the acre,
 Where the quickest route to market,
 Tell of cars and tell of changes,
 Tell of crossings, and of branches,
 Of the broad and narrow gauges,
 Of the single track, and double.

Do you wish for deeds of daring,
 Strange, though true as any fiction?
 Look where early Texas heroes
 Struggled for the boon of freedom,
 And in dying, won that boon.
 Here are waters clear and sparkling,
 From the solid rocks out gushing,
 Rivers at their very birth.

In the clear, and summer night time
 When the dewy tear-drop trembles,
 On the leaves of bending willows,
 Ere it falls upon the timber—
 Then from midst of bowers greenest,
 Clear are heard the notes, and joyous,
 Of our own sweet mocking bird.

What contributes to true greatness,
 If it be not lines of Railroad,
 Joining heart and hand together,
 Cheapening the means of living,
 Building up the bridge—gigantic,
 Tunnelling the mighty mountain,
 Giving genius mental labor
 To improve the car and engine,
 And the means to rapid transit.
 Railroads have a noble mission,
 They compel to high endeavor,
 And to earnestness of purpose,

For they bring in social contact
Men of business, and of leisure,
Those who work and those who study.

How has Texas greatly altered,
See the cities—all improving,
And the mansions, proud and stately,
Resting on her many hills.

You who murmur of the Indian
And his many depredations,
In the counties thinly settled,
Aid the railroad in its building,
That the village, rich and thriving,
And the city with its bustle,
May arise in midst of forest ;
And it will subdue the red man
Sooner than army mighty !
*He will vanish when the engine
Through his hunting grounds is rushing.*

This poem will be continued in our next issue.

A KEYNOTE OVER THE RAILS.

FROM THE ATLANTA AND NEW ORLEANS SHORT LINE RAILROAD.

Col. W. J. Houston, General Passenger Agent of the line, pays a voluntary tribute to the great usefulness of our GUIDE, and a stricture upon the shortsightedness of Texas, in not giving it such support as to enable us to distribute it gratuitously through Georgia and contiguous States. He says:

The information obtainable only through your GUIDE, is invaluable to the inquiring emigrant of this section and the Carolinas, and if it were possible to place him in possession of this reliable information before his departure for Texas, it would prevent the deception daily practiced upon this class by ticket scalpers, pick-pockets and others, who are continually on the look out for an opportunity to fleece them. Why can't Texas gratuitously circulate your book where it will do so much good ?

Yours respectfully,

W. J. HOUSTON,
Gen'l Passenger Agent.

FROM THE INTERNATIONAL AND GREAT NORTHERN RAILROAD.

Col. H. M. Hoxie, General Superintendent of the above line, speaks thus generously of our enterprise and its probable benefits to the State of Texas. He says:

I note with pleasure, that you have resolved upon publishing a special sale edition of your GUIDE, to be distributed all over the Union. I feel certain that a knowledge of the valuable resources of our State is all that is necessary to induce immigration, and thereby benefit all concerned, by extending the cultivation of our rich lands.

Wishing the high success your enterprise merits,

I am yours, respectfully,

H. M. HOXIE, Gen'l Supt.

The Mighty Civilizing Forces of the Age.

There is an inclination, fostered in a large degree by education to regard certain prominent warriors and statesmen, as the exponents of civilization. In so doing, we frequently lose sight of the humbler efforts of those whose diligence and patient investigations though small—separately taken—yet in the aggregate, silently and rapidly alter the methods of business, have opened new fields of scientific and industrial thought.

The attentive study of the gradual growth of steam power, and of the improvements in everything appertaining to railroads, must awaken the candid respect and even admiration of generous minds, and cause them to acknowledge that in all future considerations for the education and advancement of communities and nations, the brain power of the work shop must be recognized as a prominent factor and receive its full share of credit. We accept it as self-evident, that all instrumentalities which aid in the dissemination of knowledge, by enabling remote sections to understand and become intelligent participators in the great currents of political, scientific and commercial thought, affecting not only themselves, but the world, are motive powers of civilization—potent agencies to call forth their best energies of physical and mental manhood. Passion, prejudice and sectional animosities if not wholly exterminated, are nevertheless softened by those social amenities which result as a consequence from the mingling of people; but old fashioned modes of conveyance practically isolate a community, and render the interchange of social courtesies enjoyable only by the few, because with the many time is money, and therefore unless rapidly conveyed to and from their homes, it becomes impossible for them to enjoy very many privileges which otherwise might be within their reach. Much might be said of the impulse which has been given to geological and kindred sciences, by the fossils discovered during the excavations made necessary in the construction of different railroads; but for the present we leave such considerations and turn to others more immediately affecting us. Railroads facilitate the distribution of knowledge, by bringing to our very doors the latest and best inventions, discoveries and improvements relating to human industry or study.

No progressive mind, or people, can be cut off from communication with the great outside world, without laboring under serious and palpable disadvantages. What has directed so much thought towards the West and Southwest during the past few years but railroads, and the great interests which they have built up and created? Stockholders and capitalists living distant from the place where their money is invested, naturally seek to know what are the productions and advantages of the portion of the country in which they are pecuniarily interested, and hence they eagerly search the papers and pamphlets relating to such subjects, and to meet this rational and natural demand, railroad publications are extensively circulated from one extremity of the country to the other.

The ability displayed in our daily press is something remarkable—it is indeed one of the wonders of this wonderful nineteenth century. But the press would be comparatively valueless were it not that its productions are scattered broadcast over the nation, so that to-day New York and San Francisco are practically united, so far as a knowledge of each other is concerned.

It has often been remarked that railroads create monopolies and throw immense power into the hands of the few. In reply, it may be said, that all great powers, no matter of what nature, are exercised by the few. In society force is concentration of power, and resides in the few. All cannot be leaders, and if parties there are, they will be controlled and swayed by the few. Force may reside in the people theoretically in governments, but for all practical purposes, it is centred in smaller bodies, as the law makers and law executors must always be but a small minority of the whole. If it be said that corporations when powerful and rich, are prone to abuse their power, it must be regarded as a defect not so much of corporations as of human nature.

The great abuses of government generally correct themselves through the outside pressures brought to lean upon them, and in this country, it is reasonable to suppose that the people will correct any palpable tyranny which soulless corporations may seek to exercise. There is scarcely any system of human administration perfect; and if every system connected with co-operative industry be subjected to a rigid test, it might possibly be shown that grave abuses exist in all, which are sometimes inherent in them; sometimes outgrowths of mismanagement, to be corrected only by the gradual application of knowledge and experience acquired through time. If it be needful that different States and kingdoms be linked together by railroad and telegraphic communication, in order to arrive at a better understanding of each other, how necessary is it that in a territory so large as Texas, the different counties should have the most improved and rapid methods of intercommunication. Law and order and the administration of government demand it, and public enlightenment and future prosperity unite in advocating the construction of these great highways—railroads—that bring population and build up trade and commerce, and cause the citizens of all sections to have a better and more thorough knowledge of each other. Comparatively speaking, our State is yet disconnected, and in no possible way can it be thoroughly united until from the East and West, North and South, in every direction throughout its wide domain, is seen the rushing train freighted with those many staples which it is capable of producing. Just cast your eyes over the map of Texas, where are the thriving villages and prosperous cities; what brings the school, the church, the lecturer, the man of mental power and the skilled workman into our midst; and where are they if not along the great routes of travel? Iron, copper and gypsum lay locked in our eternal hills, waiting a busy population to bring them to the light of day, and to make our forests resound with the pleasant sounds of busy industry? In every community there are certain walking fossils, members of some far-off geological epoch, who prefer to break their necks over bad pavements, and whose eyes are not pained by the sluggishness and apathy which surrounds them. But the live Texan—and there are many such—will aid, to his utmost extent, the building of railroads; because they quicken trade, awaken activity, promote the diffusion of science, art and literature, strengthen the arm of the government, by rendering easier the execution and transmission of its orders, modify prejudices, soften sectional feelings, facilitate the distribution of the mails, make us better known to each other and to outsiders, open out new fields of industry and thought, and finally will place us in our proper position, as the largest, the most populous and the most powerful, of all the commonwealths that compose this great and wide-awake nation.

THE BATTLE OF SAN JACINTO.

BY W. N. BRYANT.

On San Jacinto's battle plain, the sun in splendor shone,
As shone the sun of Austerlitz upon Napoleon's throne ;
The Texan soldiers gathered there in columns firm and strong,
A feeble but devoted band—the right against the wrong.

Each patriot sadly bowed his head above that battle plain,
And awful memories cried aloud for blood of freemen slain
Within thy walls, Oh ! Alamo—and Goliad's fatal field—
Where Crockett, Travis, Fannin, Bowie—preferred to die than yield!

The "Young Napoleon of the West," with cohorts gleaming bright,
Assyrian like, with "sheen-like stars" athwart the brow of night,
Came sweeping on, with haughty boast—to tear the single star
And rend it from its azure field, and drench our land with war !

But Texas' sons, who never yet bowed to a tyrant's rod,
With cheeks unblanched and nerves unshook sent forth their prayer to God
That Santa Anna's minion hosts might never see the sun
Arise again upon that plain, till freedom's day was won!

The import of that solemn hour, was death before disgrace,
And inborn hope transfused itself on every Texan face ;
From every quiet Texas home, from glen and mountain side,
A torrent came to 'whelm and sink his legions 'neath its tide !

Like sweep of fierce tornado blast, when thunders rolling crash,
The hosts of men contending meet—their angry sabres flash ;
We seem to hear the wild huzza above the battles storm,
As rush the Texans bravely on—with banner proudly borne !

We hear the deaf'ning din of arms, the clanking clash of steel,
The cannon's muttering, sullen boom and rifles' deadly peal ;
* "Twin Sisters" spoke in vengeful tones, whose echoes e'er since then
Go rolling down the tide of Time, to touch the hearts of men.

"Remember now the Alamo"—wild rang that battle cry,
"And slaughtered friends at Goliad—and conquer now or die ;"
That tocsin sound dread vows awoke, the fatal charge was led,
And Mexico's "bivouac ground" became the bivouac of the dead !

That battle-field incarnadine, with patriot blood did run,
But back beyond the battle rifts was blazing victory's sun,
The world looked on amazed to see one single little star,
Rise grandly in the firmament, amidst the clouds of war !

The din of battle now has ceased, and see our Lone Star bright,
Resplendant in the galaxy—the diadem of right—
Sends forth her irresistible beams—to inspire the hearts of men
Alike with "Death or Victory's" fire—or genial words of Penn !

'Twas thus, mid thunders rolling crash,—where mortal had ne'er trod,—
Upon the flaming mountain top the Prophet met his God !
Thus Freedom's voice, like God's commands, which human hearts inspire,
Is ever uttered from the midst of clouds, and smoke and fire !

* "Twin Sisters,"—Two small field pieces that are said to have largely contributed to the success of the Texans.

SPARKS FROM THE EDITORIAL ANVIL.

Work on Commodore Morgan's ship channel between Houston and Galveston, goes on lively. It is no longer considered a *dry joke* by Galvestonians.

A planing mill, matching, moulding and scroll sawing machine has just been completed at Ennis, by Messrs. Hotchkiss & Rowe.

The International railroad will pass through San Marcus, and will then open up the best speculation to some enterprising party that the State can offer. It is in the establishment of a paper mill; there is not one in the State, and the water power there and the continual clearness of the water for manufacturing all kinds of paper, cannot be excelled in the United States.

Work on the Texas and Pacific Railroad between Eagle Ford and Fort Worth was resumed on the 21st of November.

The flour of the Ennis mills, Ellis county, Texas, recently took the first premium over first quality of St. Louis flour at the Missouri State fair.

The first water works of Texas, are now being established at Austin, by a joint stock company. The work is drawing near completion, and will be a grand pecuniary success.

Col. Geo. H. Sweet, of the Texas New Yorker, is doing Texas generally. He prints a paper that no man in Texas should be without. Like ours, it aims to be a mighty lever for Texas, and it certainly fills the full measure of its proposed mission.

Siler's transfer at Dallas, is a reliable institution, and passengers will save much annoyance by trusting their baggage to the care of his reliable messengers who deliver baggage to all parts of Dallas.

M. G. Cary, Esq., formerly of the Central Railroad, has been appointed Assistant Superintendent of the North Missouri Railroad.

The Fay Templeton Star Alliance troupe are regaling the Texas populace with their illimitable impersonations of character. Any one missing a sight of the little bewitching Fay will never have an opportunity of looking upon her like again.

The Constitutional Convention which has been incubating for "wise laws (?) and modern instances"—has brought forth probably one of the most conglomerate masses of muck—to be called a "constitution" that any body of men ever had the temerity to try to palm off—after two and a half months of travail—and Texas will kill it too like a dart "you bet." We want *progressive* reform. We don't care anything about old Adam's and Noah's or any other ancient Granger's fashion of running State governments. We live in a progressive age and of other necessities.

Every man of family coming to Texas, can pre-empt 160 acres of land by becoming an actual settler on it; and sixty acres is allowed to men without families who become actual settlers. The legal fees for pre-empting such tracts of land is nine dollars and twenty-five cents. This land must be lived on by the pre-emptor for three years, when the State of Texas gives the occupant a perfect title to it forever, and the party then can sell or occupy it at will. But until the three years has expired it can neither be transferred, sold, or left unoccupied without forfeiting all claim to it.

NOTES OF TRAVEL IN TEXAS.

WHAT AN OHIOAN HAS SEEN AND THINKS OF OUR STATE, HER
PEOPLE AND RESOURCES.

ALAMO HOTEL, DENISON TEXAS, }
November 27, 1875. }

DEAR GUIDE :--

As I promised on leaving you, that I would dot you down a few items for your valuable publication, I will now try to do so. My almost constant travel in all portions of the State for years past, makes me more or less conversant with all the populated counties in the State, and from time to time I trust I shall be able to give you short articles for the GUIDE, that will not find their way into the waste basket.

From Austin I went to Giddings; it is a rapidly improving little city and is the county seat of Lee—a county lately established and named after your immortal General of the "Lost Cause," and right here allow me to digress for a moment, and say to those who fought with me for four years under the "Red, White and Blue," that the hatchet in Texas has been buried, and the reports which have gone back to my home in Ohio and other States, have been made by a class of low, degraded creatures who have worked their way to Texas because they could not live at home; and to curry favor and to accomplish certain selfish and devilish ends, have sent report after report back to the old States, that are false. I would say to an honest and honorable people wishing to come to Texas, that they will find this, upon the whole, the finest State in the Union, and will find Texans a hospitable, whole souled people, and among them less of the old bitterness left at the result of the war, than is to be found in any other State; and no other State in the Union will give the actual settler, the same hearty welcome as Texas gives, and will show it in real figures, as this State does; for when a man comes to make Texas his home, it gives him the privilege of pre-empting 160 acres of land for a man of family, and half that to a single man, and all it costs them is for the survey of it, which is about ten dollars.

From Giddings I went to Brenham, which is the county seat of Washington county. This county is considered the best corn and cotton county in the State, and is in the finest state of cultivation. The lands there are worth from ten to seventy-five dollars per acre. Brenham does a very large business, and is always stocked with cotton speculators. Near this very rapidly improving city, you will find three nurseries—Watson's, Heming's and Hill's—that would do credit to any of the older States. Those nurseries are furnishing every variety of fruit that can be found anywhere. Next I found myself at Hempstead, enjoying the hospitality of the City Hotel. Jones keeps a good house, and does all in his power to make his guests comfortable. This place is the county seat of Waller—another new county—and named after Judge Waller. In this county the land is very rich, and produces corn, cotton and sugar, finely. Lands rate from five to fifty dollars per acre on the railroad, and less as you get away from the road. I next found myself snugly ensconced at the Lamar Hotel in Dallas, and I would here remark that this is really first-class, and my old friends of Cincinnati can't boast of a better. This city, when I came here five years ago, was a miserable dilapidated looking place, but it has filled up with a live ener-

getic class of people, and has improved more rapidly and more permanently than any other city in the State, unless it may be Austin. A large trade, both at wholesale and retail is done in Dallas with the frontier. This part of Texas is the finest wheat, barley, rye, oats, corn and millet growing county that I have ever seen. The crop of wheat in this and many other counties here in Northern Texas, I am told, averaged over thirty-five bushels to the acre, and the average of the oat crop was about eighty bushels. Some extra crops of oats this season, have measured from ninety-five to one hundred bushels to the acre, and the shock after the oats had been cut looked too thick for a wagon to get in to haul it to the stock yard. We have no barns in Texas.

Now I am in Denison, at the Alamo, another hotel that is a good one,—the fare and attentions of which would stop the grumbling of an old maid. From Dallas here, and to Red River for scores of miles east, west and south, you find the richest and best farming lands that are to be found anywhere, and equally as successful in cotton growing as the southern counties; for while the yield may not be quite so large, you have the advantage of not losing by the cotton worm. They say the reason that the cotton worm has never given any trouble in Northern Texas, is because the farmers are so stiring and wide-awake that the butterfly that produces this pest to all cotton growers of South Texas, is afraid to light: consequently can't deposite its eggs.

Now I will close till next issue of the GUIDE, when I trust I shall be able to give you something far more valuable. Truly,

COTTON.

A WARNING.

Our book is copyrighted and our subject matter is original or contributed. We are working for a reputation, for our book, and if any merit attaches to our enterprise we want the full measure of the credit and reward. Therefore all persons are hereby warned not to appropriate any articles from our publication, for use in any other book or paper, without giving due credit for it, or first obtaining our consent. Any person or parties so trespassing will be dealt with according to the law providing for copyrights and the protection of publishers in this connection.

W. N. BRYANT,

Editor and Proprietor Bryant's Railroad Guide.

HOTEL PRINTING.

The subscriber will promptly attend to all orders by mail, for Hotel Printing—Bills of Fare, Cards, Wash Lists, Bill Heads, Letter Heads, etc.; giving personal attention to the tasteful and elegant arrangement and execution. All Hotels represented in this book by an engraving, can have the same put upon any such printing, and our charges will be cheaper and work equal to any in the State. All orders returned promptly by express or mail. Address Bryant's Railroad Guide, Austin, Texas.

The recent Texas State Fair at Austin, was a grand success. Over two thousand people visited, and the whole conduct of it elicited wide applause.

The Caste of Bryant's Railroad Guide at Home.

The managements of the various lines of Railroad in Texas, and of the daily Steamboat Passenger Packets of Galveston and Houston—all of whose advertisements are to be found in these pages—are in contratt with the publisher—by the year, in this behalf—and appreciating the merit and large benefits resultant from such a work, to impress other railway corporations and people abroad with the solidity of our enterprise, and attest the fullness of their approbation [by their consent] their respective endorsements are hereto subscribed :

Wm. R. Baker, Vice President Houston and Texas Central Railway.

R. Somers Hays, General Manager International and Great Northern Railway.

Geo. Noble, General Superintendent Texas and Pacific Railway.

Henry B. Andrews, General Manager Galveston, Harrisburg and San Antonio Railway.

Richard J. Evans, President Gulf, West Texas and Pacific Railroad.

John Shearn, President Houston Direct Navigation Company.

READ OUR HOTEL CREDENTIALS.

By authority of the proprietors of the hotels enumerated below—hotel men everywhere are assured that BRYANT'S RAILROAD GUIDE is a substantial enterprise. We have extended it our material help, by conferring upon it our advertising favors and recommend it to hotel men generally, as a superior advertising medium—for their business especially—being sent free by mail to hotels and Banking Houses throughout the United States; and being a work of such character as to address itself to the wants of the traveling communities in every section and create a demand for it wherever exposed for sale :

Southern Hotel, St. Louis, Mo.
 Sherman House, Chicago, Ill.
 Washington Hotel, Galveston, Tex.
 City Hotel, Hempstead, Texas.
 Prima Vista House, Bryan, Texas.
 Troupe Hotel, Troupe, Texas.
 Brooks House, Rockdale, Texas.
 Nicholson House, Bastrop, Texas.
 R. R. Eating House, Hearn Junction, Texas.
 City Hotel, Jefferson Texas.
 Millican House, Rockdale, Texas.
 Coates House, Kansas City, Mo.
 Gonzales House, Gonzales, Texas.
 Smith's Hotel, Navasotta, Texas.

McClelland Hotel, Waco, Texas.
 Lamar Hotel, Dallas, Texas.
 Peabody House, Brenham, Texas.
 Barnett House, Bryan, Texas.
 Reed House, Erie, Pennsylvania.
 Paschal House, Austin, Texas.
 Gulf Hotel, Cuero, Texas.
 Sieder House, Cuero, Texas.
 Menger Hotel, San Antonio, Texas.
 Houston House, Lockhart, Texas.
 Garland House, Hot Springs, Ark.
 Saunders House, Giddings, Texas.
 Miller House, Marlin, Texas.
 City Hotel, Jefferson, Texas.
 City Hotel, East Waco, Texas.

To the Intelligence of Every County in Texas.

Postmasters and others, who feel any interest in promoting the advancement of Texas, are respectfully invited to correspond with us from time to time, giving us descriptive notes of their counties, and progress, for the better information of people abroad who may be considering the possibility of a home with us. We want to know any and every thing about land—its price, chief adaptability, how timbered, character of soil, staple products, everything about sheep, hogs and cattle; prominent men, number and kind of churches and schools, population of towns and counties, and such a general fund of information as will constitute our book with legitimate claims to being the *vade mecum* of everything germane to Texas. We want an intelligent man in every county to correspond with us on these subjects, and we will send them and their friends the GUIDE without charge.

A CARD!

The copartnership heretofore existing between the undersigned in the publication of "BRYANT'S RAILROAD GUIDE," under the firm name and style of W. N. Bryant & Co., was dissolved on the first day of October, 1875;—J. S. Leachman withdrawing from said business, and W. N. Bryant assuming all responsibility and control for debts due by or unto the late concern; and by whom the business will be hereafter carried on in his own name and for his own account.

W. N. BRYANT.
J. S. LEACHMAN.

SPECIAL NOTICE!

Railroad officials and the public generally, are hereby notified that we have no traveling agents in our employ—except Major Joseph S. Barbee, of Virginia, Martin Bryant, of Texas, and the Reverend S. A. Hodgman, of St. Louis, Missouri. These are our accredited agents, but any others pretending to be such, under previous authority, are hereby denied by us, and such authority revoked. Conductors of Railroads especially are invited to give particular attention to this matter and not suffer any one bearing letters from us without accompanying passes from proper railroad officers, to impose themselves upon them under color of being in our employ—and any one presenting *passes* without accompanying letters from us, are also excluded from such benefits; and if presented without such written authority from us, conductors will please take up such passes and return them to the proper officers of their lines. Our patrons are warned not to pay any monies due us without first seeing written authority from us, bearing date September first, 1875, or of subsequent date.

The price of this book is only \$1 50 per year;—the cheapest magazine in the South. We will give any live man forty dollars on a cash list of one hundred names; or twenty cents on the dollar for a less number.

ALL ABOUT TEXAS.

HER RESOURCES, AREA, VARIETY AND ADAPTABILITY OF SOIL, HER STOCK RAISING AND WOOL GROWING ADVANTAGES, POPULATION AND SOCIAL STATUS OF HER PEOPLE.

The area of the State is 274,000 square miles, or 175,500,000 acres. The population in 1850 was 212,000; in 1860, it was 600,000; in 1870, it was 818,000; and now approximates 1,800,000, and is filling up at the rate of over 250,000 per annum—not attracted by mines of glittering gold or silver, but for quiet homes, farming, stock raising, and the usual pursuits of man. Her taxable property in 1850 was \$51,000,000; she lost \$85,000,000 worth of slaves by the war, and yet her taxable property in 1870 was \$200,000,000, and will probably reach double that sum now.

Nearly two thousand miles of railroad are now operated in Texas, and about 1500 miles of telegraph.

The principal cities of Texas will range in order about as follows: Galveston, 30,000; San Antonio, 25,000; Houston, 20,000; Dallas, 18,000; Austin, 13,000; Jefferson, 10,000; Waco, 8000; Denison, 5000; Bryan, 5000; Corpus Christi, \$5000; Brenham, 4000; Sherman, 4000; Marshal, 3000; Calvert, 2000. There are probably besides these, over one hundred towns that range from 500 to 1500 in population, and numerous smaller places—all of which are fast assuming the proportions of cities; and many others springing up all over the State like Jonah's gourd, under the magic influence of a thrifty and hardy immigration.

Texas has over five hundred miles of sea coast, and the following are her principal commercial ports: Galveston, Indianola, Rockport, Corpus Christi and Brownsville.

Austin is the Capital of the State, and here is located in addition to the offices of the State government, asylums for the blind, deaf and dumb and the insane, a military institute and several advanced institutions of learning, and the only water works in the State.

A well regulated system of street railways are maintained in the cities of Galveston, Dallas, Houston and Austin, and each of these cities as well as San Antonio, are lighted with gas. The first three mentioned are built chiefly of brick; the last two of stone. Churches of all denominations are represented, and the Sabbath is as much preserved sacred in Texas as in any State in the Union.

A MANUAL LABOR school, under the name of the "Texas Agricultural and Mechanical College," provided for by the Constitution, has been located and built at Bryan, Texas. The building cost \$150,000, and standing upon the crest of an undulating prairie—a succession of falls and swells as it were, upon the surface—to the observer, from the Houston and Texas Central Railroad, which passes through the city of Bryan, —and within convenient distance—presents a beautiful and imposing appearance.

Texas has had a regular annual exhibition of her industries for the past five years at Houston, under a chartered and well regulated joint stock company. The chief railroads of the State are the Houston and Texas Central, which traverses the State from Houston on the South, to Denison on the North boundary of the State; the Texas and Pacific, (which by legislative enactment it is provided shall be extended along the thirty-second parallel to the Pacific ocean, and which will no doubt be

an accomplished fact within five years), beginning at the Northeastern boundary—at the city of Texarkana, and running in a southwesterly direction, intersects the International and Great Northern Railroad at Longview, and here makes a detour due west, terminating at present a few miles beyond Dallas, at the town of Eagle Grove, in Tarrant county. Another branch of this line extends from the city of Shreveport, Louisiana, on the eastern boundary, to Marshal, Texas, at which place the general offices of this company are located. Along this road are inexhaustable pine forrests, numerous mills are operated, and an extensive lumber trade carried on. The International and Great Northern Railroad beginning at Longview, Texas, runs in a southwesterly direction to the city of Palestine, at which place is located the shops and general offices of this company, and here making a detour a branch of the road proceeds due South to the city of Houston, and another branch extends from Houston west fifty miles, penetrating the rich sugar and cotton lands of the Brazos and old Caney bottoms ; and still another branch extends from the town of Troupe on the main line of this road running a little west of north, passing through the city of Tyler and intersecting the Texas and Pacific Railroad at the town of Mineola, in Wood county, at which point it at present terminates, but is projected beyond. The main line of this road runs as before stated from Longview, and passing through Palestine, proceeds from that city in a southwesterly direction, intersecting the Houston and Texas Central Railroad at Hearne, and for the present terminating at the city of Rockdale, in Milam county, thirty miles beyond and sixty miles from the city of Austin, through which place this road is to pass, and proceeding on in a southwesterly course, is to ultimately take in the city of San Antonio, pass through the Republic of Mexico—for which the company have obtained a charter and liberal franchises from the Mexican government—to Mazatan on the Pacific coast. The stock of this company is mostly controlled by Northern capitalists. The road at present passes through a country comprising every variety of soil and productiveness. Extensive pine forrests abound all along this line from Longview to Houston and Hearne ; which will be a source of untold wealth to Texas for many succeeding generations. The Galveston, Houston and Henderson Railroad extends from Galveston to Houston, Texas, a distance of fifty miles, and is the only line penetrating the State from Galveston. Over this line and a regular daily line of steamboats through the Buffalo Bayou Ship Channell—which commences at Houston and finds an outlet at the Gulf of Mexico—is transferred all that portion of the commerce and travel that finds a nearer inroad to our State by the seaboard, than by way of St. Louis; from which latter point two lines of railroad approach our threshold, and over which are transferred the bulk of the commerce and trade attracted from the West and East. These lines respectively penetrate our State on the northern and northeastern boundaries ; the Missouri, Kansas and Texas Railroad making the intersection at the city of Denison, Texas, with the Houston and Texas Central Railroad, traversing in its way the State of Kansas and the Indian reservations—one of the most beautiful stretches of country that the eye of mortal ever rested upon. The other, the Cairo and Fulton and the Iron Mountain, operated under one management under the name of the Iron Mountain Route, penetrates the State at the northeastern boundary—at the city of Texarkana, and traverses in its course interminable pine forrests through the State of Arkansas, and passes through the thriving cities of Little Rock and Arkadelphia, in that State. The Galveston,

Harrisburg and San Antonio Railroad extends from Harrisburg, five miles distant from the city of Houston, on the line of the Galveston, Houston and Henderson Railroad—to within a few miles of San Antonio, and which point it will reach during the coming spring. This road traverses one of the most fruitful and thrifty portions of Texas, and is dotted all along—every few miles on its line—with thriving cities and villages. The stock of this company is in most part Northern capital. Among the most thriving cities along this route, may be mentioned Richmond, Columbus, and Seguin. The course of this road is towards the setting sun, from which it borrows the name of "Sunset Route." This line crosses three of the principal rivers of the State, the Brazos, Colorado and Guadalupe, and these embrace the most fertile regions of the State. The Colorado and Guadalupe valleys can no where be surpassed for their grain growing capacities; while the Brazos Bottoms for the production of the fleecy staple—both as to quantity and grade is to this continent as famous and familiar as that of India to the Trans-Atlantic World.

Now we will deal with a few (but not glittering) generalities, as they suggest themselves to our mind; about 50,000 square miles is the estimated wheat region, and in some of these portions of the State it is not uncommon to see wheat, corn and cotton growing side by side in the same fields; sugar and tobacco grow to great perfection; all the small grains, Irish and sweet potatoes, fruits and garden vegetables, ripen from six to eight weeks in advance of the Western World, which affords her a market without a competitor for these products. All that vast portion of Texas lying above the thirty-first parallel of North latitude embraces the real wheat fields and region of our State. If you wish to raise corn, cotton, fruits and vegetables, anywhere between the Brazos and the San Antonio river will realize an honest return to the husbandman; and if cattle raising is your hobby, go west young—or old man—go west; but not the west that Greeley talked off, which is now over done, and from which the tidal wave of emigration is turning back, and tending to these shores; but WESTERN TEXAS is the land where thousands of Labans and Jacobs feed their unnumbered flocks, over pastures as broad as kingdoms.

Sheep growing can be made profitable in all parts of Texas, with the proper care and attention; owing to the mildness of the climate, and nutritious natural pasturage, it is admitted to cost much less here than in any of the other States. The region west and north of the San Antonio river is the finest sheep range in America; men of experience are coming from England, Australia, and California, and settling there; wool growing is already reaching mammoth proportions, and men are making rapid fortunes. One man, who had but 5000 head of sheep at the close of the war, now has 70,000 head, and fifty leagues of land. All kinds of stock in that section live upon the native grasses, without other food, no shelter, and with but little attention.

Corpus Christi exports more wool than all the rest of the State combined. This and hides are her chief exports.

State taxes are but fifty cents on the one hundred dollars, and county taxes about the same.

Coal abounds in the counties of Bastrop, Robertson, Milam, Leon, Anderson, Rusk, Harrison, Grayson, Burleson and many others; some very like and equal to the best "channel" coal.

Water is generally abundant throughout the State, both free and limestone. Along the coast below Corpus Christi, and extending to the

Brazos de Santiago, (the approach to the Rio Grande river), are immense salt lakes, where enough salt is formed by solar evaporation, in quantity almost equal to the wants of this whole continent, and immense fortunes are yet to spring from this unutilized source of wealth.

The general aspect of Southeastern Texas is low and level; of Northeastern Texas, rolling and elevated, but there are no mountains.

The soil of the uplands is of a light, loamy texture, on a basis of red or yellow clay; in the valleys, it is generally a deep vegetable mould or alluvium, exceedingly rich and productive, yielding easily a bale of 500 pounds cotton to the acre, and twenty-five to forty bushels of corn. The great canebrakes along the Trinity and other rivers, are particularly of inexhaustible fertility.

The uplands are less fertile, but easier of cultivation, and yield remunerative crops.

One remarkable feature of Eastern Texas will be found in the fact that (with but few exceptional localities) the pine lands are as rich and productive as other uplands. Eastern Texas is well supplied with pure water; springs are numerous, and in their absence, the purest well water can be secured at from fifteen to thirty feet below the surface, thus giving to the settler an abundant supply of the two great essentials to his comfort—wood and water.

The other products of Eastern Texas are rice, tobacco, cotton and sugar, all of which yield handsomely, but the latter is cultivated to but little extent, and only in the Gulf counties.

In Tyler and other counties, a variety of fine tobacco is raised, fully equal to the best Virginia production. The seasons are uniform and crops rarely ever fail.

The principal water courses of the State are as follows: commencing with Red River which forms the north and northeastern boundary between Texas and Indian Territory, and the State of Arkansas; next the Sabine and Neches, the Angelina, the Trinity and the Brazos; followed in order by Buffalo Bayou, the Colorado, the Gaudalupe, San Antonio, Rio Frio, Nueces and Rio Grande, which latter constitutes the west and southwestern boundary and separates Texas from the Republic of Mexico, and is navigable for steamboats as high as Camargo, about 500 miles from the Gulf.

The Trinity river is navigable for small steamboats some two hundred and fifty to three hundred miles from Galveston.

The Neches and Angelina rivers can be navigated two hundred miles each from Sabine Bay.

The Sabine can be navigated a greater distance than the two latter.

The Brazos, Colorado, Guadalupe, San Antonio and Nueces rivers are navigable but a short distance; with a little attention, however, all these rivers can be made navigable for steam and sailing vessels a good distance. But little attention is being paid shipping routes by our rivers, as railroads are being rapidly extended over nearly all parts of the State.

Buffalo Bayou is navigable to the city of Houston, and vast quantities of freight are shipped by it, thus affording cheap freight by reason of the competition between it and the railways.

Sorghum produces most abundantly everywhere in Texas, and yields two crops a year with only one planting. The fodder from the corn and sorghum and crab grass, which comes up spontaneously after the crop is matured, furnishes splendid food upon which to feed teams and cows through the winter. Connected with the principal crops may everywhere

be produced broom corn. The manufacture of brooms is attracting much attention, and must become a profitable industry.

Everywhere, too, peas, potatoes and melons may be raised in the greatest abundance.

Four and five year old beef cattle are selling in Texas at from fifteen to twenty dollars per head, and fat cows, for beef, at from ten to fifteen dollars. Milch cows and calves—(young) from twelve to twenty-five dollars. Spanish ponies broken and unbroken, sell in Texas all along from fifteen to thirty-five dollars. Good large American horses are worth from seventy-five to one hundred and fifty dollars per head.

Choice cuts of beef can be bought in most of the Texas markets at from five to eight cents per pound; while in the extreme western counties, and on the frontier, it sells for two and a half and three cents. The largest tenderloin steaks cost twenty cents each.

Corn seldom sells for less than fifty cents per bushel in Texas. Wheat opened past season at seventy-five cents per bushel. Texas flour, according to grade, sells from \$3.50 to \$5.00 per hundred pounds.

Texas raises plenty of hogs, and good clean sides are never worth over fifteen cents per pound; oftener only twelve and twelve and a half cents.

In Texas the price of butter gets down as low as ten cents through the summer, but keeps at forty and fifty cents all through the winter.

Farm laborers generally get from \$15 to \$20 per month in Texas.

When a man rents improved lands in Texas, with teams, farming implements, wagons, feed, etc., the usual custom is to give the rentee one-half of the crop; and if the rentee provides teams and implements and everything but the land then he gets two-thirds and the rentor one-third of the crop. Improved lands usually rent from \$3 to \$6 per acre according to locality, quantity of lands and improvements.

Touching the matter of fruits and vegetables, their prolific yield and the extensive profit incident to their proper cultivation and handling, a Texas cotemporary truthfully remarks that by means of refrigerating cars our most delicate fruits and berries, like the strawberry and raspberry can be delivered anywhere on the net work of railroads in perfect condition. If it pays to ship fruits from California to New York, it should be enormously profitable to ship the same kinds of fruit—grapes, pears, peaches, strawberries and raspberries—equally delicious and earlier ripened, from this State to St. Louis, Kansas City and Chicago, not one-third of the distance. There is no reason why the people north of us should not enjoy our melons in June, and our spring peas, corn, tomatoes and potatoes, considerably earlier than their own. This lucrative business requires so little capital and bringing back quick cash returns is capable, it will be seen, of indefinite extension. If after the terrible winter, one farmer from every county in the North could visit Texas and carry back the wonderful story of her resources and opportunities—instead of the immigration of last year, of 100,000, we would have double that amount.

A farmer near Elgin, on the H. & T. C. R. R., who moved here from Illinois, early in 1865, tells us that he does not want any surer or bigger fortune than he is now entering upon in the raising of apples, peaches, pears and grapes, as well as the products of the barn yard. We use his own words: "I can make more in Texas in one year than I can make in five years in Illinois." Everybody having sufficient curiosity, who will write to us as to this particular case, we will hand such letters over to the gentleman we refer to and let him answer them in his own language.

The sumac abounds in vast quantities in Texas; and Mosquite, another wood that probably (except the sumac,) possesses more tanic acid than any other wood in the world, is peculiar to Central and Western Texas, exists in illimitable quantity, and should induce and render the establishment of tanneries in Texas a source of extensive profit. Many other and superior kinds of wood are native to Texas, among which may be mentioned walnut, yellow pine, green maple, hickory, pecan, white pine and bois'darc, well adapted to building purposes and the manufacture of all kinds of furniture, and which should inlist the earnest consideration of enterprising mechanics broad.

Wool and cotton manufactories would pay well, as the raw material is here. The State exempts such manufactories from taxation for five years. Every neighborhood should have a steam gin. The vast quantity of rags and paper wasted here could be used to great advantage by a paper mill if one was established.

Texas is the natural home of the entire grape family. Fortunes are awaiting here for men who having sagacity to peep into the future, start vineyards now. Many are taking steps in this field of industry and, in a few years Texas wine cellers will be as famous as those along the banks of the Rhine.

Most of the ice used in Texas, is manufactured by steam. Austin sustains two ice factories; and it sells at from two to two and a half cents per pound.

All kinds of groceries sell in Texas, at retail, about as cheap as in any other State in the Union.

Farming implements can be bought as cheap in Texas, as in any other Southern State.

Official statistics show that in most portions of the State there has been an increase in the average rainfall during the past five years.

Land in Texas—and where you will find good society—capable of producing from forty to fifty bushels of corn and from thirty to forty bushels of wheat to the acre, can be bought at from three to five dollars per acre, in tracts to suit buyers. Grazing uplands, for cattle, sheep and hogs, can be had from fifty cents to two dollars per acre.

Texas is the finest chicken and general poultry country in the world. They multiply very fast, and chickens never have the gapes. Eggs in summer are generally ten cents per dozen, and chickens sell, according to the locality, at from one dollar and fifty cents to three dollars per dozen.

We especially desire to impress upon the minds of persons having land interests in Texas that must be looked after, or those wishing to invest in real estate with us, that they can safely negotiate with any of the land agents whose names are to be found in this book. They are each and all responsible, honorable gentlemen, and you can trust your business in their hands, which we cannot say for all who are dabbling in lands in Texas, among whom, we are sorry to say, are many sharpers and sharks. As David Crocket said, "Look well to your titles;" Know who you are dealing with: "Be sure you are right and then go ahead."

There are many people who are considering the claims of Texas as a proper place to locate their homes and cast their destinies, who entertain erroneous ideas as to our state of society. For the information of all such who have, by inference (drawing an analogy from the general record of border States, and the comparatively sparsely settled condition of our State), taken up the idea that our intellectual and moral status

will not bear the test of a strict comparison with the more densely populated districts of the East and West, we will state, that nowhere, in proportion to numbers, can a higher or more cultivated order of literary acumen or scientific attainment be found than we have in Texas. We have schools and churches of every denomination, and their congregations are fairly proportioned to those of larger and older communities. Among the leading denominations of Texas may be mentioned Catholics, Presbyterians, Cumberland Presbyterians, Baptists, Methodists, Campbellites or Christians and a few others. The record of the devotion and untiring zeal of the early Catholic and Protestant missionaries in Texas is alike honorable to themselves and to Christianity. Do not be deceived, but *come*, and breathe our pure moral, as well as life-giving atmosphere.

Soon after and sometime previous to the war, Texas was like any other new State, perhaps more lawless than the older States. This, however, was not the result of demoralization of its own people, so much as from the introduction of disaffected elements from every section of the country, who were on the *tramp*, and with whom war and its incidents, had created such a love of adventure, daring and recklessness, that the calandar of crime was naturally swollen, and the *good citizens of Texas* had to share in the obloquy and reproach. But people abroad who are prone to believe the idle rumors still afloat in this connection, should remember that "a lie will travel a thousand miles while truth is getting his boots on." Ten long years have elapsed since the war, and a good many changes have reasonably and necessarily taken place. Texas had only a population of 800,000 when the war closed. Now she has over a million and half, and the bulk of this increase is from other States and Europe;—so if she is not now as loyal as she should be, the blame attaches—by a Democratic principle—not to her own people, but to her recently made citizens. But it would be as much of—and is as base a slander upon these, as it is and would be upon those to the "manner born," to say anything in this connection but that to-day *Texas* is the most law-abiding State in the Union, and in proportion to numbers her infractions of law and order are less by far than those of Massachusetts or New York. *Apropos* of this,—other States have their arms bearing laws, and in most cases assess a penalty of *five dollars* against the practice of bearing arms. Texas places a fine of *twenty-five dollars* against it, and she *enforces* it, and confiscates the weapons besides.

In looking over the Texas papers we are gratified to see everywhere notices of social gatherings, musical entertainments, library associations, meetings of Sunday school children picnics and many other moral and amusing agencies calculated to elevate and instruct. Texas people love enjoyment, and beneath their beautiful skies and in their pleasant homes they seek and enjoy it with a genuine zest and relish. At these entertainments the invited guest is treated with especial attention and politeness, and everything that spontaneous and hearty hospitality can do is done to make their guests feel at home.

These things might by some be deemed trivial, but they are not, for what gives a better idea of the social status and life of a people than to see them fostering those things that exhalt and refine, that tell of the tender heart and the cultivated mind.

We now resume the consideration of the railroad interests. The New Orleans and Texas Railway was finished at one time, and run from Houston to Beaumont. It has been abandoned for several years, but is

now about to be repaired, and there seems to be a fair prospect for its completion through to New Orleans, and will run through the counties of Harris, Liberty, Jefferson and Orange.

The Trans-Continental, by its charter, runs from Texarkana to Fort Worth, through the counties of Bowie, Red River, Lamar, Fannin, Grayson, Denton to Fort Worth, in Tarrant county, and at Sherman, in Grayson county, crosses the Texas Central, and is completed and running from Sherman to Brookston, within eight miles of Paris, in Lamar county, and its early completion to Texarkana, and to Fort Worth, is promised.

The Texas Western Narrow Gauge Railway, by its charter, runs from the city of Houston through the counties of Harris, Austin, Fayette, Caldwell, Comal and Bexar, to San Antonio. This road is under contract, and being constructed for twenty miles from Houston westward, and ten miles of, it is in actual operation.

The Houston and Texas Central Railroad runs in an almost direct line from South to North, and as before stated elsewhere, extends from Houston to Denison, Texas, and passes through the counties of Harris, Waller, Grimes, Brazos, Robertson, Falls, Limestone, Navarro, Ellis, Collin and Grayson, connecting at Denison with the Missouri, Kansas and Texas Railway, and through that road with all parts of the Western, Middle, Eastern and Southern States. The Waco Branch of the Central is completed and running from Bremond, in Robertson county, through the counties of Falls and McLennan, to the city of Waco, and its charter will continue it to Fort Worth, in Tarrant county, where it will meet with the Texas Pacific and the Trans-Continental Roads. The Western Branch of the Central is completed and running from Hempstead to Austin, the Capital of the State, and passes through the counties of Washington, Fayette, Lee, Bastrop and Travis. It is projected and chartered under the name of the Austin Branch of the Houston and Texas Central, to traverse the counties of Travis, Burnett, Lampasas, Brown, Coleman, Callahan and Shackelford, to Fort Phantom Hill, in Jones county, where it intersects with the Texas Pacific. This road with its branches, may be properly said to pass through the heart of Texas, and will constitute the grand trunk line from the Gulf to the lakes. Along the line of this road are to be found the principal cities of our State; and each and all of them are so rapidly advancing as to appear perfectly magical. The city of Dallas that has now over 18,000 inhabitants, has doubled itself in the past year; while Bryan, Calvert, Navasota, Sherman, Denison, Corsicana, Brenham, Waco and Austin are also examples of rapid growth.

In a general sense, the various professions are over-run and especially in the larger cities and towns; but mechanics of whatever branch of industry, can calculate on a fair chance for employment all the year round.

Geologically, Texas belongs to the cretaceous formation, and the beautiful cream-colored limestone popularly termed "Texas marble," though somewhat soft, is still well adapted for building purposes, and is susceptible of a fine finish.

The first settlement of Texas is generally regarded as having been made at San Antonio by the Spaniards in 1690. Here is the historic Alamo, where for eleven days less than two hundred Texans successfully resisted the three onslaught of four thousand Mexicans.

The scenes of cold blooded butchery which ensued upon its final capture must forever remain a disgrace upon the escutcheon of Mexico, and the terrible courage and unceasing vigilance of the Alamo heroes will forever remain the wonder and admiration of all true and generous natures, and has been and will be enshrined in poetry, song and sculptured art.

Concerning the climate, it may be regarded as extremely healthy, the changes being easily guarded against, and no more dangerous than in other parts of the country. As the prairies become more settled the tendency must eventually be to moderate the winds known as "northers," and render them less violent. It must not be supposed, however, that these north winds are wholly or even partially detrimental. They are the great purifying agencies of the atmosphere, and when properly guarded against are cool and refreshing.

The coast country of the southern portion is of course more or less malarial, but these districts of Texas comprise really only a small portion of its territory, and if considered as a whole, there is no State in the Union that will vie with Texas for general healthfulness. Texas opens a grand and most inviting field to the naturalist, abounding in strange and varied forms of life, and will well reward a patient and thorough scientific investigation.

There are many natural causes which must unitedly co-operate to make prosperous the future of Texas. Her vast prairies are naturally adapted for the raising of cattle, and her mineral wealth, admitted to be large, is yet undeveloped. Her territory is the natural highway for several sources of prosperity and wealth, to and from the great Northwest and the Republic of Mexico. Without seeking to misrepresent or even to exaggerate its advantages when calmly viewed they can only be correctly estimated by connecting them with the near and rapidly unfolding future. Skilled labor and really scientific skill are demanded in Texas, and associations for the diffusion of literary and scientific knowledge, are being rapidly formed, and in many cases have matured into solidity and strength.

In conclusion let us say that nowhere can more exalted and honorable daring be found on the pages of history, than was exhibited by the men who fought in the war of Texan independence, and no better advice need be given than for her sons to emulate their examples and by diligence, energy and honorable acts to rear a noble superstructure of a great and happy commonwealth upon the foundation cemented by their blood. Here is a State, over whose hills and valleys nature has scattered a real and pleasant beauty, almost an empire in extent, and a kingdom in its productions. In the future councils of the nation she must occupy a prominent part, and in a great measure must it remain with her sons to make that part an honorable and glorious one. Let no slumbering resentments, political asperities or sectional jealousies mar the good work of patriots, or stain the escutcheon of a State which was born when men grasped the rifle for protection, and whose banner rose from behind the clouds of two wars. And now to the immigrant we say come and see this goodly land, this land midway between the temperate and torrid heats, where brave men fought and died, and whose descendants will offer all men coming with honest intents, a cordial and ready welcome. You will find here not a paradise, but earth; men not angels. Human life has here its trials, its struggles and its hopes; but here, as elsewhere, industry has reared her monuments and established many a happy home.

PRACTICAL INFORMATION
FOR THE
TRAVELING MILLIONS!
A GENERAL
TABLE OF DISTANCES

FROM
Houston, Galveston, Dallas, Palestine, Austin, Hearne
And other Prominent Points within and beyond the limits of Texas.

Via Houston & Texas Central, Missouri, Kansas & Texas, and Missouri Pacific R. R.'s from Houston to St. Louis.

From Houston to

5	Eureka	5
7	Gum Island	12
5	Thompson	17
8	Cypress	25
10	Hockley	35
5	Waller	40
10	Hempstead	50
[Western Branch H. & T. C. R. R. to Austin].		
5	Howth	55
7	Courtney	62
8	Navasota	70
10	Millican	80
8	Wellborn	88
11	Bryan	99
8	Benchley	107
7	Sutton	114
6	Hearne	120
[Intersects I. & G. N. R. R.]		
8	Calvert	128
8	Hammond	137
6	Bremond	142
[Waco Branch H. & T. C. R. R.]		
11	Kosse	153
8	Thornton	161
9	Groesbeeck	170
11	Mexia	181
8	Tehuicana	189
10	Richland	199
12	Corsicana	211
10	Rice	221
10	Ennis	231
8	Palmer	239
15	Hutchins	254
6	Miller	260
5	DALLAS	265
[Intersects Texas & Pacific R. R.]		
12	Richardson	277
5	Plano	282
7	Allen	289
7	McKinney	296
6	Melissa	302
10	Van Alstyne	312
6	Howe	318
10	Sherman	328
[Intersects Trans-Continental R. R.]		
10	Denison	338
3	Red River City	341
341	[Terminus H. & T. C. R. R. & connects with M. K. & T. R. R.]	

Via M., K. & T. R. R.

From Houston to

8	DENISON	338
8	Colberts	346
12	Durant	358
12	Caddo	370
7	Cancy	377
13	Atoka	390
5	Stringtown	397
11	L. Stone Gap	406
16	Perryville	422
10	McAllister	432
10	Reams	442
9	South Canadian	451
8	Grayson	459
5	North Forktown	464
16	Oak-Ta-Ha	482
14	MUSKOGEE	496
10	Gibson	506
10	Lelia-Etta	516
12	Choteau	527
9	Prior Creek	538
11	Adair	548
14	VENITA	560
[Junction of Atlantic & Pacific R. R.]		
12	Blue Jacket	572
15	Chetopa	584
10	Oswego	597
5	Labette	607
9	PARSONS	614
50	FORT SCOTT	661
109	SEDALIA	770
432 [Junction Missouri Pacific R. R.]		
Via Missouri Pacific R. R.		
From Houston to		
8	SEDALIA	770
8	Smithton	778
6	Otterville	785
12	Tipton	796
7	Moniteau	803
6	California	809
10	Centreville	819
5	Elston	824
3	Scott	827
7	Jefferson City	834
8	Osage	842
4	Bonnots	846
8	St. Aubert	854
5	Chamois	856

**BY RAIL, STAGE and POST ROADS.
TABLE OF DISTANCES CONTINUED.**

Continued via, Missouri Pacific R. R.

From HOUSTON to

7	Morrison	866
5	Gasconade	871
7	Herman	878
6	Berger	884
4	Etlah	888
4	Miller's L	892
5	Newport	897
7	Washington	904
3	South Point	907
4	Augusta	911
3	Labadie	914
4	Gray's Station	918
4	Franklin	922
4	Allenton	926
3	Eureka	929
3	Glencoe	932
3	St. Paul	935
5	Merrimac	940
2	Barretts	942
3	Rose Hill	945
1	Kirkwood	946
13	ST. LOUIS	959

—(Distant from Houston, Tex.)
139 Terminus Mo. Pacific R. R.

Via H. & T. C. R. R. and M. K. & T. R. R.'S. to Hannibal, Mo.

From HOUSTON to

	DENISON, Texas	338
432	Sedalia	770
35	Boonville	805
13	Fayette	818
25	Waverly	843
26	Paris	869
44	Hannibal	913

575 Terminus M. K. & T. R. R. connecting with lines to Chicago.

Via H. & T. C. R. R.—M. K. & T. R. R. and Chicago, Burlington & Quincy R. R.

From HOUSTON Texas to

	Hannibal, Mo	913
17	Quincy, Ill.	930
99	Galesburg	1029
164	CHICAGO	1193

423 Terminus C. B. & Q. R. R.

Via H. & T. C. R. R. and Waco Branch of Same to Waco, and West by Stage Lines.

From HOUSTON to

142	Bremond	142
19	Marlin	161
26	Waco	187
40	Belton	227
25	Lampasas	252

252* Lampasus noted Medical Springs.

Via H. & T. C. R. R. and West Branch of the Same to Austin, the Capital of Texas

From HOUSTON to

50	Hempstead	50
15	Chappell Hill	65
10	Brenham	75
13	Burton	88
12	Ledbetter	100
10	Giddings	110
11	Paige	121
11	McDade	132
10	Elgin	142
12	Manor	154
14	AUSTIN	168

168 Terminus W. Br. H. & T. C. R. R.
[Population of Austin, 12,000.]

Via West Branch H. & T. C. R. R. to Austin, and Sam. T. Scott's Stage Lines beyond.

From HOUSTON to

168	Austin	168
30	San Marcos	198
20	New Braunfels	218
13	Cibolo	231
17	SAN ANTONIO	248

248 Objective point of G. W. T. & P. R. R.

[Popular of San Antonio, 20,000.]

Miscellaneous.

From AUSTIN to

	Georgetown	25
	Salado	50
	Lampasas	65
	Bastrop	35
	Lockhart	36
	Seguin	65
	La Grange	96
	San Antonio	80
	Eagle Pass (on Rio Grande river)	240

Via International and Great Northern Railroad—Houston to Longview.

(HOUSTON DIVISION)

From Houston.	From Longview.	
0	Houston	235 1/4
12	Prairie	223 1/4
19	Westfield	216 1/4
12	Spring	212 1/4
27	Haltom's	208 1/4
30	Egypt	205 1/4
35	Neubarth	200 1/4
37 1/4	Stevens'	198
38 1/2	Munger's	196 1/4
41 1/4	Henry's	194
46 1/4	Willis	189
54 1/4	Waverly	181
66	Phelps	169 1/4
70 1/2	Dodge	164 1/4
78 1/4	Riverside	157
85	Trinity	150 1/4
93 1/4	Red Branch	142 1/4
98 3/4	Lovelady	136 1/2
113 1/4	Crockett	122

CONTINUED

BY RAIL FROM EAST TO WEST TEXAS.

General Table of Distances—Continued.

126 1/4	Grapeland	109
138 1/4	Elkhart	97
151 1/4	Palestine	84
235 1/4	Longview	0

[Intersects the Texas & Pacific R. R.]

Via I. & G. N. R. R.—Palestine to Rockdale.

(BRAZOS DIVISION.)

From Rockdale.	From Longview.	
0	Rockdale	205
10	Milano	195
20	Gause	185
30	HEARNE	175

[Intersects H. & T. C. R. R.]

45	Englewood	160
55	Lake	150
66	Marquez	139
77	Jewett	128
94	Keechi	111
104	Oakwoods	101
113	Douglas	92
121	Palestine	84

Via I. & G. N. R. R.—Longview to Palestine.

(RED RIVER DIVISION.)

From Houston.	From Longview	
151 1/4	Palestine	84
163 1/4	Neches	72
166 1/4	Peters'	69
169 1/4	Earl's	66
179 1/4	Jacksonville	56
185 1/4	Reynolds	50
197 1/4	Troupe	38
210 1/4	Overton	25
222 1/4	Kilgore	13
233 1/4	Longview	0

[Intersects Texas & Pacific R. R.]

Through connections without change of cars, to St. Louis, Little Rock, Memphis, and all points North, East and West.

Via I. & G. N. R. R.—Troupe to Mineola

(NORTHERN DIVISION.)

From Houston.	From Mineola.	
195 1/4	Troupe	44
208 1/4	Whitehouse	33
216 1/4	Tyler	25
230 1/4	Lindale	10
241 1/4	Mineola	0

[Intersects Texas & Pacific R. R.]

Via I. & G. N. R. R.—Houston to Huntsville.

(HUNTSVILLE BRANCH.)

From Houston.	From Huntsville.	
66	Phelps	8
4	Huntsville	0

Via I. & G. N. R. R.—Houston to Columbia.

(COLUMBIA DIVISION.)

From Houston.	From Columbia.	
0	Houston	50
6	Junction	44
21	Arcola	29
28	Sandy Point	22
32	China Grove	18
37	Chenango	13
42	Oyster Creek	8
50	Columbia	0

Via Galveston, Houston and Henderson and G. H. and San Antonio R. R's.

From GALVESTON to

5	Eagle Grove	5
2	Virginia Point	7
7	Highland	14
6	Dickerson's Bayou	20
7	Clear Creek	27
7	Simmit	34
8	Summs' Bayou	42
2	Harrisburg	44
5	Allen's Station	49
1	HOUSTON	50

Terminus G. H. & H. R. R.

Via G. Har & S. A. R. R.

From GALVESTON to

44	Harrisburg	44
25	Staffords	69
14	Sugar Land	83
11	Richmond	94
6	East Bernard	110
8	West Bernard	118
12	Eagle Lake	130
12	Alleyton	142
4	COLUMBUS	144
10	Schulenburg	175
10	Flatonia	189
23	Harwood	212
9	Luling	221

177—present terminus of the Galveston, Harrisburg and San Antonio Railroad, under construction to San Antonio, which is 50 miles beyond Luling.

BY RAIL, GULF of MEXICO, POST ROADS and TRANS-ATLANTIC.

General Table of Distances Continued.

Via Texas & Pacific R. R. to Texarkana—St. Louis Route.

From DALLAS to

12	Mosquite	12
8	Brooklyn	20
11	Terrell	31
7	Elmo	38
9	Mill's Point	47
8	Stephenson	55
10	Gr. D. Saline	65
6	Silver Lake	71
6	Mineola	77

[Intersects I. & G. N. R. R.]

9	Lake Fork	86
8	Hawkins	94
7	Big Sandy	101
9	Gladwater	110
8	Willow Spring	118
4	Longview	122

[Intersect I. & G. N. R. R.]

1	Inter. Junction	123
4	Mason's Springs	127
5	Hallville	132
7	Coldwater	139
7	MARSHALL	146
9	Woodlawn	155
6	JEFFERSON	161
9	Montexy	170
5	Kildare	165
13	Atlanta	188
5	Lanark	193
12	Moore's Landing	205
14	Texarkana	219

219 Terminus of Texas and Pacific R. R., and intersection of St. Louis & Iron Mountain Route.

Via Texas & Pacific Railroad.

From DALLAS to

146	Marshall	146
8	Scottsville	154
8	Jonesville	162
3	Wascom	165
6	Greenwood	171
4	Flourney	175
3	Beckville	178
4	Race Track	182
4 SHREVEPORT		186

186 Terminus Texas & Pacific R. R.

Via Gulf of Mexico from Galveston, and Via Gulf, Western Texas & Pacific Railroad from Indianola.

From GALVESTON to

.	Indianola	107
12	Lavaca	119
25	Placedo	132
40	Victoria	147
60	Burns	167
70	Cuero	177

Present terminus G. W. T. P. R. R.; under construction 35 miles to Gonzales which is distant both from San Antonio and Austin 100 miles.

Via Gulf of Mexico and Commercial Ports on Louisiana and Texas Coast.

From GALVESTON to

Brashear City, La	230
New Orleans, La	310
Mobile, Ala	370
Corpus Christi	197
San Patricio	222
Oakville	277
Brownsville	362
Rio Grande City	382
Monterey, Mexico	532

Trans Atlantic Table of Distances from New York City.

Alexandria, per steamer	5,050
Belfast " and rail	2,895
Bremen " "	3,420
Brussels, " "	3,420
Christiania " "	3,525
Dublin, " "	2,925
Edinburg, " "	2,960
Galway, " "	3,000
Gibraltar, " "	3,300
Glasgow, " "	2,926
Gothenburg, " and rail	3,550
Hamburg, " "	3,405
Havre, " "	3,405
Lisbon, " "	3,200
Liverpool, " and rail	3,105
London, " "	3,325
Munich, " "	3,900
Naples, " "	4,360
Paris, " "	3,700
Rotterdam, " "	3,370
Vienna, " "	4,100

RAIL and STAGE from NEW YORK to TEXAS FRONTIER.

General Table of Distances Continued.

Table of Miscellaneous Distances from New York City to Houston, Texas, via Pennsylvania Central, Vandalia, St. Louis, and M. E. and T. Railroad.

	MILES.
New York City to Philadelphia . . .	90
“ “ Harrisburg . . .	182
“ “ Pittsburg . . .	431
“ “ Columbus . . .	624
“ “ Indianapolis . . .	812
“ “ Terre Haute . . .	885
“ “ St. Louis . . .	1074
St. Louis “ Dennison . . .	621
Dennison “ Houston . . .	338
Total Distance, N. Y. to Houston	2033

New York City to Houston, via New York Central, Michigan Central, Illinois Central, Mobile and Ohio, Mississippi Central, and Great Jackson Route.

	MILES.
New York City to Albany . . .	143
“ “ Buffalo . . .	423
“ “ Detroit . . .	679
“ “ Chicago . . .	899
Chicago “ Cairo . . .	365
Cairo “ New Orleans . . .	549
New Orleans “ Galveston . . .	320
Galveston “ Houston . . .	50
New York City “ Houston . . .	2183

New York City to Houston, via Lake Shore & Michigan Southern Route.

	MILES.
N. Y. City via Albany to Buffalo . . .	423
Buffalo “ Cleveland	158
Cleveland “ Toledo	113
Toledo “ Chicago	243
Chicago, via Cairo and New Orleans “ Houston	1284
New York City “ Houston	2221

New York City to Houston, via Erie, Atlantic and Great Western--Short Line, to Louisville, Mobile & Ohio, and New Orleans, Mobile, and Texas Railroads.

	MILES.
New York City . . . to Cincinnati	744
Cincinnati “ Louisville	110
Louisville (via Humboldt)— (Mobile & Ohio RR) to Mobile	808
Mobile “ N Orleans	140
New Orleans “ Houston	370
New York City “ Houston	2172

	MILES.
New York City . . . to Philadelphia	90
“ “ Baltimore . . .	189
“ “ Washington . . .	228
“ “ Lynchburg . . .	406
“ “ Bristol . . .	610
“ “ Knoxville . . .	740
“ “ Ch'noga . . .	852

New York City . . . to Montgomery	1087
“ “ “ Mobile . . .	1273
Mobile via New Orleans, Mobile, & Texas RR “ N Orleans	140
New Orleans . . . to Houston . . .	370
New York City . . . “ Houston . . .	1783

Austin (the Capital) along Stage Routes to different points in Texas.

	MILES.
From Austin to Manchac	13
“ “ “ Mountain City . . .	19
“ “ “ San Marcos . . .	31
“ “ “ New Braunfels . . .	50
“ “ “ Selma	66
“ “ “ San Antonio . . .	82
“ “ “ Merrittown . . .	13
“ “ “ Round Rock . . .	19
“ “ “ Corn Hill . . .	38
“ “ “ Masterville . . .	83
“ “ “ Lockhart . . .	30
“ “ “ Gonzales . . .	63
“ “ “ Hockheim . . .	83
“ “ “ Concrete . . .	88
“ “ “ Clinton . . .	100
“ “ “ Victoria . . .	130
“ “ “ Bastrop . . .	36

Distances between other Towns and Cities of Texas.

	MILES.
Ledbetter to LaGrange	20
“ “ “ Columbus	50
Columbus “ LaGrange	30
“ “ “ Winchester	42
“ “ “ Ledbetter	50
Victoria “ Clinton	30
“ “ “ Yorktown	42
“ “ “ Riddleville	60
“ “ “ Sulphur Springs . . .	79
“ “ “ Lavernia	87
“ “ “ San Antonio	112
Columbus “ Content	17
“ “ “ Oakland	21
“ “ “ Hackberry	25
“ “ “ Hallettsville	37
“ “ “ Sweet Home	47
“ “ “ Gonzales	75
“ “ “ Belmont	90
“ “ “ Seguin	108
“ “ “ Valley	124
“ “ “ San Antonio	143

Miscellaneous.

From Sherman to Clarksville	100 miles
“ “ “ Jacksboro	100 miles.
“ “ “ Gainesville	35 miles.
“ “ “ Fort Worth	75 miles
“ Ft. Worth “ Weatherford	30 m'l's.
“ “ “ Denton	35 miles.
“ “ “ Jacksboro	90 miles.
“ Dallas “ Ft. Worth	40 miles.
“ Ennis “ Waxahachie	15 miles.
“ Waco “ Waxahachie	65 miles
“ Boggy Depot to Ft. Sill	175 miles
“ Muscogee Sta. to Ft Smith	65 miles

Table of Distances by Railroad

FROM

NEW YORK CITY TO SOME OF THE PRINCIPAL CITIES IN THE UNITED STATES—ALPHABETICALLY ARRANGED.

	MILES		MILES
Atlanta, Georgia,.....	891	Louisville, Ky.....	859
Augusta, ".....	922	Lynchburg, Va.....	349
Austin, Texas.....	1893	Marshall, Texas.....	1154
Baltimore, Md.....	188	Memphis, Tenn.....	1953
Bangor, Me.....	478	Milwaukee, Wisconsin.....	244
Boston, Mass.....	230	Mobile, Ala.....	1638
Buffalo, N. Y.....	422	Nashville, Tenn.....	1384
Burlington, Vt.....	304	New Orleans, La.....	1448
Cairo, Ill.....	1091	Norfolk, Va.....	396
Charleston, S. C.....	862	Omaha, Neb.....	1267
Chattanooga, Tenn.....	844	Petersburg, Va.....	90
Chicago, Ill.....	898	Philadelphia, Pa.....	490
Cincinnati, Ohio.....	743	Pittsburg, Pa.....	527
Cleveland, Ohio.....	581	Raleigh, N. C.....	344
Columbia, S. C.....	836	Richmond, Va.....	168
Columbus, Ohio.....	622	Sacramento, Cal.....	3049
Dallas, Texas.....	1655	St. Louis, Mo.....	1268
Davenport, Iowa.....	1082	St. Paul, Minn.....	1462
Denison, Texas.....	1671	Salt Lake City, Utah.....	2971
Denver, Col.....	1963	San Antonio, Texas.....	1303
Galveston, Texas.....	1818	San Francisco, Cal.....	3906
Harrisburg, Pa.....	182	Savannah, Ga.....	539
Hearne, Texas.....	1708	Shreveport, La.....	1167
Houston, Texas.....	1768	Tallahassee, Fla.....	1884
Indianapolis, Ind.....	811	Terre Haute, Ind.....	279
Jackson, Miss.....	1234	Vicksburg, Miss.....	1238
Jefferson, Texas.....	1483	Washington, D. C.....	524
Jefferson City, Mo.....	1174	Wheeling, W. Va.....	562
Kansas City, Mo.....	1324	Wilmington, N. C.....	616
Little Rock, Ark.....	1289	Zanesville, Ohio.....	897

Rates of Fare and Distances

TO

GALVESTON AND HOUSTON, TEXAS, FROM IMPORTANT POINTS—ALPHABETICALLY ARRANGED.

DESTINATION.	GALVESTON.		HOUSTON.		DISTANCE.	
	1st class	2d class	1st class	2d class	Galv'n	Hous'n
Albany, N. Y.....	\$61 05	\$	\$59 30		1828	1778
Atlanta, Ga.....	50 00		49 00		1112	1027
Boston, } via New York	67 75	50 50	66 00	50 00	2029	1973
} " Albany	66 75	49 50	65 00	49 00		
Baltimore, Md.....	58 75	45 50	57 00		1630	1580
Buffalo, N. Y.....	57 20	41 25	55 45	40 75	1474	1424
Cairo, Ill.....	33 75	22 25	33 25	21 75	778	728
Chattanooga, Tenn.....	45 00		44 00		974	924
Cincinnati, Ohio.....	46 75	32 25	45 00	31 75	1047	997
Cleveland, Ohio.....	52 20	37 25	50 45	36 75	1291	1241
Columbus, Ohio.....	49 40		47 65		1167	1117
Chicago, Ill.....	45 75	31 75	44 00		1143	1093
Crestline, Ohio.....	49 95		48 20		1216	1166
Detroit, Michigan.....	52 40		50 65		1310	1260
Fort Wayne, Ind.....	47 95		46 20		1245	1195
Harrisburg, Pa.....	58 25	43 60	56 50	43 10	1608	1558
Indianapolis, Ind.....	44 75		43 00		1170	1120
Kansas City, Mo.....	39 50		37 00		808	758
Louisville, Ky.....	42 75	29 25	41 00	28 75	1041	991
Memphis, Tenn.....	33 95		31 45		664	614
Milwaukee, Wis.....	48 75	34 25	47 00	33 75	1268	1218
Mobile, Ala.....	19 75		23 00		440	490
Nashville, Tenn.....	42 00		41 00		896	846
New Orleans, La.....	12 00		15 25		300	350
New York, N. Y.....	62 75	47 5	61 00	47 00	1818	1768
Niagara Falls, N. Y.....	57 20		55 45		1500	1450
Omaha, Neb.....	49 95		46 45		1012	962
Peoria, Ill.....	44 45		42 90		1048	998
Philadelphia, Penn.....	60 75	46 5	59 00	46 00	1728	1678
Pittsburg, Pa.....	55 75	39 75	54 00	39 25	1360	1310
Quincy, Ill.....	40 50	27 75	38 00	27 25	964	914
St. Louis, Mo.....	39 50	26 75	37 00	26 25	874	824
Washington, D. C.....	57 75		55 00		1688	1638
Wheeling, W. Va.....	53 80		52 05		1455	1405

OUR GUIDE!



Its Legitimacy Established!

It is Fathered by Wealth and Influence!

Read Our Railway Credentials!

It is securely propped by public confidence!
Railroad Men, far and wide, send it greeting!

Read Our Hotel Endorsements!

The COMMERCIAL WORLD endorse it with an Avalanche of patronage!
It is bound to live; to become the *Vade mecum* of the immigrant and traveler; the hand book of the farmer; the text book of the lawyer; the potent silent "drummer" of the merchant; the special runner for HOTELS, and the general FIRESIDE COMPANION, until its bullder and engineer shall cease to 'GUIDE' it.

Mark the Approving Voices of the Public!

The *literati* assign it a *niche* in their accumulated lore!
Its literary excellence acknowledged by men of distinguished ability!
Its informational character pronounced superior to all other *Guides*!
Its cargo of intellectual freight alike ample, concise and comprehensive!
Its cotemporaries welcome it to full fellowship!

DIGEST

The "Echoes of the Press," and then deny if you can,
that the

SOUTH-WEST RAILROAD GUIDE

IS THE BEST

Advertising Vehicle in the South!

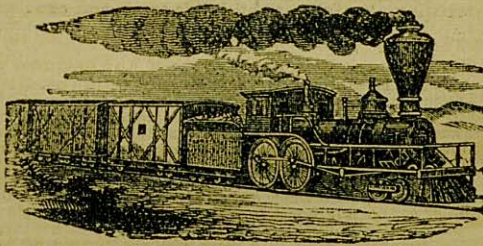
THE GREAT "PIONEER ROUTE."

THE
Missouri, Kansas & Texas
RAILWAY.

SPLENDID EQUIPAGE, FAST TIME AND A SMOOTH TRACK.

MAGNIFICENT DAY COACHES AND PULLMAN'S PALACE
SLEEPERS THROUGH THE GARDEN SPOT OF
THIS CONTINENT, COMBINING

COMFORT, SPEED, SAFETY & PLEASURE!



This pioneer line to Texas, having completed their great iron bridge over the Missouri river at Booneville are enabled to offer still better facilities for travel to the great Northeast. By special arrangements

Pullman Palace Sleeping Cars

will be run between Houston, Hempstead, Hearne, Dallas and points on the line of the Texas Central Railroad

TO CHICAGO AND ST. LOUIS WITHOUT CHANGE,

AND ONLY

One Change of Cars to New York!

and the principal cities of the North and East. This line passes through a delightful country, and, having been completed for two years, has a smooth track, a well settled road bed, and are enabled to make quick time with perfect safety. All passenger trains are fully equipped with

Miller's Patent Coupler and Westinghouse Air Brake.

Our advice to the traveler from Texas is to travel by the Missouri, Kansas and Texas Railway.

GENERAL OFFICES SEDALIA, MISSOURI.

OUR PATENT KNOCK-DOWN

AND

Unanswerable Argument.

We desire to have a short chat with the readers of the Guide, upon the subject of its mission, its scope and sphere of influence as an advertising medium, and the "superiority," as claimed for it, over any and all other advertising vehicles in the Southwest; and to establish our premises we wish to say, by way of preface, that we shall draw a line of comparison between our Guide and newspapers generally, to meet arguments and objections that have been urged and presented to our agents giving it (our Guide) a place of secondary importance when considered as a "local benefit." In drawing this line of comparison with the influence and benefit of our Guide in the cities of Texas, where it is distributed, as contrasted with that of the "local newspapers" of such places, we do so in no captious or unfriendly spirit, but solely with the desire to fully and fairly meet the objection that the Guide cannot as a local advertising medium, exert the same degree of influence that a local paper can; and to afford us a fair opportunity of securing our legitimate proportion of this class and character of advertising. To fully establish this truth, and our claims to all it comprehends, we can only do so by proving ours better and the more influential of the two.

In a general sense it is generally conceded, and we think we can prove incontrovertibly, when viewed from the standpoint of a local advertiser, that the Southwest Railroad Guide is read by more people in and around the principal cities of Texas than any of the local prints; and why? Because, in the main, a newspaper ceases to be of interest twenty-four hours after it is issued. When a man looks at the date, and sees that it is last week's paper, or any other stale date, will he pick it up and read it with the same avidity as he would if it were a fresh or late paper? Certainly not. Indeed, would he read it at all? Ninety-nine times out of a hundred, no! After the news and the dispatches of to-day are read it ceases to afford interest. It is an "old paper" from within twenty-four hours after its birth, and is contemptuously thrust into the waste paper basket, or as indifferently kicked into some obscure corner; while the Southwest Railway Guide—as a book—affords information that is in constant demand; of a character that must be frequently consulted; hence it has a respectable place assigned it, along with other books and works of an informational character, to be taken down and consulted as the want may suggest. It needs no argument to establish the fact that books are not—as newspapers are—evanescent and transitory in their effects. The one is read, cast aside, and passes from memory; the other is protected by reason of its book form, and is in most cases is reserved and frequently referred to, because generally the character of information imparted by books is such as to enlist an interest under the varying conditions and circumstances of life. Is this not more than logic? Nay, is it not common sense?

Again, we will premise that to-day an editorial "squib" appears in a newspaper with reference to your business. In ten days hence how many papers do you suppose could be found with that notice in it; or how many people do you suppose would retain a lively memory of it, or be influenced thereby one week after its appearance? Such a notice in the Guide—not because it would be better written (perhaps not as well)—but because it would be in a book, that every family preserves on account of its literary character, and every business man preserves on account of its informational character, and would supply some want every day in the year. These are plain propositions—plainly put and cannot be gainsayed. If you are a shrewd business man you cannot fail to recognize their truthful force and application.

As an informational work we feel confident that your verdict will be that the Guide does not fall so far below its aim and object as not to be generally preserved, to be frequently consulted, to pass from hand to hand, from neighbor to neighbor, from city to country, and even from continent to continent. We make no war, nor have we any fight against the newspaper press; on the contrary, we should all esteem each other as co-laborers in the intellectual vineyard. We have fought hard and manfully to establish the Guide, against obstacles that but few could have overcome. We have succeeded because we would not fail! And now that we are firmly and securely established, being "conscious of our rights we dare maintain them," satisfied that besides the approbation of our conscience, we shall be sustained by the material help of an appreciative public.

"And Don't You Forget It."

PALESTINE AND ROCKDALE ADVERTISEMENTS.

HUNTER HOUSE,
PALESTINE, TEXAS,
O. E. BRITAIN, PRO.

This house has lately changed hands, and been thoroughly renovated. The Proprietor personally attends the want and comforts of his guests. FREE BUSS to and from all trains. Rates \$2.00 per Day.

G. B. GAINBURGH'S
[Late of New Orleans.]
REFRESHMENT SALOON,
NEAR PASSENGER DEPOT,
Palestine, - - - - Texas.

Cold Lunches at all hours of the day or night for Ladies and Gentlemen. The Choicest of Fruits, Cigars and Tobacco, Stick and Fancy Candles, Nuts, Notions and Varieties.

MILLICAN HOUSE,
Within Ten Rods of the
PASSENGER DEPOT,
ROCKDALE, TEXAS.

Good Fare and Clean Beds at \$2.00 per Day.
W. D. MILLICAN, Pro.

BROOKS HOUSE,
Cor. Bell & Ackermann Streets,
Rockdale, Milan Co., Texas.

Dr. W. A. BROOKS, Pro.

FREE BUSS TO AND FROM THE CARS.

Houston, Texas, Advertisements.

S. CONRAD,

PRACTICAL

WATCHMAKER & JEWELER,

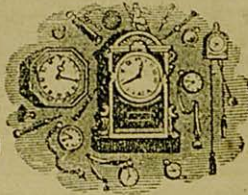
61 Main St., Van Alstyne's Building, Houston, Texas.

GENUINE

Brazilian Pebble

SPECTACLES

A Specialty.



Watches, Clocks

AND

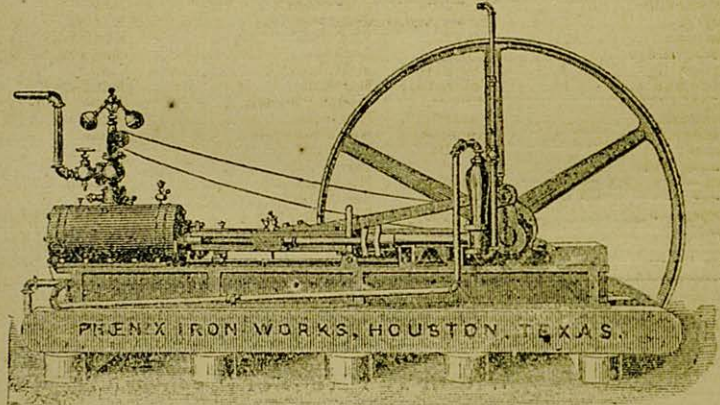
JEWELRY

Carefully Repaired and Warranted.

PHOENIX IRON WORKS,

Preston St., near Long Bridge, Houston, Texas.

WICCIN & SIMPSON,



BRASS AND IRON FOUNDERS,

MANUFACTURERS OF

Stopples' Cotton Press, Steam Engines, Shaftings, Saw Mills,
Pulleys, Pumps, Mill Gearing, etc., etc.

All kinds of Job Work done at the Lowest Rates and Satisfaction Guaranteed.

**"Houston City" and "Capitol"
LIVERY, FEED & SALE STABLES**

AND

CITY TRANSFER LINES,

Market Square and Texas Avenue, near Exchange Hotel. Transfer office under Perkins Theatre, opposite Hutchins House.

Baggage checked to all prominent points in the United States and Canadas, via Houston & Texas Central R. R., International & Great Northern R. R., Galveston & Houston and Galveston & San Antonio Railroads, and Houston Direct Navigation Company's Steamboats. Reliable messengers pass over all railroads running to Houston, who will receive, check and deliver baggage at railroad depots, hotels and any place within the city limits.

Useful Subjects for Memoranda.

A CLASSIFIED LIST OF THE SALARIED POSTOFFICES OF TEXAS.

City.	County.	Class.	Salary.	City.	County.	Class.	Salary.
Austin	Travis	First	\$4000	Houston	Harris	First	\$4000
Bonham	Fannin	Third	1100	Huntsville	Walker	Third	1000
Bremond	Robertson	Third	1100	Indianola	Calhoun	Third	1700
Brenham	Washington	Second	2500	Jefferson	Marion	Second	2500
Brownsville	Cameron	Second	2600	McKinney	Collin	Third	1300
Bryan	Brazos	Second	2100	Marshall	Harrison	Second	2430
Calvert	Robertson	Third	1900	Navasota	Grimes	Third	1300
Columbus	Colorado	Third	1500	Palestine	Anderson	Third	1800
Corpus Christi	Nueces	Second	2000	Paris	Lamar	Third	1500
Corsicana	Navarro	Second	2100	San Antonio	Bexar	First	4000
Dallas	Dallas	First	3800	Sherman	Grayson	Second	2500
Denison City	Grayson	Second	2900	Tyler	Smith	Third	1800
Fort Worth	Tarrant	Third	1600	Victoria	Victoria	Third	1300
Galveston	Galveston	First	4000	Waco	McLennan	First	3000
Hearne	Robertson	Third	1200	Weatherford	Parker	Third	1000

Classified List of Money-Order Postoffices in Texas.

City.	County.	City.	County.
Austin	Travis	Henderson	Busk
Bianco	Bianco	Houston	Harris
Bonham	Fannin	Huntsville	Walker
Bracketville	Kinney	Independence	Washington
Brenham	Washington	Indianola	Calhoun
Brownsville	Cameron	Jacksboro	Jack
Calvert	Robertson	Jefferson	Marion
Cameron	Milam	Kaufman	Kaufman
Centerville	Leon	Lockhart	Caldwell
Clarksville	Red River	McKinney	Collin
Columbus	Colorado	Marshall	Harrison
Corpus Christi	Nueces	Mount Pleasant	Titus
Corsicana	Navarro	Navasota	Grimes
Crockett	Houston	New Braunfels	Comal
Cuero	Dewitt	Palestine	Anderson
Dangerfield	Titus	Paris	Lamar
Dallas	Dallas	Rockport	Aransas
Decatur	Wise	San Antonio	Bexar
Denison City	Grayson	San Augustine	San Augustine
Denton	Denton	San Marcos	Hays
Ennis	Ellis	Segulo	Guadalupe
Fort Worth	Tarrant	Sherman	Grayson
Fredericksburg	Gillespie	Sulphur Springs	Hopkins
Gainesville	Cooke	Tyler	Smith
Galveston	Galveston	Victoria	Victoria
Georgetown	Williamson	Waco	McLennan
Giddings	Lee	Waxahachie	Ellis
Gonzales	Gonzales	Weatherford	Parker
Greenville	Hunt	Wilis	Montgomery

Bushels of Money from a Peck of Energy & Pint of Brains.

AGENTS WANTED.

County Rights for Sale all over Texas, and Exclusive Territory Given to Sell and Use the World Renowned

Gum-Elastic Plastic Fire-Proof Paint.

The Cheapest and Most Effective Insurance against Fire and Water ever invented. A trial on one house will satisfy the whole community. Cheap as dirt—durable as the structure. A fine opening to make money by any active man.

Address J. H. COLE, Austin, Texas.

MICHIGAN CENTRAL
—AND—
Great Western Railroads.

Chicago to Niagara Falls 513 Miles.

Through Pullman Cars to New York, without Change via both
NEW YORK CENTRAL & ERIE RAILWAYS

This first-class line has opened the spring and summer campaign with the finest passenger equipment ever seen on this continent, and with its double track, steel rails, etc., etc., offers

THE MOST ATTRACTIVE ROUTE NOW EXTANT.

3 **FAST EXPRESS TRAINS** *Pass Over this Line Each Way Daily, Except Sunday, Connecting at Niagara Falls with the*
NEW YORK CENTRAL and ERIE RAILWAYS
—FOR—
NEW YORK, BOSTON,

And all other Eastern Cities.

This is the only line crossing the **SUSPENSION BRIDGE,**
And the only line running
THROUGH PULLMAN CARS

—BETWEEN—
CHICAGO AND NEW YORK,
Over both the New York Central and Erie Railroads.

This is thirty miles the shortest line from
CHICAGO TO BOSTON,
And other New England points, and passengers taking this line will have but one change of cars to those points.

During the season of navigation a line of magnificent Steamers leave Hamilton and Toronto daily, except Sunday, for

Kingston, Prescott, Ogdensburg and Montreal,
Passing down through Lake Ontario to the River St. Lawrence; thence through the noted Rapids by daylight, to Montreal, connecting there with all railroad lines for

Quebec, Portland and Boston.
Through tickets via this line can be purchased at all principal points in the South and West. Don't fail to ask for them via,

MICHIGAN CENTRAL AND GREAT WESTERN RAILROADS.

WM. B. STRONG, Gen'l Sup't. }
Michigan Central R. R. } { C. J. BRYDGES, Special Com'r.
FRANK E. SNOW, Gen'l West. Pass. Agent, } Great Western R. R.
Michigan Central & Great Western R. R's.
No. 67 Clark Street, Chicago, Illinois

Emigrants Rates of Fare on Railroads, &c.

TEXAS CENTRAL RAILWAY.

FROM	TO	FROM	TO
Kalamazoo, Mich.	Austin Tex, \$31 45	Jackson, Mich.,	Dallas, Tex. 21 30
" " "	Dallas, " 29 55	Lansing " "	Austin, " 36 35
Jackson, " "	Austin, " 36 20	" " "	Dallas, " 31 45

MISSOURI, KANSAS & TEXAS, and HOUSTON & TEXAS CENTRAL.

FROM	TO	FROM	TO
New York City	Denison, Tex 32 55	New York City,	Houston, Tex 38 15
" " "	Sherman, " 32 80	" " "	Galveston, 36 50
" " "	Dallas, " 33 35	" " "	Austin, 38 25
" " "	Waco, " 35 55	Chicago, Ill,	Denison, 24 50

One hundred and fifty pounds of baggage free. Children between five and twelve years half fare; under five years free.

FROM	TO	FROM	TO
St. Louis or Hannibal	Denison, 17 00	St. Louis or Hannibal,	Galveston, 23 10
" " "	Dallas, 18 80	" " "	Austin, 22 70
" " "	Houston, 20 60	" " "	via St Louis, Denison 24 00

INTERNATIONAL AND GREAT NORTHERN RAILROAD.

FROM	TO	FROM	TO
Kalamazoo, Mich.	Austin, 34 45	St. Louis, Mo.	Hearne, 19 10
Jackson " "	Austin, 36 20	" " "	Rockdale, 19 35
Lansing, " "	Austin, 38 35	" " "	Houston, 20 60
St. Louis, Mo.,	Austin, 23 70	" " "	Luling, 24 60
" " "	Palestine, 16 85	" " "	San Antonio, 32 60

THROUGH RATES FROM ATLANTA, GA.

FROM	TO	FROM	TO
Atlanta via Houston	Anstn 32 05	Atlanta via Texarkana,	Longview 22 00
" " "	Brenham 29 75	" via Texarkana,	Marshall 21 40
" " "	Bremond 27 05	" via Dallas	McKinney 25 80
" " "	Bryan, 30 95	" "	Navasota, 29 60
" " "	Calvert 26 75	" "	Palestine 24 10
" via Dallas	Corsicana 27 40	" "	Rockdale, 27 10
" via Texarkana,	Dallas, 25 05	" "	Red Riv City 23 95
" via Longview,	Galveston 21 75	" "	Sherman 26 05
" via New Orleans	Galveston 21 75	" "	Texarkana 21 05
" via Longview,	Hearne, 26 50	" "	Troupe 22 95
" via Houston,	Hemstead 29 15	" "	Tyler 23 45
" "	Houston 27 85	" via Hearne	Waco 23 25
" via Texarkana	Jefferson, 21 00		

THE SEVERAL SUB-DIVISIONS OF TEXAS.

1. Northern Texas—Embracing three tiers of counties on the south side of Red River, and extending west to the counties of Cook and Wise; about thirty counties in all.
2. Eastern Texas—Lies south of Northern Texas, and between the Sabine and the Trinity, extending south to the Gulf; about twenty counties.
3. Middle Texas—Between the Trinity on the east and the Colorado on the west, and extending south from Northern Texas to the coast; making some twenty-five counties.
4. Western Texas—Extending from the Colorado on the east to the Nueces on the west; in all about twenty counties.
5. Extreme Southwestern Texas—Extends west from the Nueces to the Rio Grande, and from the coast to San Antonio, and including Bexar and the adjoining counties; making some fifteen large but mostly unsettled counties.
6. Northwestern Texas—Embraces the counties to the north and northwest of San Antonio, as far north as the counties are formed, or about forty counties.
7. The Mineral Region—Comprehending the counties of El Paso and Presidio and the territory of Bexar and Young to the east of Presidio; an area of fifty thousand square miles.
8. The Panhandle—Extending north to the parallel of forty-two and one-half degrees, with the Indian Territory of the United States on the east and New Mexico on the west. This portion of Texas, embracing some twenty thousand square miles, has but very few inhabitants at present. The east side adjoining the Indian Territory, is represented as being an excellent farming country while the west, adjoining New Mexico, is believed to be barren, or only suited to grazing.

The "Arts Preservative."

**THE DAILY AND WEEKLY
DEMOCRATIC STATESMAN,**

Published at Austin, Texas.

The **Statesman** is the **Great Democratic Journal** of the State of Texas. Published at the Capital of the State, it possesses peculiar advantages over other papers as a **reliable chronicler** of all State and Legislative news.

Persons contemplating a residence or sojourn in Texas, will find in the **Statesman** an invaluable reference as to climate, variety and adaptability of soil, etc.
DAILY \$12 per year, WEEKLY \$2.50.

Address

JOHN CARDWELL,

Austin, Texas.

**THE MOST COMPLETE
BOOK AND JOB PRINTING OFFICE
IN THE STATE.**

A NEW ERA IN ART.

Responsible Agents Wanted Throughout Texas.

*All Kinds of Pictures Copied and Enlarged to any desired Size
by the*

NATIONAL COPYING CO.,

Of Atlanta, Georgia.

We respectfully call attention to our Sola India Ink, Water Color and Oil Paintings. Our work is the best and cheapest and most enduring ever offered in Texas. Special attention is given to faded and defaced pictures of deceased persons. Agents will call and exhibit specimens of these beautiful pictures at residences in towns and cities throughout Texas and take orders for similar work.

Cor. Congress and Travis streets, Houston, Texas.

L. H. JOHNSON & CO.,

General Agents.

LOOK HERE!

The Dollar Weekly Age,

PUBLISHED AT HOUSTON, HARRIS COUNTY, TEXAS,

Contains facts about Texas in every issue which you ought to read. Everybody desiring to know about or go to Texas should send **ONE DOLLAR** and get this staunch Democratic, spicy, sparkling and newsy paper. Postage prepaid. Sample copies at 5 cents each. Address **SAM. W. SMAML, Prop'r, Houston, Texas.**



NOTARY & LODGE SEAL PRESSES!

Banking Stamps and Wax Seals, Stencil Plates and Cotton Brands, Hotel and Baggage Checks, Bar Room and Barbers' Checks, Conductors' and Society Badges, Conductors' Personal Checks, Monograms and Medallions. All kinds of engraving on Wood. All Work First-Class. Orders Filled Promptly.

Prices the LOWEST DOT.

Send Orders to **SOUTHWEST RAILROAD GUIDE,**

Lock Box 388.

HOUSTON, TEXAS.

CONDUCTORS' PERSONAL CHECKS!

After either of the designs below, or any special design, plain or fancy, printed or engraved, with Table of Distances on obverse side, furnished to order, on good cardboard. Address **SOUTHWEST RAILROAD GUIDE,** lock box 388, Houston, Texas.



CLASSIFICATION OF MAILABLE MATTER

Mailable matter is divided into three classes, viz:—

1. Letters.
2. Regular printed matter.
3. Miscellaneous matter.

First Class.—This class embraces all correspondence, wholly or partly in writing, except book-manuscript and corrected proof-sheets passing between authors and publishers; local or drop letters and U. S. Postal cards.

Second Class.—This class embraces all matter exclusively in print, and regularly issued at stated periods from a known office of publication, without addition or writing, mark, or sign.

Third Class.—This class embraces all pamphlets, occasional publications, transient newspapers, magazines, handbills, posters, unsealed circulars, prospectuses, books, book-manuscript, proof-sheets, corrected proof-sheets, maps, prints, engravings, blanks, flexible patterns, articles of merchandise, sample-cards, phonographic paper, letter envelopes, postal envelopes and wrappers, cards, plain and ornamental paper, photographic representations of different types, seeds, cuttings, bulbs, roots, scion and all other matter which may be declared mailable by law, and all other articles not above the weight prescribed by law, which are not, from their form or nature, liable to destroy, deface, or otherwise injure the contents of the mail-bag, or the person of any one engaged in the postal service.

The weight of any package to be sent in the mail shall not exceed four pounds except documents printed by order of Congress or emanating from any of the Executive Departments.

All packages of matter of the third class must be so wrapped or enveloped with open sides or ends, that their contents may be readily and thoroughly examined by postmasters without destroying the wrapper; but seeds, and other articles liable, from their form or nature, to loss or damage unless specially protected, may be inclosed in unsealed bags or boxes which can readily be opened for examination of the contents and reclosed; or sealed bags made of material sufficiently transparent to show the contents clearly, without opening, may be used for such matter.

No writing will be permitted upon articles of this class, or their wrappers or envelopes, except the address of destination. Any other writing in or upon any package or article of this class will subject it to letter rates of postage.

Matter of a third class inclosed in sealed envelopes notched at the ends or sides or with the corners cut off, cannot be mailed except at letter postage rates.

Matter of the second and third classes, containing any writing whatever, except the address, will be charged with letter postage.

Packages containing liquids, poisons, glass, explosive chemicals, or any other matter liable to deface or destroy the contents of the mail, or injure the person of any one connected with the service, must be rigidly excluded from the mails. If such matter be found in any post office, or in any mail pouch or sack, it must be retained by the postmaster, and the Department (Third Assistant Postmaster General) notified of the fact, when instructions will be given as to its disposition. If found by a postal clerk or route agent, it must be delivered to the post office at the end of the route, where it will be treated as above stated.

All books, pamphlets, circulars, prints, etc., of an obscene, vulgar, or indecent character; all letters, or circulars concerning illegal lotteries, † so-called gift concerts, or other similar enterprise offering prizes, or concerning schemes devised and intended to deceive and defraud the public for the purpose of obtaining money under false pretenses, must be withdrawn from the mails by the postmaster at either the office of mailing or the office of delivery. Postmasters will promptly notice violations of this section, and when the party by whom such matter is mailed is known with any degree of certainty, the attention of the United States attorney for the district must be called to the case, and the evidence necessary for conviction, including the matter in question, placed in his hands. (See Section 143 and 149 of the law. The case must also be reported to the special agent of the Department for the district, and all the facts at once communicated to the department (Second Assistant Postmaster General, Division of Mail Depredations and Special Agents.) Should the party by whom the matter is mailed not be known, it must be sent to the Third Assistant Postmaster General, in a securely-sealed package, and a letter advising him of the transmission of the package sent by the same mail, but in a separate envelope.

All letters upon the envelope of which, or postal card upon which scurrilous epithets have been written or printed, or disloyal devices printed or engraved must also be rigidly excluded from the mails. Such matter must be forwarded to the Dead-Letter Office, marked as "unmailable."

To inclose or conceal a letter, or other thing (except bills and receipts for subscriptions), in or to write or print anything, after its publication, upon any newspaper, pamphlet, magazine, or other printed matter, is illegal, and subjects such printed matter, and the entire package of which it is a part, to letter postage, and also subjects the offender to a fine of five dollars for every such offence; and in such cases, if the person addressed refuse to pay such letter postage, the package must be returned to the office at which it was mailed, in order that the postmaster may cause the offender to be prosecuted for the penalty.

A business card printed or impressed on the wrapper or envelop of any printed matter, or a simple mark designed to call attention to any article in such printed matter, does not subject it to letter postage.

† Lottery schemes, sanctioned by enactments of State legislatures, are held to be legal, and letters and circulars concerning such will be allowed to pass through the mails.

CHICAGO & NORTHWESTERN RAILWAY.

THE ROUTE DIRECT

FROM CHICAGO to

Omaha, Sheboygan, Milwaukee, Yankton, Dak.,
 Madison, Marquette, Green Bay, Sioux City,
 St. Paul, Geneva Lake, Freeport, Dubuque.

— Is via the —

Chicago and Northwestern Railway.

IN GOING NORTH, NORTHWEST OR WEST,

You cannot go amiss if you buy tickets via this route.

On the arrival of the Trains from the East or South, the trains of the Chicago & Northwestern Railway leave Chicago as follows:

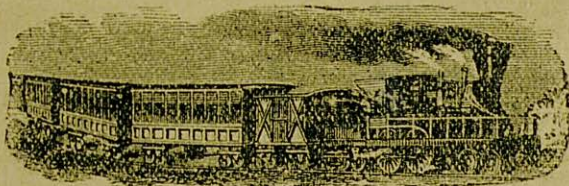
2 through trains daily For Council Bluffs, Omaha and California, with Pullman Cars through.
 For St. Paul and Minneapolis, with Pullman Cars.
 For Green Bay and Lake Superior, with Pullman Cars to Marquette.

2 through trains daily For Winona and points in Minnesota, with Pullman Cars on night trains.
 For Dubuque, via Freeport.
 For Dubuque and La Crosse, via Clinton, with Pullman Cars.
 For Sioux City and Yankton, with Pullman Cars.

4 through trains daily For Milwaukee, with Pullman Cars on night trains.
 For Geneva Lake.

For ROCKFORD, KENOSHA, STERLING, JANESVILLE, and other local points, you can have from two to ten express trains daily.

Passenger Fares by this route are always as low as they are by any other.



THIS IS THE ROUTE

For Manitowoc, Clinton, Janesville, Milton Junction, Minnesota Junction, Burnett, Appleton, Green Bay, Negaunee, Ishpeming, Marquette, L'Anse and the shores of Lake Superior.

It is the only route direct to the

Copper and Iron Mines of Northern Michigan.

Pullman Palace Cars run through.

THIS is the OLD and POPULAR ROUTE to MILWAUKEE!

MARVIN HUGHITT, Gen'l Supt

W. H. STENNETT, Gen'l Pass. Agent.

A PARTIAL LIST

OF THE

NOTARIES PUBLIC

OF TEXAS.

- B. W. Witte, Austin county,
 Thomas O'Callahan, do.
 C. S. Wurzbach, Bexar county.
 F. M. Browning, Bexar county.
 J. A. Bucktrots, Brazos county.
 H. S. Newland, do.
 A. M. Thornton, Burleson county.
 Geo. S. Mesfee, Calhoun county.
 Frank Gilbert, Cherokee county,
 J. F. Templeton, do.
 George White, Collin county.
 James M. Enloe, do.
 James Wilcox, do.
 D. W. Jackson, Colorado county.
 A. H. Steagel, Dallas county.
 John W. Lane, do.
 John M. McCoy, do.
 Pierre M. Brown, do.
 L. B. Wright, DeWitt county.
 H. J. Stokes, Ellis county.
 J. F. Aldridge, do.
 Elijah Terry, Erath county.
 J. W. Parker, Fort Bend county,
 W. H. Hazlewood, Falls county.
 C. C. Kirven, Freestone county.
 William E. Benner, do.
 L. S. Mooring, Grimes county.
 Thomas W. Randolph, Grayson county.
 Z. N. Fugate, do.
 James Paxton, do.
 John R. Diamond, do.
 M. V. B. Bennett, do.
 Jas. E. Dowens, Houston county
 R. A. Giraud, Harris county.
 B. F. McDonough, do.
 R. P. Littlejohn, Harrison county.
 A. Heiduseck, Fayette county.
 E. H. Fordtran, do.
 A. C. Brown, do.
- E. C. Phelps, Fayette county.
 Alfred Henderson, do.
 Jasper H. Johnson, Kaufman county.
 Thos. Pratt, Lampas county.
 Henry Moore, Lamar county
 G. B. Broadwater, Lavaca county.
 H. M. Johnson, Leon county.
 D. A. Kelley, McLennan county
 J. J. Riddle, do.
 W. A. Taylor, do.
 W. H. Grigsby, Montague county.
 J. M. Stephens, do.
 J. J. Hammock, do.
 H. T. Fonshee, do.
 A. B. White, do.
 E. C. Chambers, Montgomery county.
 Lemuel G. Clipper, do.
 John L. Dupree, do.
 Jacob M. Fullenwider, do.
 John H. Parsons, Marion county.
 Charles F. Gribble, do.
 S. O. Cotton, do.
 James F. Hunter, Negdoches county.
 O. M. Stone, Navarro county.
 J. C. Russell, Nueces county
 J. B. Mitchell, do.
 J. A. Hays, Panola county.
 John M. Hayes, do.
 Brook D. Holland, do.
 William A. Plannahan, San Augustine county.
 B. B. Paddeck, Tarrant county.
 A. B. Palm, Travis county.
 L. M. Mays, Williamson county.
 C. B. Hall, Washington county.
 W. J. Callaway, do.
 H. W. Barclay, Johnson county.

WM. REDHEFFER'S Patent Lightning Reciprocating Tin Churn and Egg Beater!

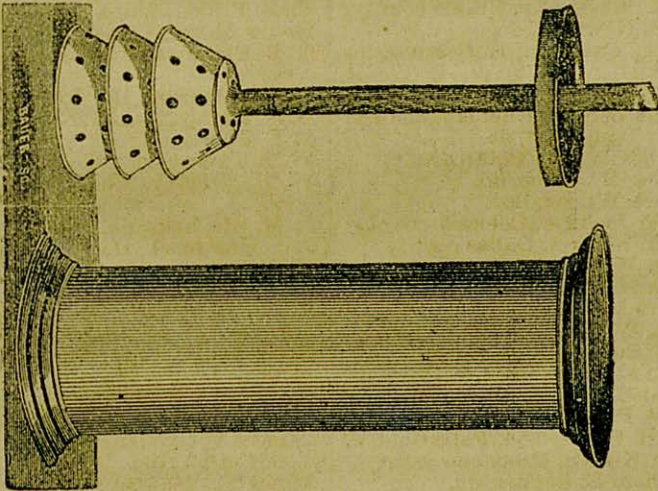


Farmers and Butter-Makers, before purchasing a churn, please well to examine **Wm. Redheffer's Patent Lightning Reciprocating Tin Churn**. It is the **best** in use, and needs only to be seen in action, for the most skilful hand that his craft has the art plus merit of all Churns.

It Can Not be Equalled!

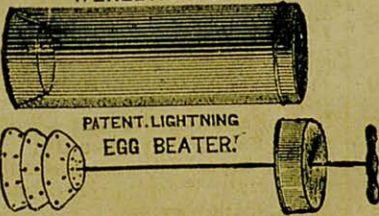
A Long Felt Want Supplied!
For cleanliness, Simplicity, Convenience, Labor and Time-saving combined

Butter Made in Three Minutes



CAN NOT BE EQUALLED!

WM. REDHEFFER'S



PATENT LIGHTNING
EGG BEATER!

It will beat any number of eggs in from 1½ to 3 minutes. It gives universal satisfaction and needs only to be seen to be appreciated, and besides, it is at all times ready for use, and costs so little money. Send for one—price \$1.00 (one dollar).

And be Convinced!

TRY IT

BEST IN USE.

For Information, Circulars, Churns or Egg-Beaters, address

W. H. CHICK & CO.,

No. 111 North 2nd street, St. Louis.

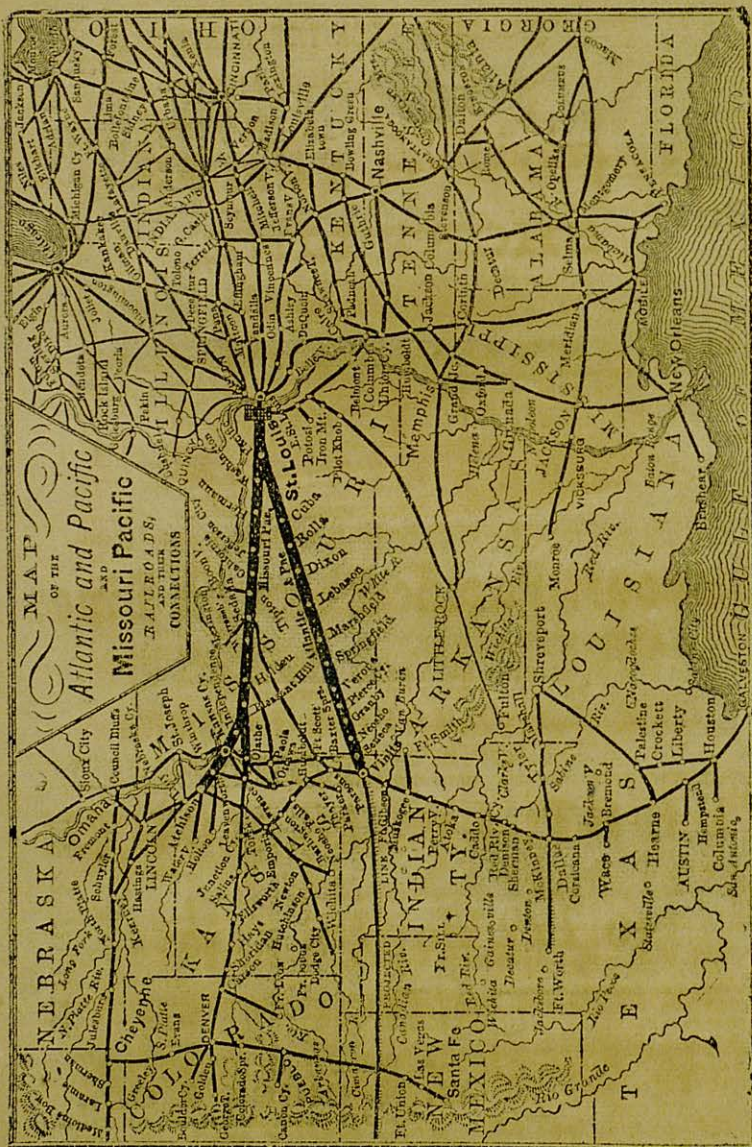
Liberal discount to the trade.

MAP OF THE

Atlantic & Pacific and Missouri Pacific

RAILROADS.

THE PIONEER LINES TO AND FROM TEXAS.



The St. Louis Route Eastward.

The completion of the

MISSOURI, KANSAS & TEXAS RAILROAD,

From the North to Denison, Texas, has opened up two first-class
all rail routes to

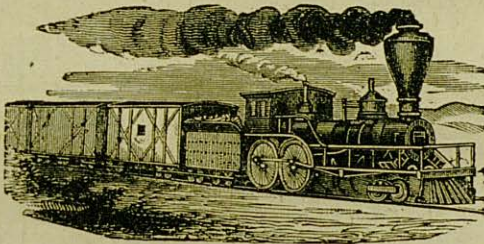
ST. LOUIS and the EAST

At VINITA (364 miles from St. Louis) the trains of this

"PIONEER LINE FROM THE NORTH,"

Connect with trains of that new and splendidly built road.

The Atlantic and Pacific SHORT LINE,



And at Sedalia (189 miles from St. Louis) they connect with the popular

Missouri Pacific Through Line:

Either Route is a good one—thoroughly equipped with all modern improvements
—and lands its passengers in St. Louis, the Metropolis of
the Great West, in time to connect with

ELEVEN THROUGH ROUTES
TO THE NORTH, SOUTH AND EAST.

THE ST. LOUIS ROUTE

Is destined to become the popular one

TO ALL POINTS EAST.

Passengers have a free choice of routes over the Missouri, Kansas & Texas
Railway, via Vinita, and the Atlantic & Pacific Railroad; or via Sedalia over
the Missouri Pacific Railroad.

Full information may be obtained at the offices of the Houston & Texas Cen-
tral Railroad, El Paso Mail Line, Missouri, Kansas & Texas Railway, or upon
addressing or calling upon

A. A. TALMAGE,
Gen'l. Supt. St. Louis, Mo.

E. A. FORD,
Gen'l. Pass. Ag't. St. Louis, Mo.

HOT SPRINGS, KANSAS CITY AND ERIE, PA. HOTELS.

THE GARLAND HOUSE,

W. D. OXFORD, Prop.,

HOT SPRINGS, ARK.,

Is pleasantly situated at the junction of the Malvern and Benton Road fronting the Malvern crossing of the Street Railroad, and near the business portion of the Valley. Mrs. W. D. Oxford having taken charge of this house, adopts this method of informing her numerous friends, and the public generally, that she will use her best endeavors to make her guests feel at home. Her table will be her best advertisement, in being bountifully furnished, and served in a common sense style. The charges will be as liberal as can be afforded.

The sick, who desire retirement and the best nursing, will do well to stop at this House. Try it.

COATES HOUSE,

Cor. Tenth and Broadway,
Opposite Coates' Opera House.



KANSAS CITY,
MISSOURI.

H. C. FISH & CO.,

Proprietors.

ONE OF THE BEST IN THE COUNTRY!

REED HOUSE

Erie, Pennsylvania,

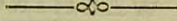
S. V. HARRIS, Prop.

Late of the Osburn House, Rochester, N. Y.

REGISTRATION

OF

DOMESTIC LETTERS.



The Post Office Department or its revenue is not by law liable for the loss of any registered mail matter.

Only letters, and other mail matter on which letter rate of postage is fully prepaid, can be registered for transmission between post offices in the United States or Territories.

The fee for registering a *Domestic* letter, *i. e.*, a letter mailed at any post office in the United States or Territories, and addressed to any other office in the United States or Territories, is fixed at eight cents, *in addition to the regular letter rate of postage.*

Postmasters are *required* to register all letters properly presented for that purpose, but no letters are to be registered on Sunday.

When a "domestic" letter is presented for registration, *the postmaster must require the name and post office address of the sender to be indorsed on the face of the envelope, which must bear stamps of sufficient value to prepay both postage and registry fee.*

In case a package too large to be inclosed in a registered package is presented for registration at any postoffice, it should be securely wrapped, and a registered package properly directed and numbered, secured to the wrapper by paste, twine, or otherwise, in such manner that it will not become displaced before reaching its destination.

Letters addressed to initials, unless directed to a specific street and number, or post office box, cannot be registered, neither can liquids, poisons, glass, explosive materials, live animals, sharp-pointed instruments, obscene books or pictures, or any articles which from their form or nature are liable to destroy, deface, or otherwise injure the contents of the mail-bags, or the person of any one engaged in the postal service.

Postmasters should not make any inquiry as to the contents of letters presented for registration further than to ascertain whether or not they are by law excluded from the mails. *They must not therefore, in any case, give a receipt showing the contents of a registered letter.*

The registry fee must be paid on each letter presented. Two or more letters, though addressed to the same person, cannot be tied or otherwise fastened together and registered as one letter.

There is nothing in the postal law to prohibit a person from sending more than one letter in a package to one address when such package is prepaid in full at letter rates of postage, nor is there any objection to two persons remitting money to the same address in one registered letter, when the postage is paid in full at letter rates on such package in addition to the fee for registering. The name and address, however, of *only one* of the senders must be written on the envelope.

Registered letters must never be delivered to any person but the one to whom they are addressed, or to a person whom the postmaster knows to be authorized to receive them.

If on the receipt of a registered letter, it is found that the person addressed is dead, the letter may be delivered to the legal representative of the deceased, who must be either the executor of the will, or the administrator of the estate of the deceased, and who produces proof of the fact, which proof the postmaster must retain for future reference. In some States the residuary legatee named in a will is allowed, on giving bonds for the proper fulfillment and execution of its provisions, to become the executor. In any such case such person is, upon presentation of the necessary proof, to be considered the legal representative of the deceased. Registered letters addressed to persons who have been declared insane by competent authority should also be treated as above; but in both cases, in the absence of any legal representative, such registered letters must be returned to the mailing-office for delivery to the sender.

A registered letter is not subject to attachment while in the hands of a postmaster; before its delivery, as the Department holds it in *custodia legis* for delivering to the person addressed, or to his or her order. A postmaster acting in virtue of his office, and refusing to deliver letters on a process issued by a State court, will readily be purged of any alleged contempt of such process; and in case of any conflict with a State law, he, acting in the line of his duty, will have protection by the law which governs the transmission of sealed letters.

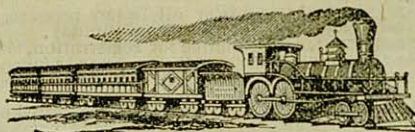
After a registered letter has been deposited in a post office for transmission it cannot be recalled by the sender, but must be sent to the destination named in its address. If not delivered, it will be returned in accordance with the registered letter regulations.

Subscribe for BRYANT'S RAILROAD GUIDE. It is the most reliable publication in existence, for information regarding Texas.

TAKE THE MOBILE LINE

—TO—
**NEW YORK,
PHILADELPHIA,
WASHINGTON,
VIRGINIA SPRINGS,**

—AND—
ALL POINTS NORTH AND EAST.



Close connection made daily with

Morgan's Louisiana and Texas Railroad.

This is the only line via New Orleans that has

NO OMNIBUS TRANSFER
in the cities.

—o—
PULLMAN PALACE CARS!

—o—
NEW ORLEANS to LOUISVILLE, ST. LOUIS and CHAR
LOTTE WITHOUT CHANGE.

—o—
Only one change of Cars to

Virginia Springs and Northern Cities.

—o—
Ask for Tickets via MOBILE LINE.

This Line forms the Southern Connection of that

POPULAR ROUTE
Atlanta & New Orleans Short Line

THE ONLY DIRECT ROUTE FROM
VIRGINIA, THE CAROLINAS and GEORGIA to TEXAS!

GONZALES, JEFFERSON AND LOCKHART,

DAILY HACK LINE

— FROM —

Gonzales to Harwood Texas,

PASSENGER FARE, \$2,

DAVID E. SMITH, MAIL CONTRACTOR,

Connection made with line of stages from Gonzales
to Cuero and with line from Harwood
to Austin.

R. F. NICHOLSON, Agent,

At the Bank of Lewis & Dillworth.

Gonzales, Texas.

CITY HOTEL,

P. A. STRATTON, Proprietor,

Jefferson, Texas.

BEST HOTEL IN THE CITY.

TRI-WEEKLY LINE

— BETWEEN —

Gonzales AND Cuero, Tex.

CARRYING THE U. S. MAIL.

Leave Gonzales on Tuesdays, Thursdays, and Saturdays, at 7 o'clock
A. M. Leave Cuero on Mondays, Wednesdays
and Fridays, at o'clock, 7 A. M.

H. W. BRANCH.

J. C. O'CONNOR.

BRANCH & O'CONNOR,

Contractors.

Careful and Obliging Drivers.

HOUSTON HOUSE

F. E. HOUSTON, Prop.,

Northeast Corner of Public Square, Lockhart, Texas.

This is the only first-class Hotel in Lockhart. It is situated in the business portion of town, within a few steps of the Stage Office. The table is constantly supplied with the best the market affords, while the accommodations are unsurpassed in Western Tex

Dr. Burditt's Sour Well Water furnished Guests when desired.

FACTS AND FANCIES.

Seven Wonders of the World!

1. The Pyramids of Egypt.
2. The Pharos of Alexandria.
3. The walls and hanging gardens of Babylon.
4. The Temple of Diana at Ephesus.
5. The statue of the Olympian Jupiter.
6. The Mausoleum.
7. The Colussus of Rhodes.

CELESTIAL DEITIES.

- Apollo—The God of Poetry, Music, Eloquence, the Fine Arts, Augury and Archery.
- Aurora—The Goddess of the Morning; Daughter of Hyperion.
- Bacchus—The God of Wine and Patron of Drunkards.
- Bellona—The Goddess of War; Wife of Mars.
- Ganymede—A young Prince, attendant of Jupiter.
- Hebe—The Goddess of Youth; once cup bearer to Jupiter, but dismissed, and succeeded by Ganymede.
- Iris—Goddess of the Rainbow, and messenger of Juno.
- Juno—The Goddess of Power and Empire, and Queen of the Gods; the wife of Jupiter.
- Jupiter, or Jove—The God of Thunder, an attribute.

RURAL DIVINITIES.

- Flora—The Goddess of Flowers.
- Pan—The Goddess of Shepherds and Hunters; famous for his whistling, which fatigued him so much, that he invented pipes to blow on.
- Plutus—The God of Riches; represented with wings.
- Pomona—The Goddess of Orchards and Fruit trees.

RANDOM DOTS.

1. There are 2,750 languages.
2. Two persons die every second.
3. The average of human life is 31 years.

THE NINE MUSES.

1. Clio, presides over History.
2. Calliope, over Eloquence and Epic Poetry.
3. Erato, Lyric and Amorous Poetry.
4. Thalie, Comedy, Pastorals and Festivals.
5. Melpomene, Tragedy.
6. Terpsichore, Dancing.
7. Euterpe, Music.
8. Polyhymnia, Rhetoric.
9. Urania, Astronomy.

On the whole globe, at least ninety million people speak the English language; about seventy-five millions German; fifty-five millions speak Spanish, and only forty-five millions speak the French language. These matters of fact may serve to remove erroneous opinions.

HEIGHTS OF THE GREAT TOWERS, SPIRES AND MONUMENTS OF THE WORLD.

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Solomon's Temple.....	210
St. Ivan's Tower, Moscow.....	300
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St. Peter's Church, Rome.....	518
Strasburg Cathedral.....	474
Temple of Belus at Babylon.....	666
Tower of Babel.....	680
Trinity Church, New York.....	283
Walls of Babylon.....	350

There is over one thousand miles of operative telegraph in Texas.

AUSTIN, TEXAS, ADVERTISEMENTS.

J. E. RECTOR,
Texas Land Agency
AUSTIN, - - TEXAS.

☞ Buys and sells Land Certificates and State Warrants. Examines and perfects titles; makes locations, effects sales of lands and collection of claims in any part of the State; lands sub-divided to suit purchasers of small means; Taxes paid on lands in any county.

W. J. OLIPHANT,
PHOTOGRAPHER,

Pecan
Street,



Austin,
Texas.

The Oldest and Finest Gallery in the City!

☞ *A Large Collection of Texas Stereoscopic Views for Sale.*

P. C. TAYLOR,
Manufacturer of Lime,
AUSTIN and SAN ANTONIO, TEXAS.

Orders Promptly Filled

For any Station on the Central Railroad and its Connections.

Satisfaction Guaranteed.

TERMS CASH!

LARMOUR & WHEELOCK,
Architects and Superintendents,
AUSTIN. TEXAS.

Marshall Advertisements.

E. J. FRY.

C. M. RAGUET

RAGUET & FRY,
BANKERS,
MARSHALL, TEXAS.

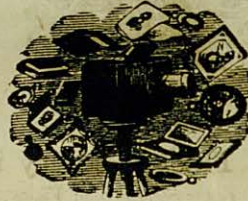
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Swenson, Perkins & Co., New York;
Greenebaum Bros. & Co., New York;
Ball, Hutchings & Co., Galveston;

Central Savings Bank, St. Louis;
Clapp Bros. & Co., New Orleans;
City Bank, Houston.

J. H. WEBSTER.
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MARSHALL,



TEXAS.

Old Pictures Copied and Enlarged.

Pictures Finished in Oil and Water Colors When Desired

Pictures sent by Mail will receive Prompt Attention.

SATISFACTION GUARANTEED.

Negatives Preserved. All kinds of Pictures executed in the latest style.

Send for Price List.

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At the Passenger Depot,

Also Proprietor of the

SAZARAC RESTAURANT AND SALOON,
MARSHALL, TEXAS.

FIRST CLASS IN EVERY RESPECT.

Give Us a Trial!

Texas AND California Stage Co.

— A N D —

TEXAS TRANSFER and MAIL CO.

Stages of these two Companies leave Austin Daily and Tri-Weekly, Carrying the United States Mail and Express Packages for the following Points, viz:

DAILY—From Austin, via Round Rock, Georgetown, Salado to Belton—connecting with Stage for Waco.

TRI-WEEKLY—From Austin, via Blanco, Fredericksburg, Fort Mason, Menardsville, Forts McKavit and Concho—connecting with Stages for Forts Stockton, Davis, Quitman, and El Paso.

TRI-WEEKLY—From Austin, via Lockhart, to Harwood—making close connection there with Trains of the G. H. & S. A. R. R., for Luling and Kingsbury; thence by Stage to Seguin, San Antonio, Fort Clark and Eagle Pass on the Rio Grande River; Also

At Harwood with Stages for Gonzales and Cuero; thence by G. W. P. & T. R. R., to Victoria and Indianola.

TRI-WEEKLY—From Austin, via Liberty Hill, to Lampasas Springs—also connecting with Hacks at Liberty Hill for Burnett, and with Hack for San Saba.

Passengers Supplied with Lay-Over Tickets to all Above Points!

General Stage Office

CONGRESS AVENUE, AUSTIN, TEXAS.

(Opposite the Raymond House, two doors above the City Hotel.)

H. B. ANDERSON, Agent,
AUSTIN, TEXAS.

AND DON'T YOU FORGET IT.**ALPHABET OF SHORT RULES.**

Attend well to your business.
 Be punctual in your payments.
 Consider well before you promise.
 Dare to do right.
 Envy no man.
 Faithfully perform your duty.
 Go not in paths of vice.
 Have respect for your character.
 Know thyself.
 Lie not, for any consideration.
 Make few acquaintances.
 Never profess what you do not practice.
 Occupy your time in usefulness.
 Postpone nothing that you can do now.
 Quarrel not with your neighbor.
 Save something against a day of troubles.
 Treat everybody with kindness.
 Use yourself with moderation.
 Villify no person's reputation.
 Examine your conduct daily.
 Yield to superior judgement.
 Zealously pursue the right path.

**LIVING PRINCIPLES OF BUSINESS.**

Strict attention.
 Politeness always shown to patrons.
 No misrepresentations permitted.
 No small profit plan rigidly adhered to.
 Never pay commissions on retail sales.
 Employ salesmen who work for a living.
 Treat rich and poor alike.
 Let fair dealing go along with every transaction.
 Never urge a customer to buy what he don't want.
 Be sure your advantages in the business undertaken are equal, if not superior, to those of any other merchant in your line of trade.
 Share with your patrons the bargains you may secure. If you buy very low sell accordingly.
 Never attempt to cover up anything. Speak the truth.

**BUSINESS LAWS.**

The following brief compilation of business law is worth a careful preservation, as it contains the essence of a large amount of legal verbiage:
 A note by a minor is void. A contract made with a minor is also void. A contract made with a lunatic is void. A note obtained by fraud, or from a person of intoxication, cannot be collected.
 If a note is lost or stolen, it does not release the maker; he must pay it, if the consideration for which it was given, and the amount can be proven.
 An endorser of a note is exempt from liability if not served with a notice of dishonor within twenty-four hours of its non-payment.
 Notes bear interest only when it is so stated.
 Principals are responsible for the acts of their agents.
 Each individual in a partnership is responsible for the whole amount of debts of the firm.
 Ignorance of the law excuses no one. It is a fraud to conceal a fraud. The law compels no one to do impossibilities. An agreement without consideration is void. Signatures in lead pencil are good in law. A receipt for money is not legally conclusive. Contracts made on Sunday cannot be enforced.

Remember the GUIDE costs but fifty cents per copy, postage pre-paid.

AUSTIN, DALLAS AND SAN ANTONIO, TEXAS,

TEXAS LAND AGENCY,
BANKING AND EXCHANGE,
C. R. JOHNS & CO.,
AUSTIN, TEXAS.

LAMAR HOTEL,
712, 714 and 716 Main Street,
Dallas, Texas,

A new four-story brick build-
ing, with
Seventy-five First-class Single Rooms,
AND
SAMPLE ROOM ATTACHED;
With all Latest Improvements and Conveniences.
E. ROOT, Proprietor.

Late Proprietor Commercial Hotel.

BAKER, GRAHAM & CO.,
Wholesale and Retail Druggists
AND DEALERS IN
Paints, Oils, Brushes, Blank Books, Stationery,
PERFUMERY, SOAPS and SUNDRIES.

PROPRIETORS OF

TIP TOP!

The Best Ring Worm and Tetter Remedy ever invented. Never fails to make a speedy cure.

MENGER HOTEL,
ALAMO PLAZA,

Mrs. W. A. MENGER, Proprietress,
SAN ANTONIO, TEXAS.

NEW YORK AND CHICAGO ADVERTISEMENTS.

SHERMAN HOUSE,

CHICAGO, ILLINOIS,
BISSELL & HULBERT, Proprietors.



CONVENIENT TO ALL GENERAL RAILROAD TICKET OFFICES
AND THE

POPULAR HOME FOR TEXANS!

When in Chicago.

A. R. ROESSLER,
Civil and Mining Engineer,
PUBLISHER OF
TEXAS MAPS

52 Beekman St., New York City.

Has for Sale the Best and Most Reliable Map of the State of Texas, different sizes and mounted on Rollers. Also,

Accurate Maps of Each and Every County in the State!

Showing not only the latest surveys accepted by the General Land Office, but giving other information from authentic sources, viz; Areas occupied by the different geological formations, localities of working mines, ore deposits, coals, lignites, marble and stone quarries, medicinal and other springs, furnaces, towns, post offices, churches, saw and grist mills, boundaries of timber and prairie; in fact the maps are as complete as possible in their geographical as well as in their geological details.

Every Land Agent and Land Owner in the State should be in Possession of One or More of these Valuable Maps.

To facilitate business, arrangements have been made with

Foster, Ludlow & Co., Bankers, Austin, Tex.,

Who will act as **SOLE AGENTS**

For the sale of these Maps; attending to all orders with Promptness and Despatch.

☞ A great deal of information is here furnished for a very small price.

WASHINGTON CITY, NEW YORK AND ST. LOUIS.

GEO. W. PASCHAL,

(OF TEXAS,)

Attorney ^{and} Counsellor-at-Law

503 "D" Street,

Washington, D. C.

Practices in the Supreme Court of the United States, the Court of Claims, and all of the Courts of the District of Columbia. Also prosecutes claims before the several Departments of the Government.

BRYANT & BENTLEY,

Manufacturing Jewelers,

12 Maiden Lane, N. Y.,

UP STAIRS.

RINGS A SPECIALTY!

400 Patterns Hard Solder Rings, Stamped and
Warranted 16 Karats Fine.

*Eighteen Karat Bracelets, Cameo, Amethyst, Roman and Engraved
Sets, Masonic Jewelry, Etc.*

HENRY C. FOLGER,

JOBBER OF

MILLINERY GOODS,

588 Broadway,

New York.

St. Louis Type Foundry

AND

Wholesale Paper Warehouse

115 & 117 Pine Street, St. Louis.

Our General Variety Bureau.

Laws Of Texas of General Interest to Immigrants.

HOMESTEADS.

The homestead of a family, not to exceed two hundred acres of land, (not included in a city, town or village, or any city, town or village lot or lots, not to exceed five thousand dollars in value at the time of their destination as a homestead, and without reference to the value of any improvements therein, shall not be subject to forced sale or debt, except for the purchase thereof, for the taxes assessed thereon, or for labor and materials expended thereon. The owner, if a married man, can not alienate the same, unless by consent of the wife. [Constitution of 1869, sec. 15.]

PERSONAL PROPERTY OF EVERY FAMILY EXEMPT FROM FORCED SALE.

All the household and kitchen furniture; all implements of husbandry; all tools and apparatus belonging to any trade or profession, and all books belonging to public or private 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.

Chronological Compendium.

PRESERVE IT.—Few readers can be aware, until they have had occasion to test the fact, how much labor is often saved by such a table as the following. If history is poetry, then here is "poetry personified."

1607, Virginia settled by the English.	1802, Ohio admitted into Union.
1614, New York settled by the Dutch.	1811, Louisiana admitted into Union.
1620, Massachusetts set. by Puritans.	1816, Indiana admitted into Union.
1624, New Jersey settled by Dutch.	1818, Illinois admitted into Union.
1627, Delaware set. by Swedes & Finns.	1819, Alabama admitted into Union.
1635, Maryland set. by Irish Catholics.	1820, Maine admitted into Union.
1636, Connecticut settled by Puritans.	1821, Missouri admitted into Union.
1639, Rhode Island settled by Roger Williams.	1830, Michigan admitted into Union.
1650, North Carolina set. by English.	1838, Arkansas admitted into Union.
1670, S. Carolina set. by Huguenots.	1845, Florida admitted into Union.
1682, Georgia set. Gen. Oglethorpe.	1846, Texas admitted into Union.
1791, Vermont admitted into Union.	1847, Iowa admitted into Union.
1792, Kentucky admitted into Union.	1848, Wisconsin admitted into Union.
1796, Tennessee admitted into Union.	1850, California admitted into Union.
	1859, Oregon admitted into Union.

Presidents of the United States of America.

Declaration of Independence.....	July 4, 1776
General Washington, first President.....	1793 and 1793
John Adams.....	1797
Thomas Jefferson.....	1801 and 1805
James Madison.....	1809 and 1817
James Monroe.....	1817 and 1821
John Quincy Adams.....	1825
Gen. Andrew Jackson.....	1829 and 1833
Martin Van Buren.....	1837
Gen. William Henry Harrison, (died April 6th).....	1841
John Tyler, (Elected as Vice President).....	1841
James Knox Polk.....	1844
Gen. Zachary Taylor, (died July 9, 1850).....	1849
Milliard Fillmore, (elected as Vice President).....	1850
Franklin Pierce.....	1852
James Buchanan.....	1857
Abraham Lincoln, (assassinated April 14, 1865).....	1861 and 1865
Andrew Johnson, (elected as Vice President).....	1865
General Ulysses S. Grant.....	1869 and 1873
Population in 1876, including slaves, 2,614,300. Population in 1871, all free, about 3,750,000.	

Height of Waterfalls and Cascades.

	Feet		Feet
Ceresoli Cascade, Alps, Switzerland'd,	2,400	Missouri Falls, North America...	250
Falls of the Arve, Savoy.....	1,100	Montmorency Falls, near Quebec	300
Falls of St. Anthony, Upper Mis.....	60	Natchikin Falls, Kamschatka.....	184
Falls of Terni near Rome.....	300	Niagara Falls, North America.....	71
Fyers, near Loch Ness, Scotland.	200	Pasaic Falls, New Jersey.....	90
Genesee Falls, Rochester, N. Y.....	96	Tivoli Cascade, Near Rome.....	90
Lanternbaun, near Lake Thun,	900	Waterfall Mountain Cascade,	95
Switzerland	100	South Africa	
Lidford Cascade, Devonshire, Eng.	100		

GONZALES, HARWOOD AND CUERO HOTELS.

GONZALES HOUSE, HARWOOD, TEXAS.

McClellan & McCrary, Proprietors.

☞ This House is situated on Gonzales Street, convenient to the Depot. Strictest attention given to the accommodation of Guests.

Sour Springs Mineral Water furnished Guests.

GULF HOTEL — AND — STABLE,

**D. BROWN & BROTHER, Proprietors,
Cuero, Texas.**

SEIDER HOUSE,

TERMS REASONABLE AND ROOMS
COMFORTABLE.

E. SEIDER, Proprietor,

Main St., Cuero, Texas.

STAGE OFFICE at THIS HOUSE.

☞ Stages leave for Austin, Columbus and Hallettsville, Tri-weekly.
For San Antonio Daily, Sunday excepted.

"KEYSER HOUSE."

**HOTEL AND STABLE,
Gonzales, - - Texas.**

RATES REDUCED!

Man and Horse over Night.....	\$2 00
Horse per Day, Three Feeds and Stabling.....	75
Horse over Night, Two Feeds and Stabling.....	50
Horse, Single Feed and Stabling.....	25

An abundance of Corn, Fodder, Hay Etc., always on Hand and
A CAREFULL HOSTLER.

E. KEYSER, Prop.

MARSHAL, WAGO AND JEFFERSON ADVEATISMENTS.

Texas Pacific Hotel,

CONNECTED WITH THE

**NEW PASSENGER DEPOT,
MARSHALL, TEXAS.**

All trains stop in front of the Hotel.

L. H. Norwood & Co., Manag'rs

Board by day or month at reasonable rates.

Lunch Served to order at all hours.

McClelland Hotel,

CORNER FOURTH STREET AND AUSTIN AVENUE

WACO, TEXAS,

R. HEATHERLY, - - - PROP'R.



This House has been thoroughly renovated and refitted with all the requirements of a FIRST CLASS HOTEL.

Large Sample Rooms on first floor for Commercial men. Stage Office and Post Office in the building.

Jefferson Steam Flouring Mills,

All Grades of

FLOUR MANUFACTURED.

A First Class Corn Mill Attached.

Fresh Corn Meal always on hand. Bran and Shorts at the LOWEST market prices. Capacity of Mill, 75 barrels per day.

G. B. McDONALD, Prop.

BRYAN, NAVASOTA AND HEMPSTEAD ADVERTISEMENTS.

BARNETT HOUSE,

Cor. Main and Moseley Streets,

BRYAN, TEXAS,

FIRST CLASS IN EVERY RESPECT.

Board—\$2 00 per Day, \$7 00 per Week.

Mrs. E. J. BARNETT, Pro.

SMITH'S HOTEL,

NAVASOTA, TEXAS.

P. A. SMITH, Proprietor.

Baggage Transferred Free. Feed Stable in Connection.

J. W. CALLAHAN, Ed. & Manager.

P. A. SMITH, Proprietor.

Weekly Tablet,

PUBLISHED AT

NAVASOTA, - - - TEXAS.

Terms—\$2 50, Coin, per Year.

Challenges the World!!

RUCKER'S SOUTHERN TONIC!

For the cure of

Chills & Fever, Broken Down Constitutions & General Debility.

Chronic Ague, of every type, whatever the duration, and whether attended with enlarged spleen or liver, if the directions are followed, a cure will ensue; and that cure, under this condition, is guaranteed.

Manufactured only by B. F. RUCKER, Proprietor, Pharmacist and Chemist, Navasota, Texas.

TERMS, nett cash: Single dozen Tonic, \$8.25; two or more dozen, \$8 per dozen; single gross, \$92; five or more gross at one time, \$84 per gross.

For Sale by all Druggists and Merchants.

E. O. JONES.

CITY HOTEL,

JONES, Proprietors.

HEMPSTEAD,

TEXAS.

DR. G. V. RIDLEY,

Druggist and Pharmacist,

CORNER GROCE AND TRAVIS STREETS.

Prescriptions carefully Compounded at all hours.

HEMPSTEAD, TEXAS.

Patronage Solicited.

OUR SOCIAL CHAT.

We desire to have a social chat with our patrons and readers upon the advantages of our GUIDE as an advertising medium. We give to newspapers—our worthy contemporaries—all honor and praise, but ask business men to candidly consider the following reasons why this book is even more powerful as an advertising instructor. Everything relating to Texas and the great Southwest is now engaging the serious attention of people from one end of our continent to the other. There is a desire to know and understand its resources, the manners and customs of its people, its history, what railroads are in process of construction, and where they will terminate, and the GUIDE affords this information, besides giving valuable and general statistics of interest to those who travel, and possesses valuable information for those who travel not. Into the hotel and the counting house, into the lawyer's office and on the car, it goes, and is *preserved* for future reference. Is this not a better medium than the evanescent and transitory newspaper? The GUIDE furnishes information constantly in demand; it enters into the busy mart and gathers therefrom the central facts which business men desire to know, and your advertisement placed in a book containing such information must and will meet more eyes than if placed in a newspaper. Again, a town, or city even, is judged by the number of its stores, hotels and the hundred other things which are advertised; therefore every business man who desires the immigrant to see and know these and kindred facts concerning his locality, ought to advertise in a medium which is specially devoted to the immigrant, and which essays to impart to him such information as to render him familiar with our country and our people before he comes in direct contact with us and to feel at once *at home* when the association is consummated.

During the month of November ult., we had the honor of entertaining Mr. J. F. Bishop, Editor of the Afton, Iowa, *News*, a sprightly paper, which now makes its regular weekly call at our sanctum, gleaming with racy pen pictures by its editor, among which Texas comes in for a large share of notice, in a series of articles detailing in glowing colors the present, and predicting generously for the future of our State. The impression formed by Mr. Bishop is the same with everybody except lazy people looking for feather bed situations or for trees bearing dubloons, and failing to find the first and learning that they are too late for the last—that the bearing and picking season is just over, they beat their way back to *Pa* and *Ma* with the story that a man cannot find any thing to do in *Texas*. *Live* men can find plenty to do. Send some of that class friend Bishop and they will all corroborate and verify your just praises of our State.

Bankers generally, are informed that they can have extra copies of the GUIDE, to send to their correspondents. The only cost is the trouble of asking for them.

Postmasters throughout the State of Texas, are invited to act as agents for the GUIDE and to receive subscriptions for us. A copy of the book for their own use, costs them nothing, and twenty per cent. commission will be allowed on all *cash* subscribers.

Consistency is a "jewel,"—ergo Pomeroy's *Democrat* is a *jewel*; for there is no more consistent paper in this country than the *Democrat*.

We do not share in the partisan sentiments of its editor, (in fact have learned long since that politics are merchandise, in a general sense—and *party purity* mere “clap trap” for political tricksters to gull the masses with,)—but we must say that Pomeroy always sticks to the text, and despite clamor, whatever he espouses he *freezes* to, and even if opposition threatened to overwhelm him he moves neither to the right or the left from any course mapped out. We like true manhood, and it always gleams in every sentence Pomeroy writes. We do not *endorse* all he writes about, but we believe he *feels* what he writes. His paper is a newsy, readable paper, and we like the *snap* of it, even if it don't reflect our sentiments.

We call attention to the beautiful engraving that graces the back of our book—the New York *Evening Post* building—from which is issued the chaste bon ton literati newspaper of the metropolis. The *Herald* and *Sun* are the commercial oracles, but no man in Gotham who has a family, and makes any pretense of surrounding them with refining influences, but employs the *Evening Post* as one among the most powerful of moral elevators. We advise Texas families if they want to diffuse a healthy influence among their sons and daughters, to send for the New York *Weekly Post*. Price \$2 50 per year. Address W. C. Bryant & Co., Post Building, New York City.

Mr. H. Plant, of New York, has succeeded to the Presidency of the Texas Express Company, vice Col. A. B. Small, resigned. Mr. M. J. O'Brian, of Augusta, Georgia, becomes the General Superintendent and Mr. C. T. Campbell, Superintendent, and Mr. W. C. Renolds, Auditor. Our whilom friend, Mr. J. J. Mullane, having resigned the Superintendency, has taken charge of the affairs of the Company at Houston, Texas, vice Mr. J. B. D. Baxter, resigned. The *Texas Express* is a well regulated institution, giving general satisfaction to people throughout our State. It is operated and controlled by men of capital and large experience; it runs in connection with the Adams, the Southern, American, Wells Fargo and all other reliable expresses; and people coming to Texas can ship their goods and parcels from any quarter with the utmost security and certainty of a safe and speedy transit to any part of our State. The half page advertisement of this company is to be found elsewhere, but the announcement of the change of management was made too late to indicate it in their card.

That enterprising and solid institution—the banking house of Foster, Ludlow & Co., of Austin, Texas, meeting the increasing demands upon their business, are now locating and selling land certificates of any and all denominations, among which may be mentioned International Railroad land certificates, free from taxation for twenty-five years; independent certificates, locatable as headrights, and alternate certificates. People abroad who want Texas land will find Messrs. Foster, Ludlow & Co. reliable and honorable men to deal with in this connection.

A regular line of travel has been opened up between Rockdale and Austin, Texas, by the establishment of a line of stages from Rockdale to Georgetown, connecting at that point with a daily line of stages for Austin.

The best stock-raising country in this State is West and Northwest Texas. It is also a good farming country, and well watered. Lands there are generally cheap.

The Great Central Route !!!

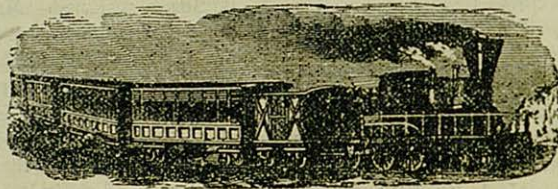
YOUR ROUTE TO THE NORTH, EAST and WEST
IS VIA THE

**Houston & Texas Central
RAILWAY!**

CONNECTING WITH THE

Missouri, Kansas & Texas Railway

AT RED RIVER CITY.



Giving an All Rail Line to

**CHICAGO, BOSTON,
BALTIMORE, CINCINNATI,
WASHINGTON CITY, NEW YORK,
PHILADELPHIA, SAINT LOUIS,**

— AND —

All Prominent Points North, East and West !

Pullman Palace Drawing Room and Sleeping Cars,

Run Through from

HOUSTON to ST. LOUIS and CHICAGO WITHOUT CHANGE

**Baggage Checked to all Prominent Points
IN THE UNITED STATES and CANADAS.**

Through tickets sold at Houston, Austin, Hempstead, Bryan, Calvert, Waco, Corsicana, Dallas, McKinney and Sherman, via Red River City and Galveston, to all points of note between the Atlantic and Pacific Oceans, within the limits of the United States and Canada. Also via stage lines to San Antonio and Weatherford.

For through rates apply to Station Agents, or

J. WALDO, Gen'l Freight and Ticket Agent.

J. DURAND,
General Superintendent.

VALUABLE INFORMATION!

A World in a Nut Shell!

Railroad Time---Various Railway Intersections and Connections by
Stage Through Texas.

The Most Complete and Concise Time Tables Ever Presented
to the Public.

"OUR COMPLEX TIME-TABLES."

HOUSTON AND TEXAS CENTRAL RAILWAY AND ITS CONNECTIONS.

Through Express leaves Houston **6:20 P. M.**
makes close connection at Hempstead with trains of the
West Branch of the same, for Austin, (the Capital), and intermediate points;
and at Hearne, Texas, with the International and great Northern Railroad,
east and west;—at Bremond, with the Waco Branch of same;—at Dallas, with
Texas and Pacific R. R., east and west;—at Sherman, with the Trans Con-
tinental R. R. east;—arrives at Denison next day—at **11:45 A. M.**
and making close connection there with Through Express
trains of the Missouri, Kansas and Texas Railway, for all points in Indian Ter-
ritory, Kansas, Missouri, Colorado, Nebraska, California, and all other points
North, East and West.

Returning, Express Trains of the H. & T. C. R. R. leave **3:00 P. M.**
Denison, at.....
on the arrival of the Texas Express trains of the Missouri, Kansas and Texas
Rail Road; connecting at Sherman, with trains of Trans Continental R. R., for
Bonham, Paris and other Northeastern cities; at Dallas with trains of Texas
and Pacific Rail Road—east, for Marshall, Jefferson, Shreveport, Tyler, Pales-
tine and all other points on the line of the T. & P. R. R., and the I. & G. N. R.
R., and west, for Eagle Ford and Fort Worth;—at Bremond with daily passenger
trains of the Waco Branch, for Waco City, (which arrives
there in three hours after leaving Bremond;—say at.....
daily, *Sundays excepted*; and returning, leaves Waco City,
9:15 A. M.
daily, *Sundays excepted*;—connects with I. & G. N. R. R. at
Hearne;—east for Palestine, Tyler, Troupe and all other points on the I. & G.
N. R. R.;—and west for Rockdale, by rail, thence via, stage to Cameron, Belton,
Georgetown, Lampasas and little river settlements;—connects at Hempstead
with Express trains of the West Branch of the H. & T. C. R. R. for Austin, (the
Capital), and all intermediate points;—connects at Ledbetter with stages for La
Grange, and at McDade with stages for Bastrop; at Austin with stages for San
Antonio, (80 miles from Austin), San Marcos, New Braunfels, Lockhart, Gon-
zales, Seguin, Eagle Pass and the general Western frontier;

arriving at Austin at..... **6:10 P. M.**
daily, *Sundays excepted*;—same day as leaving Houston and
Hempstead; and returning leaves Austin, at..... **10:30 A. M.**
daily, *Sundays excepted*; connecting at Hempstead with accommodation trains
of the main line southbound—and Express trains going North—Through Ex-
press from Denison for Galveston and Houston, as described in the foregoing, ar-
rives at the latter city, the great Railroad Center of Texas, **8:00 A. M.**

at..... **8:00 A. M.**
the next day after leaving Denison;—and connecting at Houston with trains of
the Galveston, Houston & Henderson Railroads, and the Houston Direct Nav-
igation Company's Floating Palaces, both of which run daily to Galveston and
connect at Harrisburg with trains of the Galveston, Harrisburg & San Antonio
Rail Road for San Antonio, and all intermediate cities of any importance; and
at Galveston with the Morgan Line of steamers for New Orleans and the sea-
board of Texas; which line of steamers make close tri-weekly connection at In-
dianola with trains of the Gulf, West Texas and Pacific Railway for Victoria
and Cuero; from Indianola via, sail vessel to Corpus Christi, and from the latter
and Cuero via, stage to Goliad, Brownsville, Rio Grande City and all the other
points on the Western Texas frontier.

THE VOICES OF THE ORACLES.

TEXAS AND HER ENTERPRISES.—Mr. Walter W. West of this town, handed us the other day, a copy of 'Bryant's Railroad Guide and Immigration Hand Book.' We have hurriedly glanced over it and cannot help saying that any one who desires information about Texas should call on Mr. West and purchase one of these books. It treats of every thing connected with Texas and contains correct maps of Texas, railroad maps, time cards, rates of fare, tables of distances, etc. Mr. West is agent for the sale of this book, and it is fully worth the money asked or it. Call on him for further particulars.—*Camden (Ala.) Vindicator.*

We have received the latest edition of Bryant's Railroad Guide and Immigrants' Hand Book. It is decidedly the best copy we have seen. Whether from a hint from the Journal, or from a knowledge of the defects of his former edition, Mr. Bryant has more information about Texas in this number than in the others. It contains reliable information of just such a character as is most useful to immigrants. Its railroad time tables will be found very serviceable to the traveler, while its advertisements point out where and how to supply a thousand wants. We are pleased to note the decided improvement in the work, and are sorry to know that our former notice ruffled the smoothness of his temper. We gave an honest opinion of it then as we do now. We exchange with pleasure.—*Belton Journal.*

Bryant's Railroad Guide is again upon our table, and as usual, is full of interesting and valuable information to the business men of every vocation, and indispensably so to the immigrant, seeking a home in Texas. Besides railroad maps and statistical tables, there may be found very pleasant and readable matter, interspersed here and there with choice miscellany, that would grace the pages of any publication. Mr. Bryant richly deserves the success he has met with.—*Marlin Moving Ball.*

Bryant's Railroad Guide and Immigrants' Hand Book, is replete with information for all who desire to travel in the great Southwest, and for immigrants to our flourishing, growing empire.—*Mexia Ledger.*

We have been remiss in not sooner having noticed the last issue of "Bryant's Railroad Guide." It is the best thing of the kind that we know of, and an excellent medium for advertising.—*San Marcus Free Press.*

Some weeks since we received a copy of Bryant's Railroad Guide and Immigrants' Hand Book, published at Austin, Texas, but owing to a press of business, we have failed to notice it editorially. On an examination we find it to be quite a valuable reference book to the immigrant, having a map of the different railroads, advertisements of lands for sale, and much valuable reading matter of general interest. It may be had at most of the booksellers throughout the Union.—*Rockport Transcript.*

BRYANT'S RAILROAD GUIDE.—We are in receipt of another issue of this valuable Texas publication. Its pages contain a fund of information, of especial interest to those contemplating coming to Texas to make a new home, and to the tourist who wishes to spend a few weeks in our great State. We know of no work that can equal the Guide in this respect. It tells all about her government, her schools, her religious, social and political status; climate and seasons, variety of soil, agricultural, mineral, mechanical and commercial resources and advantages, including several late and correct maps of Texas, railroad time tables, tables of distances, lists of reliable hotels, newspapers, business houses, etc., besides much interesting and instructive reading on miscellaneous subjects.—*Denison Daily News.*

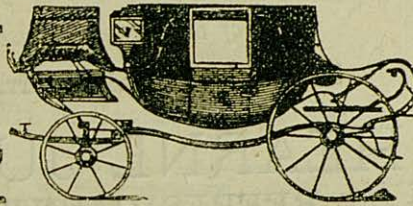
Shreveport, La., Cards.

KIMBLE & CHASE,

MANUFACTURERS OF

**Buggies and
Carriages,**

Milan Street, near Edward St.,
Shreveport, La.



L. S. CRAIN,

Corner Texas and Levee Street,

SHREVEPORT, LA.

Wholesale and Retail Dealer in

PROVISIONS, STAPLE AND FANCY GROCERIES AND LIQUORS.

FERNANDO VAZQUEZ,

Wholesale and Retail Dealer in

HAVANA AND DOMESTIC CIGARS,

Smoking and Chewing Tobacco, Snuff,

Meerschaum and Other Kinds of Pipes.

PIPE STEMS OF ALL DESCRIPTIONS.

Spring Street, Shreveport, La.



WANTED

500,000 VOLUNTEERS,

TO CALL AT

JOHN C. LEHMANN'S,

SHAVING SALOON,

And get their Hair Brushed BY STEAM.

39 Texas Street, : : SHREVEPORT, LA.

TERMS REASONABLE!

RAILWAY EATING HOUSE.**HEARNE JUNCTION, TEXAS.****BUSSE & WALLER, Prop's.***Late of the Ferguson House, Tyler, Texas.*

Meals and Beds ready on arrival of all Trains.

HEARNE JUNCTION**REFRESHMENT SALOON,****LUNCHES, HOT COFFEE,****FRUITS, CIGARS & C.***At all hours of the Day and Night.***Gins & Mills,**

Manufactured By

GORDEN & BECKWITH,

[Successors to W. ROSE.]

Shreveport, La.**(Repairing a Specialty.)**

Price of Gins, \$3.00 per Saw.

CITY BREWERY,

Head of Texas Street,

Mechanics' Exchange,

No. 35. Texas Street,

Shreveport, La.

F. BERCHER, Pro.

Beer, Wine, Liquors and Cigars.

An acre of land in a square must measure 208 feet and eight inches on each side of the square. If it be desired to have an acre twice as long as it is wide, the length must be 417 feet and five inches, and the width 101 feet and four inches. Twenty feet front and 2187 feet deep make one acre. Twenty-five feet front and 1752½ feet deep make one acre. Thirty-three feet front and 1320 feet deep make one acre. Forty feet front and 1089 feet deep make one acre. Fifty feet front and 879½ feet deep make one acre. One hundred feet front and 435½ feet deep make one acre. Six hundred and forty acres make one acre. A plow turning a furrow one foot wide must travel eight and one-third miles to plow an acre. When no great accuracy is required the measurement may be made by pacing off the ground, every five steps being called 16½ feet, or one rod, but the steps must be a little longer the usual gait of most persons.

Dallas, McKinney, Rockdale and Martin Advertisements.

Dr. W. S. LEE,
Homœopathic Physician,
DALLAS TEXAS.

Respectfully Refers to Dr. Wm. H. Holcombe, No. 229 Camp Street, New Orleans.

ALBERT MCKINNEY,
Fine Art & Portrait Painter
MCKINNEY, - - - TEXAS.

Pictures of all kinds Enlarged to LIFE SIZE, and Painted in Oil or Crayon.
Pictures sent by mail will receive

PROMPT ATTENTION.
All Work Guaranteed to Give Satisfaction.
SEND FOR PRICE LIST.

MILLER HOUSE,
OPPOSITE THE
Railroad Depot,
MARLIN, - - - TEXAS.

Mrs. A. L. MILLER, Pro.

**SALE & LIVERY**
STABLE,
ROCKDALE, - - - TEXAS.

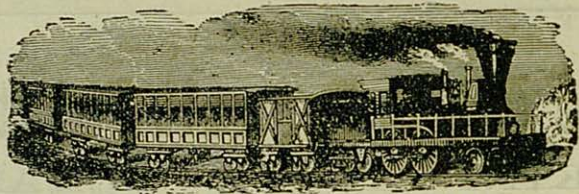
JOHN HINEMAN, Pro.

Hacks and Horses furnished for Country Drives on reasonable Terms.
Horses Boarded by the Day or Week.

EVERYTHING FIRST-CLASS !

THE LONE STAR ROUTE.

**GOOD NEWS TO ALL!
THE
INTERNATIONAL & GREAT NORTHERN
RAILROAD.**



In connection with the Texas and Pacific, the St. Louis, Iron Mountain and Southern Railroads is now opened through to Memphis, St. Louis, Cairo, Chicago, and all points

NORTH, EAST and WEST!

THE LONE STAR ROUTE!

THE LONE STAR ROUTE!

By the opening of this route, which is

135 Miles Shorter to.....	St. Louis, Missouri
98 Miles Shorter to.....	Chicago, Illinois,
195 Miles Shorter to.....	Indianapolis, Ind,
221 Miles Shorter to.....	Cincinnati, Ohio,
250 Miles Shorter to.....	New York, N. Y.,
200 Miles Shorter to.....	Boston, Mass.,

From Galveston, Houston, and all points in Southern and Central Texas than any other all rail route. The shortening of the distance enables this route to give to the traveling public a heavy reduction in rates to all principal and intermediate points in the NORTH, EAST and WEST.

**PULLMAN PALACE DRAWING ROOM
AND
Sleeping Cars,**

Are run on this line. This is the only line in Texas running the celebrated Pullman Drawing Room and Sleeping Cars. This line is well built, thoroughly equipped, with every modern improvement, including new Drawing Room and elegant Day Coaches, Pullman Palace Sleeping Cars, Westinghouse Air Brakes, Miller's Safety Platforms, and Couplers; and nowhere else can the passenger so completely depend on a speedy, safe and comfortable journey. To be convinced of the above statement TRY IT!

It is also the shortest and most direct route to all points in Louisiana, Mississippi, Alabama, Georgia, North and South Carolina, Tennessee and Kentucky.

If going to any point in the Southern States, be sure to ask for and see that your ticket reads via International and Great Northern railroad, via Longview, Little Rock and Memphis. By this route passengers will have fewer changes than by any other route, and avoid a long and wearisome ride by water across the Gulf of Mexico.

H. M. HOXIE,
Gen'l Superintendent,

VALUABLE INFORMATION!

A World in a Nut Shell

Railroad Time---Various Railway Intersections and Connections by Stage Through Texas.

Showing arrival and departure of Mail and Express and Accommodation trains to and from the several termini of the principal Railways of Texas, giving all local connections, as well as through connections, over all lines of communication, North, East and West; subject to change, corrected every issue, from latest time cards.

International and Great Northern Railroad and Connections.

St. Louis Express leaves Houston daily (Sunday excepted) at.....	1:30 P.M.
connecting at Phelps with the Huntsville branch of the International and Great Northern Railroad for Huntsville (State's prison,) and arrives at Palestine at.....	9:00 P.M.
same day, connecting with Brazos division of the International and Great Northern Railroad for Douglas Marquez, Eagletwood, Hearne, and Rockdale; and thence via stage to Belton, Cameron, Salado, Georgetown, Little River Settlements, the Celebrated Lampasas Springs, and Austin, (the Capital of the State.) Leaves Rockdale at (Sundays excepted), and connecting at Hearne with the Houston and Texas Central Railway for all points in Northern Texas, and making close connection at Palestine with through St. Louis Express from Houston; arrives at Troupe at same day, connecting with accommodation trains of the Northern Division of the International and Great Northern Railroad, for Whitehouse, Tyler, Lindale, and Mineola, arriving at (excepted), and connecting there with trains of the Texas and Pacific Railway at.....	7:40 A.M.
for Dallas, and intermediate stations; thence via Houston and Texas Central Railway and El Paso lines of stages for all points in Northern and Middle Texas. Returning accommodation trains of International and Great Northern Railroad leave Mineola daily, (except Sunday), connecting at Troupe with South bound Galveston Express; and the North bound St. Louis Express arrives at Longview Junction, same night at.....	11:38 P.M.
and connecting there with trains of the Texas and Pacific Railway between Dallas, Marshal, Jefferson and Shereport; Proceeding on, the same train reaches Texarkana at.....	7:45 A.M.
next day after leaving Houston, and makes close connection (Sunday excepted), with express trains of the St. Louis and Iron Mountain Railroad for Little Rock and the Hot Springs of Arkansas, St. Louis and the West, as well as Memphis, Louisville, Charleston, Cincinnati, Columbus, Chicago, and all other Eastern and Western cities. Returning, Galveston Express of the International and Great Northern Railroad bound South, leaves Texarkana at.....	1:30 A.M.
and arrives at Houston, (the railroad center of Texas), on the day following at.....	6:45 A.M.
and making close connection at that city with trains of the Galveston, Houston, and Henderson Railroad, and the Houston Direct Navigation Company's daily passenger packets, for Galveston; and thence via Morgan's Line of steamships to New Orleans and the entire seaboard of Texas.	9:20 A.M.
Accommodation Trains, Columbia Division of the International and Great Northern Railroad, leave Union Depot, Houston, Texas, on Mondays, Wednesdays and Fridays. at.....	6:00 A.M.
connects seven miles west of Houston with daily trains (Sundays excepted), of the Galveston, Harrisburg and San Antonio Railway, for Richmond, Columbus, Flatonia, Harwood, Luling and Kingsbury, present terminus of the Galveston, Harrisburg and San Antonio Railway, and distant forty miles from San Antonio; and thence via stage to San Antonio and all other prominent points in Western Texas. Accommodation of the Columbia Division arrives at Columbia at.....	8:30 A.M.
the same day as leaving Houston. Returning leaves Columbia on Tuesdays, Thursdays and Saturdays at.....	2:05 P.M.
bound east; and connecting at Houston and San Antonio Junction with South bound trains of the Galveston, Harrisburg and San Antonio Railway, for Harrisburg and Galveston, and arrives at Houston, Texas, on the same day as leaving Columbia at.....	6:30 A.M.
	12:30 P.M.

" LONE STAR ROUTE. "

International & Gt. Northern R. R.

SHORTEST ROUTE

SPEED, COMFORT

TO THE

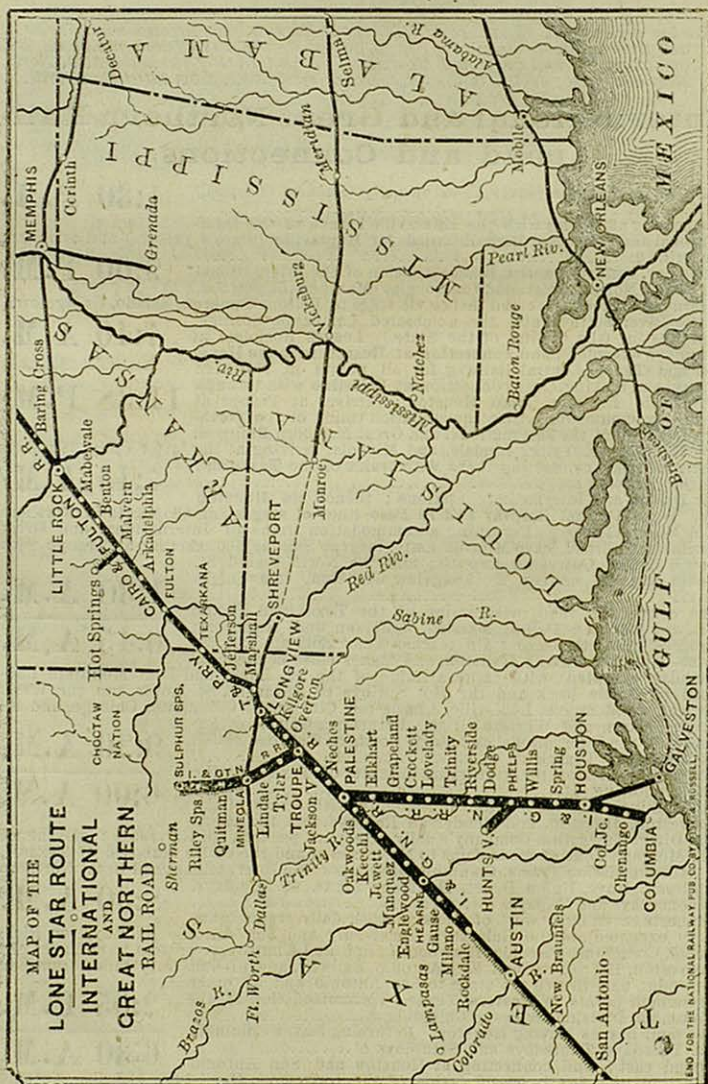
AND

NORTH and EAST!



SAFETY.

FARE AS LOW AS BY ANY OTHER LINE!



MAP FOR THE NATIONAL RAILWAY FOR CO. BY GEORGE H. RUSSELL.

TEXAS AND HER STATUTES.

In going to a country there is nothing of greater interest to the immigrant than to know where the laws are to be found and what they are. Through the great perseverance of Judge Geo. W. Paschal, the first question can be more easily and accurately answered in Texas than it can be in any other State in the Union. His annotated Digest of the Statute Law, contains all of force and repealed, upon which rights rest, in 7829 articles which with interpolated articles, in fact, amount to nearly 9000. The subjects matter are alphabetically arranged and so carefully annotated that with the use of the marginal or polyglot notes and the copious indices, no one can be at a loss in finding any statute. No English statute or statute of any other country, is in force in Texas. All will be found in these two volumes of Paschal's Digest and in the pension acts of the last Legislature. The substance of all the decisions of the Supreme Court of Texas and that of the United States, will be found in the 23,406 sections of the same authors Digest of Decisions, the last volume of which is now running through the press.

To answer the second question as to what the laws are when found, we can only speak in generalities :

First—Imprisonment for debt is inhibited by the Constitution, so that the debtor is never in fear of the loss of his personal liberty by the act of his creditor.

Second—The homestead, to the extent of two hundred acres of land, and every improvement thereon, and any lot or lots, in town or city, not exceeding in value \$2000, exclusive of improvements is exempt from forced sale ; and this exemption continues to the widow and family after the death of the husband. Libraries and enough personal property to make families rich in other countries are also exempt.

Third—The wives' property is exempt from the husbands debts and all their earnings during marriage are partnership effects.

Fourth—Every male citizen over twenty-one years, and every alien who has resided one year in the State, and taken the oath of intention to become a citizen are qualified voters.

Fifth—A liberal free school system is provided for.

Sixth—There are 80,000,000 of acres of public lands in the State, upon which any citizen may acquire a homestead of 160 acres by settling upon, surveying and paying the patent fees for it.

Seventh—All stock is protected from theft and fraud by a system of very strict laws.

Eighth. Murder in the first degree and rape only, are punishable with death ; and as to the first, the jury may commute to imprisonment for life. All other punishments are graduated and mild. The beauty of the criminal jurisprudence is, that there are no common law or customary offences. All are clearly defined in the criminal code.

Ninth—Parties may provide by will against the expenses of administering their estates in court.

Tenth—Lawyers are at no loss about the original jurisdiction of the courts. All original jurisdiction is given to the justices of the peace, the criminal courts, and the district courts, and they are at little loss about the remedy, as every suit is brought by a petition, clearly setting forth the cause of action, and in practice, there is no distinction between cases at law and cases in equity.

Eleventh—All debts are barred within four years, and possession of real estate is protected by three, five or ten years possession, according to the grade of title. Those who are dispossessed, if they held in good faith, are paid for their improvements. These are the peculiarities of the laws, and certainly, they are more inviting to the unfortunate than those of any other State in the Union.

THE GREAT FUTURE HIGHWAY OF THE NATION !!

TRY THE NEW ROUTE

VIA THE

Texas & Pacific Railway,

The shortest and most direct line from

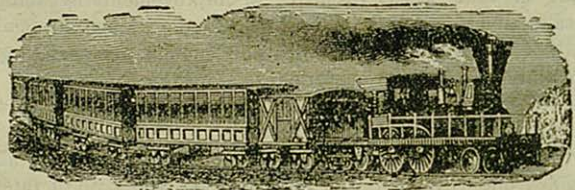
T	E	X	A	S
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—TO—

LITTLE ROCK, MEMPHIS, ATLANTA, CAIRO, ST. LOUIS,
LOUISVILLE, CHICAGO, PITTSBURGH,
NEW YORK, WASHINGTON,

And all points

North, East and South.



Among the inducements offered by this Route to the traveling public are

NEW AND ELEGANT DAY COACHES,
PULLMAN PALACE SLEEPING COACHES,
WESTINGHOUSE SAFETY AIR BRAKES,

Millers Patent Safety Coupling and Platform,

CLOSE CONNECTION AT JUNCTIONS,
LESS TRANSFERS THAN ANY OTHER ROUTE,
CAREFUL AND RELIABLE EMPLOYEES,
SPEED, SAFETY AND ABSOLUTE COMFORT.

Close connection at Minneola and International Junction with trains on the International and Great Northern Railroad; at Texarkana with trains on the Cairo and Fulton Railroad; at Dallas with Trains on the Houston and Texas Central Railroad, at Dallas with El Paso

Mall Line of Stages for Fort Worth, Weatherford and Jacksborough; at Shreveport with Red River side wheel Steamers for New Orleans and the South, and El Paso Mall Co's Concord coaches for Monroe and Vicksburg. Superior advantages offered shippers by this Route.

GEORGE NOBLE,
General Superintendent.

W. H. NEWMAN,
Gen. Freight and Pass. Agt

VALUABLE INFORMATION!

A World in a Nut Shell!

Railroad Time---Various Railway Intersections and Connections by Stage Through Texas.

The Most Complete and Concise Time Tables Ever Presented to the Public.

"OUR COMPLEX TIME-TABLES."

Showing arrival and departure of Mail and Express and Accommodation Trains to and from the several termini of the principal Railways of Texas, giving all local connections, as well as through connections, over all lines of communication, North, East and West; subject to change, and corrected every issue from latest time cards.

TEXAS AND PACIFIC RAILROAD AND ITS CONNECTIONS.

Mail and Express leaves Dallas daily, (Sundays included, at..... **6:15 P. M.**
 connecting at Mineola with daily trains, (Sundays excepted), of the Northern division of International and Great Northern Railway, for Tyler, Troupe, Palestine, Huntsville and all intermediate stations on the main line of the International and Great Northern Railroad, connecting at Longview Junction with south bound "Galveston Express" of International and Great Northern Railroad, for Galveston and Houston, connects at Marshall with trains of Texas and Pacific Railroad, for Shreveport, La.—and proceeding on, arrives at Texarkana the next morning at..... **6:45 A. M.**
 and making close connection at that point with Mail and Express trains of the Saint Louis and Iron Mountain Railroad, for St. Louis, Little Rock, the Hot Springs of Arkansas, Memphis, and all points East and West—Returning Mail and Express trains of the Texas & Pacific Railroad leave Texarkana, daily, (Sunday included), at..... **9:20 A. M.**
 immediately upon arrival of Texas bound Express of the St. Louis and Iron Mountain Railroad; connecting at Marshall with trains of this (the Texas & Pacific) Railroad for Shreveport, La., and thence, by stage, to Monroe and Alexandria, and by Red River steamboats to New Orleans; arrives at Dallas **10:10 A. M.**
 at.....
 and connecting there with north and south bound passenger trains of the Houston and Texas Central Railway for Sherman, Denison, Corsicana, Bremond, Hearne, Bryan, Calvert, Navasota, Waco, and Austin; and by El Paso company's stages for Fort Worth, Weatherford, Jacksboro, Waxahatchie, and all other prominent points of Middle and Northwestern Texas.

Distances to Important Points.

Galveston to Belknap.....	388 miles
" " Rio Grande River.....	300 "
" " Red River City, on Red river.....	391 "
New York " Pacific Coast, via Union Pacific R. R.....	3303 "
" " Puget Sound, via Northern Pacific R. R.....	3541 "
" " San Diego, via Texas Pacific R. R.....	2721 "
" " Mazatlan, via Texas Inter'l & G. N. R. R.....	2559 "
New Orleans to Houston, 334 miles, to Laredo, 400 miles, to Mazatlan,	
600 miles, Total.....	1324 "
" " San Diego, California.....	1754 "

Atlanta and New Orleans

SHORT LINE;

RUNNING IN CONNECTION WITH
MORGAN LINE OF STEAMERS,

Between New Orleans and Texas.

Shortest, Most Direct and Comfortable Route !

FROM

ALL POINTS NORTH and EAST

TO

NEW ORLEANS and TEXAS !

AND FROM NEW ORLEANS TO

ATLANTA, MAON, AUGUSTA,
 And All Points in Georgia.

COLUMBIA, CHARLESTON, SPARTANBURG,
 And All Points in South Carolina.

CHARLOTTE, GREENSBORO, RALEIGH, WILMINGTON,
 Weldon, and All Points in North Carolina.

Lynchburg, **RICHMOND,** Danville,
 And All Points in Virginia, including all the
 Watering Places.

Baltimore, Boston,
Philadelphia, New York,

WASHINGTON

AND ALL EASTERN CITIES !

PULLMAN PALACE SLEEPING CARS

Through From New Orleans to Baltimore

WITHOUT CHANGE !

The Only Line by Which Passengers from Texas have

NO OMNIBUS TRANSFER in NEW ORLEANS

As the the trains leave daily from Morgan's landing, New Orleans,
 immediately on the arrival of trains from
 Brashear City.

Through Tickets Sold and Baggage Checked Through to all Points ?

For particulars apply to

S. S. JONES, Ticket Agent,

116 Tremont Street, or at the office of Morgan Line Steamers, Galveston.

Offices of this Line in New Orleans :

Cor. Camp and St. Charles St., under
 St. Charles Hotel,
 J. C. ANDREWS, Ticket Agt. }

{ Corner Camp and Common St.

{ Wm. H. FIELDS, Ticket Agt.

MISCELLANEOUS HOTELS.

McINTYRE HOTEL,

Brenham, Texas.

H. C. McINTYRE, Proprietor.

Second to no House in the State.

BOARD BY THE DAY, WEEK OR MONTH.

IRON MOUNTAIN HOUSE

Rockdale, Texas,

C. A. LOGAN, Prop'r.

The above house has been thoroughly refitted and furnished, and is the only strictly first-class house in the city. Good Sample Room for commercial travelers. Baggage taken to and from the depot
FREE OF CHARGE.

BOARD TWO DOLLARS PER DAY.

REED HOTEL AND RESTURANT

ROCKDALE, TEXAS,

Only One Block from the Depot.

The Only Hotel in the City on the European Plan.

C. H. REED, Prop'r.

Cosmopolitan Hotel,

Large Two Story Building,

NEAR TEXAS & PACIFIC R. R. DEPOT,

Cor. Fourth Street and State Line Avenue,

TEXARKANA, TEXAS.

Large Sample Room on first floor for commercial men. We keep a first-class house, NOT ON PAPER but in reality. Come and try us once and you will try no other house in Texarkana but the Cosmopolitan.

W. J. DAVIS, Proprietor.

A HOME IN TEXAS!

LAWRENCE,

The most beautiful and healthy location in Northern Texas, situated 500 feet above the level of the sea, on the line of the Texas and Pacific R. R., only twenty-eight miles east of Dallas, and surrounded by vast stretches of rolling prairie. The town of LAWRENCE offers unusual attractions to all classes of people seeking a home in the Lone Star State. Although it is only of

EIGHT MONTHS' GROWTH

the town is fast assuming the proportions of a city, and the surrounding country is rapidly being developed by energetic and experienced farmers from all parts of the Union. The steady influx of people, and constant erection of buildings, including manufacturing establishments, the opening of new farms, and the rapid settlement of the country is being effected under the auspices of the

Texas Colony Association,

With headquarters now permanently established at Lawrence.

EXCELLENT SCHOOLS & CHURCHES

Two Hotels furnish good accommodations to guests. Excursions from the North and West arrive monthly. Subscribe for the Lawrence Herald, to be issued May 1, 1875.

Now is the Time to Buy Yourself a Home.

Business Lots \$50 to \$300. Fine Residence lots from \$15 upward. The ridge in the northern part of the town affords a view of prairie scenery unequalled in grandeur. Do not fail to visit Lawrence before choosing your location.

Farmers, Don't Lose the Opportunity!

20,000 acres of the richest farming lands in Texas, in the vicinity of Lawrence, for sale in tracts to suit purchasers, from \$3 to \$6 per acre. Facilities offered buyers to examine the land. Buy while it is cheap.

A TOWN LOT for FIFTEEN DOLLARS

By remitting \$15 a deed to a town lot will be furnished to any address, thereby enabling many to buy their lots before the rapid improvement increases their value. Address all communications to

JOHN A. FRANCIS, *Trustee,*
Lawrence, May 1, 1875. Lawrence, Texas.

LAMAR HOTEL

712, 714 and 716 Main Street,

Dallas, - Texas.

A new four-story brick building, with seventy-five first-class single rooms, and a Sample Room attached; with all late improvements and conveniences.

ROOT & SHUMAKER, Prop'rs,

Late proprietors Commercial Hotel.

CITY HOTEL,

EAST WACO, TEXAS.

MRS. LAURA MORRILL, - Proprietress.

J. D. BIRDWELL, Clerk.

Only a Few Steps from Passenger Depot

I have closed up the old Colusa Stand, and my old friends and the traveling public can now find me at the CITY HOTEL, where I am much better prepared to make my guests comfortable, and as to

FARE AND ATTENTION

No hotel in the city shall excel me.

PRIMA VISTA HOUSE,

Bryan, Texas.

Most Commodious House in the City.

Immediately fronting the Railroad Passenger Depot, convenient to business; well furnished and ventilated rooms, clean beds, moderate charges, and a FIRST-CLASS TABLE.

MRS. LAMBKIN, Proprietress.

How the Public Lands of Texas are Available to Immigrants at Nominal Prices.

FROM THE TEXAS ALMANAC.

The public domain of Texas yet unappropriated is estimated at about ninety-six millions of acres, though the amount can not be stated with any exactness, because the system of laying off the public land in townships, sections, &c., has never been adopted, and it has therefore never been surveyed. But any individual who has a claim to public land makes his own selection, which he must have surveyed at his own expense, and thus the public domain is torn to pieces in all manner of shapes and forms, every claimant taking what suits him best, wherever it may be, though subject of course to the laws prescribing the legal process of locating land claims.

Any individual can become the legal owner of parts of the public domain in two ways, viz., by locating land certificates, or by settling on the land under the pre-emption law.

LOCATION OF LAND CERTIFICATES.

The present Constitution of the State prohibits the sale of land certificates or scrip by the government, but there are, however, many land certificates heretofore granted that have not yet been located, and which can be bought in open market. They are of the following denominations, viz.:

	ACRES
Headright certificates, first class for one league and one labor, or.....	4605
Headright certificates, first class, for one league, or.....	4424
Headright certificates, first class, for one-third league, or.....	1476
Headright certificates, first class, for one labor, or.....	177
Headright certificates, second class, for.....	12-0
Headright certificates, second class, for.....	140
Headright certificates, third class, for.....	320
Certificates granted to immigrants under sundry colony contracts.....	6-0
Certificates granted to immigrants under sundry colony contracts.....	8-0

For military services were granted the following:

Bounty land warrants for.....	1960
Bounty land warrants for.....	12-0
Bounty land warrants for.....	960
Bounty land warrant for.....	140
Bounty land warrants for.....	320
And donation warrants for.....	640

Land certificates heretofore sold by the State are called "land scrip" or "loan scrip," and are for 640, 320, 160 and 80 acres.

Railroad scrip are for 640 acres.

Unconditional railroad scrip may be used as any headright, bounty warrant or scrip, but most of the railroad scrip are coupled with the condition that the locator must have surveyed, adjoining his own survey, another of the same size for the use of the State. These certificates are generally called "alternate section railroad certificates," to distinguish them from those not coupled with that condition.

It is not required that the entire amount of an original land certificate be located and surveyed upon one place, but the first survey made may be of any size and the residue can be located elsewhere; provided however, that after the first survey is taken out the succeeding survey must either exhaust the certificate or take up all the vacant land at that place; and in the latter event a third survey can be made under the same restrictions, and so on a fourth, fifth, etc., until the whole certificate is exhausted. If one or more surveys made by any one land certificate have been decided to the owner by letters patent from the State, a certificate will then be issued by the Commissioner of the General Land Office for the residue remaining unlocated. Such certificates are called "unlocated balance" certificates, and their sizes are in accordance with the amount of unlocated balance in each particular case.

The price of land certificates varies according to the demand, and large certificates cost less per acre than smaller ones. During the year 1872 the ruling prices in Austin have averaged as follows, viz.:

Certificates of 4605 acres at about 35 cents in gold per acre.
Certificates of 640 acres at about 50 cents in gold per acre.
Certificates of 320 acres at about 65 cents in gold per acre.
Other sizes in proportion.

"Alternate section railroad certificates" for 640 acres each have sold during the same period at from \$130 to \$150 in gold for a certificate.

In making purchases of land certificates great precaution should be taken as to their genuineness and parties buying should have them examined by some one familiar with the land laws of Texas, because there are not only a great many fraudulent certificates afloat, but also many of them are superseded by duplicates issued in lieu of the originals, supposed to be lost or mislaid.

The title to a land certificate must form a perfect chain of deeds from the original grantee down to the holder, and each deed must be authenticated in accordance with the laws governing the authentication of deeds for real estate.

Land can not be appropriated in any manner by direct application to the General Land Office. The work of location must originate in the county surveyor's office.

Houston and Brenham Advertisements.

**THE
TEXAS EXPRESS CO.**

FORWARDERS OF

Money, Merchandise and Valuables

Within and Beyond the Limits of the State of Texas.

Operated in conjunction with the Adams,
American, Wells-Fargo and other
Reliable Expresses.

A Safe and Speedy Transit is given to Money or Merchandise to all parts of the
United States, the Canadas and Europe.

J. J. MULLANE,
Acting Gen'l Supt., Houston, Texas.

Rosedale Nurseries,

WM. WATSON, Proprietor.

Brenham, Washington County, Texas.

Fruit and Ornamental Trees,

Grape Vines, Roses, Flowers, Shrubbery, etc.

I offer for the Fall and Spring of 1875, one of the most complete stocks of Trees,
etc., of all sizes and varieties suited to our State, including Standard and Dwarf Apples,
Standard and Dwarf Pears, Siberian Crab, Cherries, plums, Apricots, Nectarines,
Peaches, Almonds, English Walnuts, Chestnuts, Grape and small fruits.

Of Ornamentals our stock is large and complete; Roses in large supply; Shado
Trees, weeping Trees, Flowering Shrubs, Evergreens, etc.

A full Descriptive Catalogue Free to all my Customers.

Call and examine my stock while growing, before you give your orders to other
parties. I am determined to give the best value for your money.
My place is open to all who want trees. Buyers can select what they want in the
Nursery rows and know they get Texas grown trees.

AN INVALUABLE TABLE OF MULTIPLIERS.

The diameter of a circle multiplied by 3.1416 equals its circumference.
 The radius of a circle multiplied by 6.283185 equals its circumference.
 The square of the radius of a circle multiplied by 3.1416 equals its area.
 The square of the diameter of a circle multiplied by 0.7854 equals its area.

The square of the circumference of a circle multiplied by 0.07958 equals its area.

Half the circumference of a circle multiplied by half its diameter equals its area.

The diameter of a circle multiplied by 0.86 equals the side of inscribed equi-lateral triangle.

The diameter of a circle multiplied by 0.7071 equals the side of an inscribed square.

The cube of the radius of a sphere multiplied by 4 1888 equals solidity.
 The cube of the circumference of a sphere multiplied by 0.016887 equals its solidity.

The square root of the surface of a sphere multiplied by 1.772454 equals its circumference.

The cube root of the solidity of a sphere multiplied by 1.2407 equals its diameter.

The cube root of the solidity of a sphere multiplied by 3.8978 equals its circumference.

The radius of a sphere multiplied by 1.1547 equals the side of an inscribed cube.

The area of its base multiplied by one-third of its altitude equals the solidity of a cone or pyramid, whether round, square or triangular.

The circumference of a circle multiplied by 0.225 equals the side of an inscribed square.

The circumference of a circle multiplied by 0.282 equals the side of an equal square.

The diameter of a circle multiplied by 0.8862 equals the side of an equal square.

The base of a triangle multiplied by one-half its altitude equals its area.

Multiplying both diameters and 0.7854 together equals the area of an ellipse.

The surface of a sphere multiplied by one-sixth of its diameter equals its solidity.

The circumference of a sphere multiplied by its diameter equals its surface.

The square of the diameter of of a sphere multiplied by 3.1416 equals its surface.

The cube of the diameter of a sphere multiplied by 0.5236 equals its solidity.

Easy way to find the depth of a well: Let a stone fall into it, and with a watch, or by the beat of the pulse, count the seconds that elapse before you hear it strike the bottom. Square the number of seconds and multiply sixteen feet by the result; the product is the depth.

Houston and Texarkana Advertisements.

D. F. STUART, M. D.

L. HUDSPETH, M. D.

STUART & HUDSPETH'S

INFIRMARY

Houston, Texas.

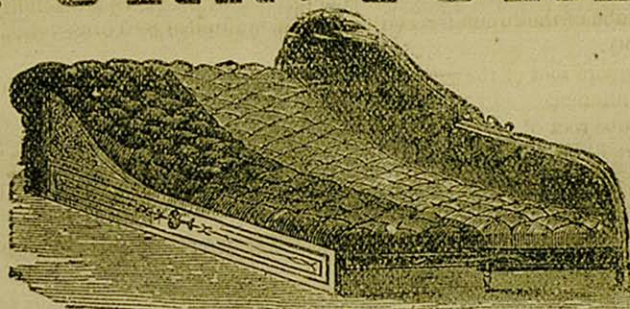
We are prepared to receive and treat the infirm from everywhere, having commodious buildings, healthfully located, with all the modern appliances for surgical relief.

L. J. BOYLES, M. D., House Surgeon.

F. A. BREITLING,

Main Street, Houston, Texas, general dealer in

FURNITURE,



MATTRESSES, LOUNGES AND UPHOLSTERING GOODS,

Furniture Upholstered

-AND-

REPAIRED AT SHORT NOTICE.

Has one of the largest stocks in the State, and can lay down goods cheaper than they can be had at any interior town in Texas. Come or send and try me.

Little Restaurant Round the Corner

Cor. Front Street and State Line Avenue,

TEXARKANA, - ARKANSAS,

(Just across the Texas Line)

O. W. HANSON, Proprietor.

BRYANT'S QUICK COMPUTATION TABLES,

FOR THE READY REFERENCE OF

Contractors, Mechanics and Laborers.

For ascertaining at a glance any amount of wages at any given *per diem* rate, from seventy-five cents to three dollars per day:

Days.	\$0.75	\$1.00	\$1.25	\$1.50	\$1.75	\$2.00	\$2.25	\$2.50	\$2.75	\$3.00
1	19	25	31	38	44	50	56	62	68	75
2	38	50	63	75	85	1 00	1 11	1 26	1 35	1 50
3	56	75	94	1 13	1 31	1 50	1 69	1 88	2 03	2 25
4	75	1 00	1 25	1 50	1 75	2 00	2 25	2 50	2 75	3 00
5	1 50	2 00	2 50	3 00	3 50	4 00	4 50	5 00	5 50	6 00
6	2 25	3 00	3 75	4 50	5 25	6 00	6 75	7 50	8 25	9 00
7	3 00	4 00	5 00	6 00	7 00	8 00	9 00	10 00	11 00	12 00
8	3 75	5 00	6 25	7 50	8 75	10 00	11 25	12 50	13 75	15 00
9	4 50	6 00	7 50	9 00	10 50	12 00	13 50	15 00	16 50	18 00

NOTE.—Any rate of labor can be readily computed by adding to the sum at \$1.75 any less amount. For instance, suppose \$3.25 per day is the sum required, add to the \$1.75 the amount at \$1.50 per day, because \$1.75 plus \$1.50 makes \$3.25.

BRYANT'S TABLE FOR COMPUTING THE PRO RATA OF MONTHLY WAGES

For any given number of days, at various rates, ranging from \$5 to \$30 per month, and allowing 26 working days to the month; designed for the especial use of mechanics and farmers:

Days.	\$5.00	\$6.00	\$7.00	\$8.00	\$9.00	\$10.00	\$12.00	\$14.00	\$15.00	\$20.00	\$30.00
1	19	23	27	31	35	39	46	54	58	77	1 16
2	39	46	54	62	69	77	92	1 08	1 16	1 54	2 31
3	58	69	81	92	1 04	1 16	1 39	1 62	1 73	2 31	3 46
4	77	93	1 08	1 23	1 39	1 54	1 85	2 16	2 31	3 08	4 63
5	96	1 15	1 35	1 54	1 73	1 92	2 31	2 69	2 89	3 85	5 77
6	1 16	1 38	1 62	1 87	2 08	2 31	2 77	3 23	3 46	4 62	6 92
7	1 35	1 62	1 89	2 16	2 42	2 69	3 23	3 77	4 04	5 39	8 03
8	1 54	1 85	2 16	2 46	2 77	3 08	3 69	4 31	4 62	6 16	9 23
9	1 73	2 08	2 43	2 77	3 12	3 46	4 16	4 85	5 19	6 93	10 38
10	1 92	2 31	2 69	3 08	3 46	3 85	4 62	5 39	5 77	7 69	11 54
11	2 12	2 54	2 96	3 39	3 81	4 23	5 08	5 92	6 35	8 46	12 69
12	2 31	2 76	3 23	3 69	4 16	4 62	5 54	6 46	6 92	9 23	13 85
13	2 50	3 00	3 50	4 00	4 50	5 00	6 00	7 00	7 50	10 00	15 00
14	2 69	3 23	3 77	4 31	4 85	5 39	6 46	7 54	8 08	10 77	16 16
15	2 89	3 46	4 04	4 62	5 19	5 77	6 92	8 08	8 66	11 54	17 31
16	3 08	3 69	4 31	4 92	5 54	6 15	7 39	8 62	9 23	12 31	18 46
17	3 27	3 92	4 58	5 23	5 89	6 54	7 85	9 16	9 81	13 08	19 63
18	3 46	4 16	4 85	5 54	6 23	6 92	8 31	9 69	10 39	13 85	20 77
19	3 66	4 39	5 12	5 85	6 58	7 31	8 77	10 23	10 96	14 63	21 92
20	3 85	4 62	5 39	6 16	6 92	7 69	9 23	10 77	11 54	15 39	23 08
21	4 04	4 85	5 66	6 46	7 27	8 08	9 69	11 31	12 12	16 16	24 23
22	4 23	5 08	5 92	6 77	7 62	8 46	10 16	11 85	12 69	16 92	25 38
23	4 43	5 31	6 19	7 08	7 96	8 85	10 62	12 39	13 27	17 69	26 64
24	4 62	5 54	6 46	7 39	8 31	9 23	11 08	12 92	13 85	18 46	27 69
25	4 81	5 77	6 73	7 69	8 66	9 62	11 54	13 46	14 42	19 23	28 85
26	5 00	6 00	7 00	8 00	9 00	10 00	12 00	14 00	15 00	20 00	30 00

Hotels of Houston and Galveston, Texas.

Largest Hotel in Texas---Accommodation for 500 Guests.

THE
HUTCHINS HOUSE,



HOUSTON, - - - TEXAS.

N. P. TURNER, Proprietor.

Board by the day, week or month, with or without Lodging. Board by the day
U. S. Currency.

Are You Going to Texas?

If so, Remember

THE FIRST AND BEST HOTEL OF GALVESTON!

THE
WASHINGTON HOTEL,

JOHN SOMMERS, Proprietor.

First-class in all Departments.

GALVESTON, TEXAS.

Directory of the Public Offices of Texas, State and Federal.

STATE DIRECTORY.

Governor—Richard Coke.
 Lieut. Governor—R. B. Hubbard.
 Attorney General—George Clark.
 Secretary of State—A. W. DeBerry.
 Adjutant General—William Steele.
 State Treasurer—A. J. Dorn.
 Comptroller of Public Accounts—S. H. Darden.
 Commissioner of General Land Office—J. J. Groos.
 Superintendent of Public Schools—O. N. Hollingsworth.
 Superintendent of Immigration—J. B. Robertson.
 Supreme Court—Chief Justice, O. M. Roberts; Associate Justices, Thomas J. Devine, George F. Moore, R. A. Reeves, ——— Gould. The Supreme Court meets at Tyler on first Monday in October of each year; at Galveston on first Monday in January of each year; at Austin on first Monday in April of each year.
 Lunatic Asylum—Dr. D. R. Wallace, Superintendent; Assistant Physician, Dr. R. Bibb; Steward, D. M. Wilson.
 Blind Asylum—Dr. F. Rainey, Superintendent.
 Mute Asylum—Prof. J. Van Nostrand, Superintendent.

DIRECTORY OF UNITED STATES OFFICERS, WESTERN DISTRICT—FIFTH CIRCUIT.

Circuit Judge—William B. Woods. District Judge—Thos. H. Duval.
 District Attorney—A. J. Evans. Clerks United States Courts—W. C. Robards, Tyler; Mr Hopkins, Austin. Marshal—T. F. Purnell.

Deputy United States Marshals, January, 1875:

1. W. H. Anderson, Dallas, Dallas county.
2. I. T. Agan, Fort Worth, Tarrant county.
3. Otho Allen, Austin, Travis county.
4. C. D. Blood, Corsicana, Navarro county.
5. J. H. Milliken, Weatherford, Parker county.
6. J. S. Coffey, Sulphur Springs, Hopkins county.
7. L. C. Crowell, Fort Clark, Kinney county.
8. S. R. Evans, Waco, McLennan county.
9. W. T. Flint, Texarkana, Bowie county.
10. W. B. Foreman, Bryan, Brazos county.
11. I. F. Gordon, Seguin, Guadalupe county.
12. M. R. Green, Comanche, Comanche county.
13. E. H. Happe, San Antonio, Bexar county.
15. E. T. Josey, Huntsville, Walker county.
16. A. W. Mixon, Dallas, Dallas county.
17. W. F. Montgomery, Lockhart, Caldwell county.
18. W. C. Parker, Crockett, Houston county.
19. Henry F. Purnell, Austin, Travis county.
20. J. M. Redman, Gainesville, Cook county.
21. J. S. Rushing, Paris, Lamar county.
22. B. F. Tipton, Stockton, Hood county.
23. H. E. Smith, McKinney, Collin county.
24. J. C. Wilson, Clarksville, Red River county.
25. Thomas M. Wright, Denison, Grayson county.
26. W. Q. Wyser, Calvert, Robertson county.
27. L. Smith, Greenville, Hunt county.
28. Andrew J. Houston, Tyler, Smith county.

The District Court of the Western District of Texas has Circuit Court powers. Terms—Fourth Monday of April and first Monday of November at Tyler first Mondays of January and June at Austin.

Internal Revenue—N. L. Norris, at Austin.

EASTERN DISTRICT.

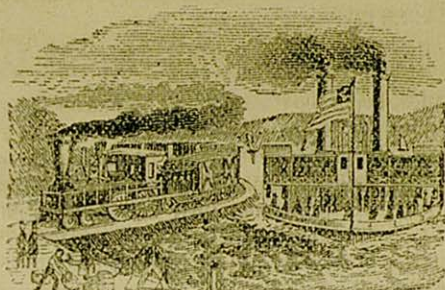
L. D. Evans, United States Marshal.
 J. G. Boyle, United States District Attorney.
 Walter T. Cox, Special Agent Postoffice Department for Texas.
 L. D. Barton, Chief Clerk of Railway Mail Service, Houston.

HOUSTON Direct Navigation Company,

DAILY LINE OF PASSENGER PACKETS

Between Houston and Galveston, Texas.

LESS RATES, MORE COMFORT and BETTER
FARE THAN BY ANY OTHER ROUTE!



Fare Only \$1.50 Each Way

Meals or Berths Only 50c. Each.

FOUR STEAMERS,
TWENTY-TWO BARGES and THREE TUGS

Receive and Forward all Freights consigned to them at

Galveston, Houston, Harrisburg
AND
LYNCHBURG.

All Cotton and other Produce covered to Galveston by their open policy of Insurance, without expense to shipper.

All Losses and Damages
PROMPTLY ADJUSTED AND PAID.

Consign to Houston Direct Navigation Company from all points inward and outward.

W. J. HUFKINS, Vice Pres't.

JOHN SHEARN, President.

OUR BANKING HOUSE REGISTER.

A General List of Respectable Banking and Exchange Houses.

ARRANGED BY CITIES, IN ALPHABETICAL ORDER, TO SERVE THE READY REFERENCE OF THE INQUIRER.

Banking establishments that are, or may become, regular advertising patrons of the *GUIDE* are entitled to have their name and address placed under this head *WITHOUT CHARGE*, and to receive a half or full dozen copies of each edition of the *GUIDE* (according to the extent of their advertising support) to furnish to their correspondents abroad. To bankers not otherwise advertising with us our charges for cards in this Register will be the small sum of

\$2 FOR EACH ISSUE, or \$5 FOR SIX MONTHS,

Payable in advance, being the cheapest and best advertising ever afforded the banking interests of the Southern country.

To fully set forth the purpose and large usefulness of our REGISTER, and through courtesy, we have employed the names of many persons who are not our regular patrons, without their knowledge. All such names will, however, be dropped from our list after the present number, except such as shall request otherwise, and accompany their instruction with a postoffice money order, or exchange, to cover our charges for such term as they may indicate.

- | | |
|-------------------------------------|------------------------------------|
| First National, Austin. | H. Seligson & Co., Galveston. |
| E. Bremond, Austin. | Stowe & Wilmeeding, Galveston. |
| Forster, Ludlow & Co., Austin. | Miller & Sayers, Gonzales. |
| C. R. Johns & Co., Austin. | Lewis & Lewis, Heane. |
| M. D. Miller, Austin. | First National, Houston. |
| Raymond & Whittis, Austin. | National Exchange Bank, Houston. |
| J. C. Higgins, Bastrop. | City Bank, Houston. |
| H. C. Denny, Belton. | Peter Floeck, Houston. |
| Miller, Chamberlain & Co., Belton. | T. W. House, Houston. |
| Hunt, Holland & Miller, Belleville. | Smith & Wynne, Huntsville. |
| Fannin County Bank, Bouham. | H. Seligson & Co., Indianola. |
| Bassett & Bassett, Brenham. | Edward Eastburne, Jacksboro. |
| Giddings & Giddings, Brenham. | National Bank of Jefferson. |
| Breedlove & Chadwick, Brenham. | Citizens' Savings Bank, Jefferson. |
| Parker & Flippen, Bryan. | Erastus Jones, Jefferson. |
| J. S. Fowlkes & Co., Bryan. | J. S. Leonard & Co., Kosse. |
| Adone & Lobet, Calvert. | F. J. Harrison & Co., Longview. |
| J. S. Melendon & Co., Calvert. | C. Chambers, Longview. |
| Chambers & Brown, Cleburne. | Oliver & Griggs, Mexia. |
| T. D. Lorance, Cleburne. | Ragnet & Fry, Marshall. |
| J. R. Carlton, Columbus. | T. H. Emmerson & Co., McKinney. |
| Frazell, Columbus. | Citizens' Bank, Navasota. |
| J. H. Simpson & Co., Columbus. | A. L. Kessler, New Braunfels. |
| Doddridge, Lott & Co., C. Christi. | F. Moureau, New Braunfels. |
| Garritty, Huey & Co., Corsicana. | J. W. Ozenent, Palestine. |
| J. H. Littlefield & Co., Corsicana. | Paris Exchange Bank, Paris. |
| John B. Jones & Co., Corsicana. | Smith & Co., Paris. |
| S. P. Young & Co., Crockett. | G. W. Tuttle, Pin Oak, Fayette Co. |
| City Bank, Dallas. | Bonner & Bonner, Rusk. |
| First National Bank, Dallas. | First National, San Antonio. |
| Gaston & Thomas, Dallas. | Bennett & Thornton, San Antonio |

OUR BANKING HOUSE REGISTER--Continued.

Adams & Leonard, Dallas.	John Twohig & Co., San Antonio.
First National, Denison.	J. S. Lockwood & Manning, San Antonio.
Merchants' & Planters', Denison.	W. O. Hutchinson, San Marcos.
Perry & Co., Denison.	L. W. Mitchell & Co., San Marcos.
T. W. & J. M. Dougherty, Denton.	Merchants' & Planters' Bank, Sherman.
Lloyd, Marklee & Co., Ft. Worth.	City Bank of Sherman.
Tidball & Wilson, Ft. Worth.	B. M. Childress & Bro., Sulphur Springs.
First National, Galveston.	Williams & Bonner, Tyler.
National Bank of Texas, Galveston.	J. M. Brownson, Victoria.
Home Insurance and Banking Co., Galveston.	Waco National, Waco.
Texas Banking and Insurance Co., Galveston.	Aldridge & Williams, Waxahachie.
Alford & Miller, Galveston.	Ferris & Getzendauer, Waxahachie.
Ball, Hutchins & Co., Galveston.	J. R. Coutts & Co., Weatherford.
Moody & Jemison, Galveston.	Pollard, Ball & Roach, Weatherford.
M. Kopperl, Galveston.	

Standard Weights.

Wheat.....	60	Onions, top.....	28	Dried Apples.....	24
Rye.....	56	Clover Seed.....	70	Castor Beans.....	46
Barley.....	48	Timothy Seed.....	45	Millet.....	60
Oats.....	32	Flax Seed.....	56	Blue Grass Seed.....	14
Corn.....	56	Hungarian Grass Seed.....	48	Hemp Seed.....	44
Ear Corn.....	70	Buckwheat Seed.....	52	Osage Orange Seed.....	33
Potatoes.....	60	Beans.....	60	Orghum Seed.....	42
Onions.....	57	Dried Peaches.....	33	Turnips.....	57

FIRST-CLASS AUSTIN HOUSE!

Splendid Rooms and the Very Best of Beds. The Table will talk loud enough for itself, and one meal will attest its merit.

**Select Private Boarding,
Two-Story Stone Building,
The Paschal House.**

One Block East of R. R. Passenger Platform,

(Right hand side of track, going East,)

AUSTIN, - - TEXAS,

By Mrs. Elva Addie Bryant,

TERMS,

\$7.50 PER WEEK.

A splendid garden, the very best of cistern water, giant shade trees and consequently a cool retreat, are among the recommendations of this house.

IMPORTANT to the PUBLIC.

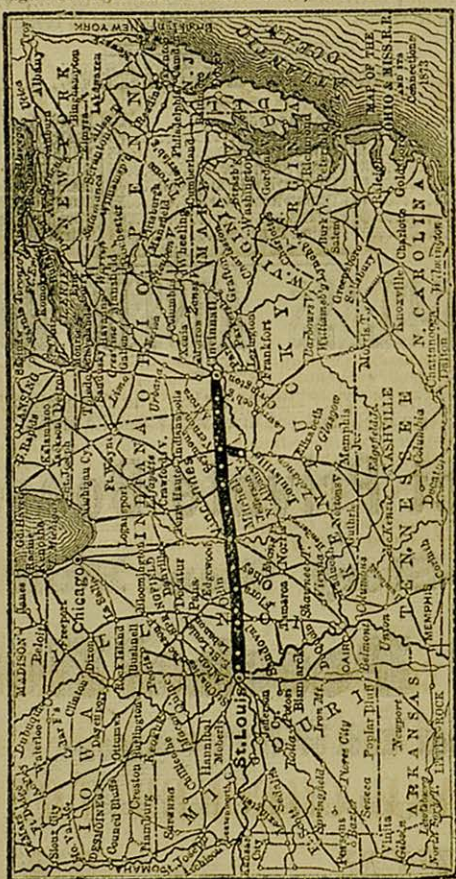
Your attention is invited to the many unequalled advantages offered by the

OHIO & MISSISSIPPI RAILWAY

(The Great Through Passenger and U. S. Mail Route) to those who intend going East.

This line running from **SAINT LOUIS** (the great Metropolis of the West of 475,000 inhabitants) through the States of **Illinois, Indiana and Ohio**, a distance of over 300 miles to **Cincinnati, O., and Louisville, Ky.**, has the well earned reputation of being one of the best managed and equipped roads in the West, and certainly deserves the patronage of all who desire a safe and pleasant journey over a line which is first-class in all respects.

Its cars are of the latest pattern, well ventilated and plentifully supplied with water; its trains are accompanied by courteous employees; its track is smooth and second to none, which, taken with the fact that



It is the **shortest** line between **St. Louis, Cincinnati and Louisville**, enables its trains (which run through to Cincinnati entire, without change) to make the **quickest time** with **direct connections** at **Cincinnati and Louisville**, for the **EAST and SOUTH**.
 All trains of this line between **St. Louis and Cincinnati** run **EVERY DAY**, connecting direct with **daily** trains East of **Cincinnati**. A **daily line of PULLMAN'S FINEST PLACE** **SLEEPING CARS** leave **St. Louis** on the night express for **Louisville**; for **Cincinnati**, **MEMPHIS** and **BALTIMORE** by the **M. & C.** and **Baltimore & Ohio** Roads.

And for **NEW YORK** by the **A. & G. W.** and **Erie** Railways **without change** or detention of any nature, connecting direct for **Philadelphia, Boston** and all principal eastern cities. The **Great Steel Bridge** over the Mississippi river is now finished, and passengers by this line are carried over the river on it and avoid the usual transfer by ferry. The trains of this Company run into **New Union Depot**, connecting with the **L. & N. & G. E. R. R.** **without change**. Excursion tickets to the far famed **Medical Springs** of **Virginia**, and famous resorts of the East will be on sale at greatly reduced rates during the summer. Purchase your tickets by **St. Louis** and the **Pioneer O. & M. Line**.

R. T. BRYDON,
 Gen. Pass. Agent O. & M. R'y. St. Louis.

“SUNSET ROUTE.”

Galveston, Harrisburg and San Antonio Railway.

THE
SHORT LINE
TO
WESTERN TEXAS!

This road penetrates farther west than the line of any other route, and has opened to immigration a country acknowledged by all who have seen it to be the finest portion of the State. The soil is adapted to the growth of all small grains and the staple of the South, cotton. Everything that is grown in the different parts of the State can be grown in this section of the State, which is true of no other portion of the South.

The rich Mesquit grass on the rolling prairies is equally as nutritious as the famous blue grass of Kentucky, and the stock of Western Texas is far superior to any in the State.

The raising of sheep is rapidly becoming one of the leading industries of Western Texas, yielding a handsome profit to all who engage in it.

This is the only line running through this section, and offers inducements to immigrants, for transportation and homes, never before known.

Trains Connect with Trains of all Other Lines.

BAGGAGE CHECKED THROUGH.

BE SURE YOUR TICKETS READ VIA THE

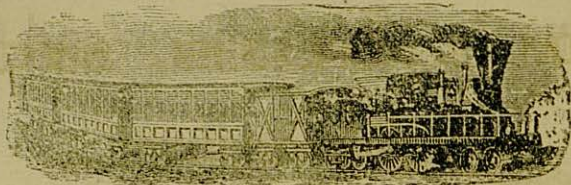
“SUNSET ROUTE.”

W. H. EDDINS,
Superintendent.

H. B. ANDREWS,
Gen'l Manager.

Gulf, Western Texas & Pacific

RAILWAY.



From Indianola, Texas, West to Victoria
and Cuero.

Mall Trains leave Indianola daily, Sundays excepted, upon arrival of Morgan's U. S. Mail Line of Steamships from Galveston and New Orleans; arriving at Cuero the same day, and connecting with stage lines for San Antonio and the general WESTERN TEXAS FRONTIER.

H. H. WOODWARD,
General Freight Agent.

RICHARD J. EVANS,
President and Superintendent.

GROVER & BAKER.

The Very Best in Use.

SHUTTLE STITCH AND ELASTIC STITCH!

Highest Premium

SEWING MACHINES.

The Improved Elastic Stitch Sewing Machines stitch, hem, fell, cord, braid, quilt, puff, gather and sew on ruffle, embroider, fringe, and excel in every style of machine sewing. Investigate, test, inquire, compare, examine, prove the merits of each sewing machine in the market, then apply all possible tests to the Grover & Baker, and their superiority will be apparent. The Improved Shuttle Stitch Sewing Machines are first-class in every respect, made in the most durable and substantial manner, and furnished at a low price. Wherever they have been introduced they have preferred to all machines of other manufactures making the same stitch. Try the ease and rapidity of motion. Apply the machines to varieties of sewing. Their capacity is without limit. Accurate, perfect and beautiful in principle. Examine their simple mechanism.

The Grover & Baker Sewing Machine Company is the only company that afford the purchaser a choice of stitch. They make two distinct Machines—"Elastic" and "Lock-stitch."

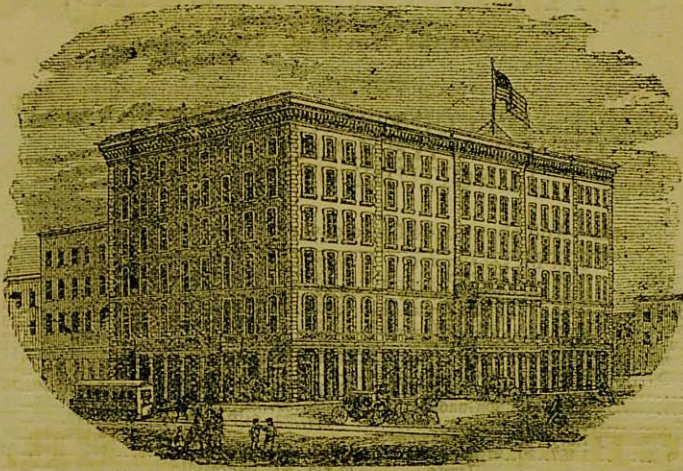
Agents wanted in every town in Texas. The most liberal inducements offered to the trade.

SALESROOMS 107 Canal St., New Orleans.

SOUTHERN HOTEL,

Fronting on Fourth, Fifth and Walnut Streets,

ST. LOUIS, MO.,



LAVEILLE, WARNER & CO., Prop'rs.

The Southern Hotel is first-class in all its appointments. Its tables are at all times supplied in the greatest abundance, with all the delicacies the markets afford. Its clerks and employees are all polite and attentive to the wants of the guests of the Hotel.

There is an improved elevator leading from the first floor to the upper one.

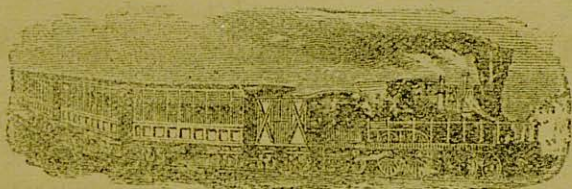
Railroad and Steamboat Ticket Offices, News Stand, and Western Union Telegraph Office in Rotunda of the Hotel.

Special attention paid to Texas guests. Texas headquarters in St. Louis:

SOUTHERN HOTEL.

Gulf, Western Texas & Pacific

RAILWAY.



From Indianola, Texas, West to Victoria
and Cuero.

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GROVER & BAKER.

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SHUTTLE STITCH AND ELASTIC STITCH!

Highest Premium

SEWING MACHINES.

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Agents wanted in every town in Texas. The most liberal in inducements offered to the trade.

SALESROOMS 107 Canal St., New Orleans.

Newspapers Published in Texas.

WHERE PUBLISHED.	NAME.	PUBLISHERS.	EDITIONS.
Greenville,	Herald		Weekly
Gainesville,	Gazette,	Bailey, Chiles & Dos'n.	"
Giddings,	Tribune,		"
Georgetown,	Democrat,	A. S. Reed,	"
Goliad,	Guard,	Davis & Talby,	"
Gonzales,	Index,	W. D. F. Cook,	"
	Inquirer	S. W. Howe,	"
Granberry,	Vidette,	Duke & Ewell,	"
Hanetsville,	Herald and Planter	S. Lee Kyle,	"
Henderson,	Times,	W. W. Spivey,	"
Hempstead,	Courier,	Newman & Farr,	"
	Messenger,	Riddle & Hieronimus	"
Houston,	The Age	Small & Hardcastle,	Daily and Weekly
"	Texas German Gaz.	Hugo Lehman,	Tri-weekly & W'y
"	Telegraph	A. C. Gray,	Daily and Weekly
"	Baptist Herald	L. B. Link,	Weekly
"	Am. Jour. of Ed.	B. S. Fitzgerald,	Monthly
	Item	George Robinson,	Weekly
Huntsville,	Expositor,		"
Hillsboro,	Bulletin	C. A. Ogsbury,	"
Indianola,	Intelligencer.		"
Jacksonville,	Newsboy,	T. J. Caraway	"
Jasper,	Jimplicute,	Taylor, Morgan & Co.,	Daily and Weekly
Jefferson,	Leader,	W. Y. Leader,	"
	Star,	G. W. Clark,	Weekly
Kaufman,	Courier,		"
Ladonia,	New Era,	J. J. Gossler,	"
L. Grange,	Our County Record	Gregory & Phelps,	"
	Two Eagles	J. H. Tucker & Co.,	"
Laredo,	News Echo,		"
Lockhart,	New Era,		"
Longview,	Moving Ball,	T. C. Oltorf,	"
Marlin,	East Texas Bulletin,	H. Hammants,	"
Marshall,	Enquirer,	J. H. Bingham,	"
McKinney,	Ledger,	J. W. Fishburn,	"
Mexur,	Texas Citizen,	I. E. Ward,	"
Mincoia,	Tablet,	P. A. Smith,	"
Navasota,	Zeitung,	A. Eiband,	"
New Braunfels,	Tribune,		"
Oakville,	Trinity Advocate,	Ewing & Hunter,	"
Palestine	New Era,	T. J. Chambers,	"
	Press,	Lewis & Hamner,	"
Paris,	North Texan.	E. L. Dahoney,	"
			"
Four Counties	Richmond,		"
Milam Messenger,	Rookdale,	McGregor & Muir,	"
Transcript,	Rookport,	C. F. Bailey,	"
Observer,	Rusk,	Jackson & Wilson	"
News Letter,	Salado	F. W. Billings	"
Herald,	San Antonio,	Herald Pub. Co.,	Daily and Weekly
*Express,	"	A. Seimering & Co.,	"
*Frie Presse	"		Weekly
Free Press,	San Marcos,	I. H. Julian,	"
News,	San Saba,	Melton & Millican	"
Gaulepue Times,	Seguin,	S. Wright & Son,	"
Courier,	Sherman.	Crooks & James,	"
Register,	"	Martin & Stockton	"
*Patriot,	"	A. L. Darnall,	"
Gazette,	Sulphur Springs,	B. W. Reilly,	"
Temperance Vidett	"	F. Reinhardt,	"
Westward Empire,	Stephensville,	E. B. & G. F. Scott	"
Press,	Terrill,		"
Gate City News,	Tex./rocana,	Col. Bayne,	"
Democrat,	"		"
Reporter,	Tyler,	D. C. Williams & Co	"
Democrat,	"	L. H. Beard,	"
*National Index,	"	H. C. Hunt & Co.,	"
Advocate,	Victoria,		"
Times,	Weatherford,		"
Ellis County News	Waxahatchie		"
Examiner & Patron	Waco	J. W. Downs,	Daily
Daily Examiner,	"		Daily and Weekly
*Register,	"		Weekly
Texas Odd Fellow	"		"

Newspapers Published in Texas.

WHERE PUBLISHED.	NAME.	PUBLISHERS.	EDITIONS.
Athens,	Farmer and Granger,	Mrs. Annie Hutchinson	Weekly.
Austin,	State Gazette,	J. D. Elliot,	Daily & weekly
"	Democratic Statesman,	Cardwell	"
"	Staats Bulletin,	C. Von Beckman & Son,	Weekly.
Bastrop,	Advertiser,	T. C. Cain,	"
Brenham,	Volkstate,	Henry Muller,	"
Belton,	Journal,	J. G. Batte.	"
"	Review,	"	"
Bonham,	Enterprise,	"	"
"	News,	W. T. Gass,	"
Brenham,	Banner,	J. G. Rankin,	"
Brownsville,	Democrat, Eng. & Span.	Democratic Committee,	Daily & Weekly
"	Ranchero,	J. S. Mansur,	"
Bryan,	Appeal,	Goodwin & Smith,	Weekly.
Premond,	Sentinel,	R. R. Gilbert,	"
Burnett,	Bulletin,	"	"
Calvert,	Central Texan,	J. W. Billington & Co.,	"
Clarksville,	Farm & Home, (Mag'e.)	C. E. Brown & Co.,	Monthly.
"	Standard,	Chas. DeMorse,	Weekly.
"	Times,	Hamilton & Swain,	"
Comanche,	Chief,	Beeman & Hill,	"
Cleburne,	Chronicle, r	J. W. Graves,	"
Corsicana,	Observer,	R. A. Van Horn,	"
Columbus,	Citizen,	Ben Baker,	"
Crockett,	East Texas Herald,	Leaveton & Ledwith.	"
Cuero,	Star,	"	"
Dallas,	Commercial,	G. A. Cutler,	Daily & Weekly
"	Herald,	J. W. Swindells,	"
"	Union & Intelligencer,	A. B. Norton,	Weekly.
Decatur,	Advance Guard,	Stanfield & Roberson,	"
Denton,	Monitor,	C. W. Geers,	"
"	Review,	Geo. R. Teed & Co.,	"
Denison,	News,	E. C. Murray,	Daily & Weekly
"	Times,	N. R. Baker,	"
Ennis,	Argus,	J. C. Rushing,	Weekly.
Fort Worth,	Democrat,	B. B. Paddock,	"
"	Standard,	"	"
Fredericksburg,	Sentinel,	"	"
"	Wacht,	"	"
Galveston,	News,	Richardson, Belo & Co.	Daily & Weekly
"	"	"	"
"	Die Texas Post) Ger.),	O. & H. Dietzel & Co.,	"
"	German Gazette,	Erhardt & Albers,	Weekly.
"	Christian Advocate,	Advocate Publishing Co.	"
"	Diocese of Texas,	Episcopal Church,	"
"	Civilian,	W. H. Pascoe,	Daily & Weekly
Gatesville,	Sun,	"	Weekly.

Remember that at Austin, Texas, the largest first-class private Boarding House is the

PASCHAL.

There you have splendid rooms, clean beds, best of water, giant shade trees, a fine three-acre garden, the VERY BEST TABLE in the city, and only \$1.50 per day. One meal will prove these propositions to be truths and not boasts.

WACO CITY BREWERY,

WACO, TEXAS.

LAGER BEER

—OF THE—

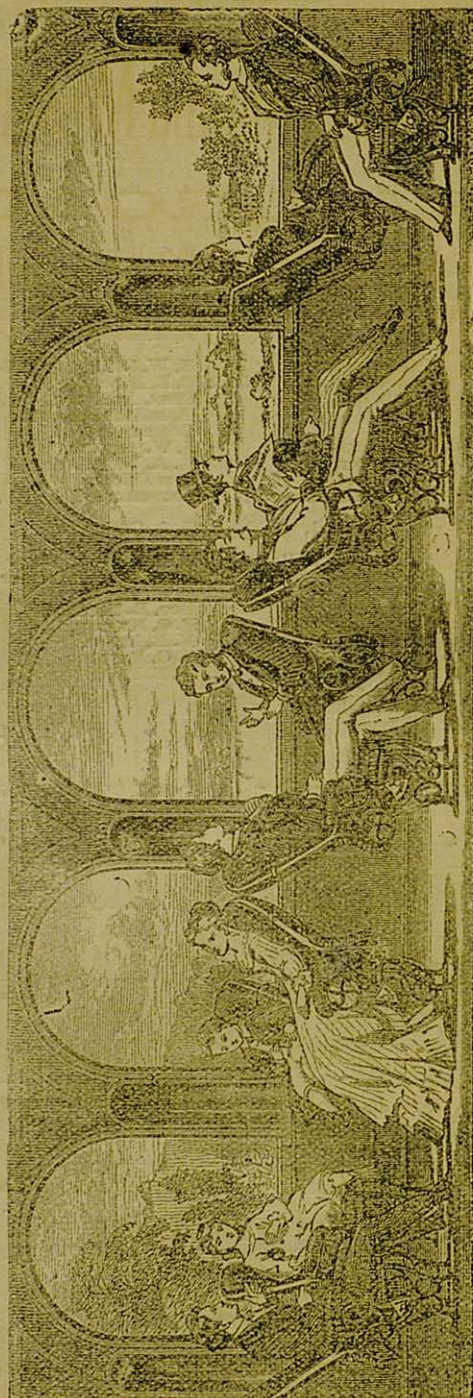
BEST QUALITY

Put up in Kegs and Bottles, ready for shipping on SHORT NO
TICE. Give Me a Call,

CHARLES KOEHLER, Pro.

**ST. LOUIS, KANSAS CITY AND NORTHERN SHORT LINE, The Great Route
WEST**

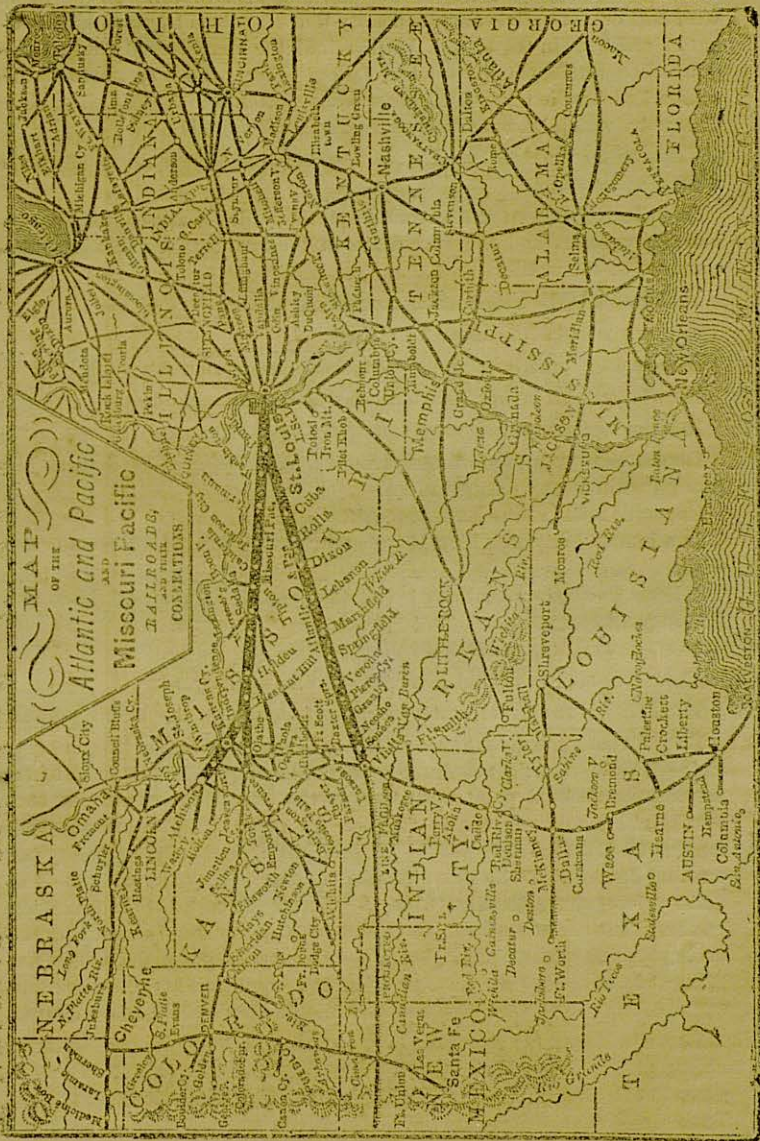
TO KANSAS, COLORADO, MINNESOTA, IOWA, NEBRASKA, UTAH, NEW MEXICO, MONTANA, OREGON, and CALIFORNIA.
ST. LOUIS to Kansas City, St. Joseph, Omaha, also Ottumwa, without change.



Buck's Celebrated Reclining Chair Car. This is the only line running coaches built expressly for Buck's Reclining Chairs, free of extra charge. These coaches are elegantly carpeted, and fitted with commodious dressing rooms for ladies, gentlemen and families traveling with children, WITHOUT ANY EXTRA CHARGE. **W. R. AULTER,** General Supt. **C. K. LORD,** Gen'l Pass. Agent.

MAP OF THE

Atlantic & Pacific and Missouri Pacific RAILROADS. THE PIONEER LINES TO AND FROM TEXAS.



Facts and Fancies.

We are very apt to judge of the weight of a body from previous conceptions. Thus, shortly after Sir Humphrey Davy discovered the metal potassium he placed a piece of it in Dr. Pierson's hand, who exclaimed, "Bless me! How heavy it is!" Really, potassium is so light that it will float on water like cork.

We should not exercise after long abstinence from food, nor immediately after a meal, unless the meal or the exercise be very light.

If one is called upon to handle a dead body, it is well to rub the hand with lard or olive oil. There is a story that Napoleon I., when a lieutenant of artillery, in the heat of battle seized the rammer and worked the gun of an artilleryman who had fallen. From the wood which the soldier had handled Napoleon absorbed a poison which gave him a skin disease by which he was annoyed the remainder of his life.

The educated man is he who can best marshal his acquirements, both natural and acquired.

In order to understand an orator perfectly, it seems necessary to see him; the gestures and the expression of the face seeming to add to the clearness of the words.

Moderation is the silken string connecting all the virtues.

Cunning is often mistaken for virtues.

Silence may sometimes convey as false an impression as speech.

He who tells all he hears sometimes tells more than he hears.

It is the highest art to conceal art.

Do not view your misfortunes through a magnifying glass; they are big enough without any exaggeration.

Educated men are the least confident.

In a human body weighing 154 pounds, not less than 110 pounds are water.

A horse power in machinery is estimated at 33,000 pounds, raised one foot in a minute.

Average weight of men is 150 pounds each.

About five men can stand in a space of one square yard.

The daily allowance of water for a horse should be about four gallons.

To tell what an article should retail for to make a profit of 20 per cent: Rule—Divide what the articles cost per dozen by 10, which is done by removing the decimal point one place to the left. For instance, if hats cost \$17.50 per dozen, remove the decimal point one place to the left, making \$1.75, what they should be sold for apiece to gain twenty per cent. on the cost. If they cost \$31.00 per dozen they should be sold at \$3.10 apiece, etc. We take twenty per cent as the basis for the following reasons, viz., because we can determine instantly by simply removing the decimal point without changing a figure; and, if the goods would not bring at least twenty per cent. profit in the home market, the merchant could not afford to purchase, and would look for goods at lower figures.

To write down the square of any number of nines at once without multiplying: Rule—Write down as many nines less one as there are nines in the given number, an eight, as many ciphers as nines, and a one. Example—What is the square of 999? Write two nines, then an eight, then two ciphers and a one, and we have 998001 as the answer.

Miscellaneous Hotels.

NICHOLSON HOUSE,
BASTROP, TEXAS,

The undersigned and his Lady still keep open the above establishment, where the same care and attention to travelers, sojourners, etc., that have characterized the Hotel for twenty years past, may be expected, with additional energy and attention.

\$3.00 per day and \$12.00 per week.

JAMES NICHOLSON,
PROPRIETOR.

BREMOND HOUSE.
MAIN STREET,
BREMOND, - - - TEXAS.

Mrs. N. W. BROOKS, Prop't's.

This House has been thoroughly Renovated and Refitted, and is now open to the Public. Table always supplied with the Best the Market Affords.

TROUPE HOUSE.

Near The Depot

TROUPE, - - - TEXAS.

Open to all Night-Trains

J. F. RICHARDSON, - - - PROPRIETOR.

HERNDON HOUSE,

(Late Empire Hotel.)

S. J. HERNDON, Proprietor,

McKINNEY, - - - TEXAS.

Sample Room for Commercial Agents.

"TRY US PLEASE."

POPULATION OF TEXAS—Showing the ratio of influx from 1835 to 1875:

Population of Texas in 1835.....	50,000
“ “ 1845.....	150,000
“ “ 1850.....	212,592
“ “ 1860.....	601,030
“ “ 1870.....	850,000

Population present time, about one million four hundred thousand.

The population of the several principal towns of Texas cannot be stated accurately, as it changes rapidly and no census has recently been taken. But that of Galveston, the largest, is estimated at from 30,000 to 35,000; and the following are generally believed to rank in the order named: Houston, San Antonio, Dallas, Jefferson, Austin, Waco, Marshall, Corpus Christi, Brownsville, Paris, Crockett, Clarksville, etc. In fact, new towns are springing up and growing so rapidly, under the influence of railroads and private enterprise, that it is quite impossible to keep the run of them. We have probably one hundred small towns ranging in population from one to three thousand each.

PRICES OF PRODUCE IN TEXAS.

As the immigrant will, in most cases, have to buy the necessaries of life in the first year until he can raise them on his own farm, we give the most prominent prices of the same: Smoked pork, ten to fifteen cents a pound; fresh beef, three to eight cents; fresh pork, eight to ten cents; chickens, from \$1.50 to \$2.50 per dozen; eggs, ten to twenty-five cents per dozen; butter twelve and a half to twenty-five cents per pound; lard, ten to fifteen cents per pound; common milch cows that milk by ordinary grass feed from one to two gallons a day, cost from fifteen to twenty dollars each; draft oxen, thirty to forty dollars a yoke; mules, thirty to fifty dollars each; horses \$30 to \$150 each; stock cattle, four to eight dollars a head; sheep, generally one dollar a head.

FIRST-CLASS AUSTIN HOUSE!

Select Private Boarding,

Two-Story Stone Building,

The Paschal House.

One Block East of R. R. Passenger Platform,

(Right hand side of track, going East.)

AUSTIN, - - TEXAS,

By Mrs. Elva Addie Bryant,

TERMS.

\$7.50 PER WEEK.

"SUNSET ROUTE."

Galveston, Harrisburg and San Antonio Railway.

THE
SHORT LINE
TO
WESTERN TEXAS!

This road penetrates farther west than the line of any other route, and has opened to immigration a country acknowledged by all who have seen it to be the finest portion of the State. The soil is adapted to the growth of all small grains and the staple of the South, cotton. Everything that is grown in the different parts of the State can be grown in this section of the State, which is true of no other portion of the South.

The rich Mesquit grass on the rolling prairies is equally as nutritious as the famous blue grass of Kentucky, and the stock of Western Texas is far superior to any in the State.

The raising of sheep is rapidly becoming one of the leading industries of Western Texas, yielding a handsome profit to all who engage in it.

This is the only line running through this section, and offers inducements to immigrants, for transportation and homes, never before known.

Trains Connect with Trains of all Other Lines.

BAGGAGE CHECKED THROUGH.

BE SURE YOUR TICKETS READ VIA THE

"SUNSET ROUTE."

W. H. EDDINS,
Superintendent.

H. B. ANDREWS,
Gen'l Manager.

Progressing and Completed Routes by Rail and Steamship, to Texas.

From St. Louis, via St. Louis, Iron Mountain and Southern Railways, connecting at Texarkana with the International and Great Northern Railroad to Hearne, Palestine, Galveston, Houston, Austin, San Antonio and points intermediate.

From St. Louis via Missouri, Kansas and Texas Railroad, to Denison, Texas, thence via Houston and Texas Central Railroad, to Houston, Galveston, Waco, Austin, San Antonio and all parts of Texas.

From St. Louis via Atlantic and Pacific Railroad, connecting with the M. K. & T. R. R. at Venita, Indian Territory.

From Memphis, by river to Pine Bluff, or by railroad, now done to Little Rock, thence via Washington, Fulton and Texarkana, thence via Texas Pacific and Great Northern Railroads to all points in Texas.

From Gaines' Landing, or Eunice, or the Mississippi river, thence via Camden, Fulton and Texarkana.

From Eunice, a railroad is being built to Shreveport, now running seventy miles.

From Vicksburg, a railroad is being built to Shreveport, now running ninety miles, to Monroe.

From Baton Rouge a railroad is being built to Shreveport, now running seventy miles.

From Cairo, Ill., via Cairo and Fulton Railroad, connecting with Texas Pacific, via Little Rock, Fulton and Texarkana, thence via Texas Pacific and International and Great Northern Railroads to all parts of Texas.

From New Orleans, by railroad to Brashear City, thence by steamer to Galveston and the entire seaboard of Texas.

From New Orleans by Red river, to Jefferson Texas.

From New Orleans, by Red river, to Shreveport, thence by Texas Pacific Railroad to its present terminus past Dallas to Eagle Grove.

A PARTIAL LIST

Railroads Projected and Under Course of Construction in the State of Texas.

International and Great Northern Railroad, from Columbia, on the Brazos River, via Houston, Texas, intersecting Texas and Pacific Railroad at both Longview and Mincola; and Houston and Texas Central Railroad at Hearne; projected via Austin and San Antonio to Laredo, on the Rio Grande river, and thence to Mazatlan, on Pacific coast. Completed to Rockdale, thirty miles west of Hearne and distant 55 miles from Austin.

Waco and Northwestern Railroad. Projected.

Fredericksburg and Palo Pinto Railroad. Projected.

Dallas and Wichita Railroad. Twenty-five miles graded.

Marshall, Henderson and Hearne Railroad. Projected.

Gulf, Western Texas and Pacific Railroad. Projected to San Antonio and beyond; to intersect the International and Great Northern and the Texas and Pacific Railroads; completed to Victoria and Cuero, Texas. Distant one hundred miles from San Antonio.

Galveston, Harrisburg and San Antonio Railway. Projected to San Antonio and the Rio Grande Valley; completed to Lulling, Hays county, progressing towards San Antonio, 55 miles beyond.

New Orleans, Mobile and Texas Railroad. Projected to Houston; completed to New Orleans.

Galveston, Marshall and Memphis Railroad. Projected.

Galveston, Vicksburg and Chattanooga Railroad. Projected.

Galveston and Santa Fe Railroad. Surveyed and grading under progress.

Western Texas Narrow Gauge. Surveyed, 20 miles graded, ties and iron on the ground to be immediately employed. One engine and several cars received; still progressing.

To be Continued as Changes and Additions Occur

STILL TRIUMPHANT!

THE "SINGER"

Ahead of All Competitors.

The sworn returns made to the owners of sewing machine patents for 1874, show the sale of SINGER machines exceeded those of any other company by the number of

148,852,

or nearly double those of any other company. The figures are all the more remarkable for the reason that the sales of nearly all the companies in 1874 less than their sales in 1873, while those of THE SINGER have largely increased.

The Singer Manufacturing Company sold, in 1874, **241,679** Machines. Other Companies as follows: Wheeler & Wilson Manf. Co., 92,827; Howe Sewing Machine Co., estimated, 35,000; Domestic Sewing Machine Co., estimated 22,700; Wco 1 Sewing Machine Co., 10,405; Grover & Baker S. M. Co., estimated, 20,000; Remington Empire Sewing Machine Co., 17,608; Wilson Sewing Machine Co., 17,525; Gold Medal Sewing Machine Company, 15,214. General supply depot for Texas for the celebrated

BUTTERICK PATTERNS!

ADDRESS THE SINGER MANUFACTURING COMPANY,

Galveston, Texas.

IRA GODFREY, Jr., Manager.

SELECT PRIVATE BOARDING!

—THE—

Paschal House

AUSTIN, TEXAS,

BY MRS. ELVA ADDIE BRYANT.

Two Story Stone Building, left hand side of R. R. track, coming into Austin, one block East of Passenger Platform. Gong rings on arrival of Trains.

Location Convenient, Pleasant Rooms, Nice Clean Beds, and the BEST TABLE IN AUSTIN.
(OVER)

CLASSIFICATION OF MAILABLE MATTER

Mailable matter is divided into three classes, viz:—

1. Letters.
2. Regular printed matter,
3. Miscellaneous matter.

First Class.—This class embraces all correspondence, wholly or partly in writing, except book-manuscript and corrected proof-sheets passing between authors and publishers; local or drop letters and U. S. Postal cards.

Second Class.—This class embraces all matter exclusively in print, and regularly issued at stated periods from a known office of publication, without addition or writing, mark, or sign.

Third Class.—This class embraces all pamphlets, occasional publications, transient newspapers, magazines, handbills, posters, unsealed circulars, prospectuses, books, book-manuscript, proof-sheets, corrected proof-sheets, maps, prints, engravings, blanks, flexible patterns, articles of merchandise, sample-cards, phonographic paper, letter envelopes, postal envelopes and wrappers, cards, plain and ornamental paper, photographic representations of different types, seeds, cuttings, bulbs, roots, scion and all other matter which may be declared mailable by law, and all other articles not above the weight prescribed by law, which are not, from their form or nature, liable to destroy, deface, or otherwise injure the contents of the mail-bag, or the person of any one engaged in the postal service.

The weight of any package to be sent in the mail shall not exceed four pounds except documents printed by order of Congress or emanating from any of the Executive Departments.

All packages of matter of the third class must be so wrapped or enveloped with open sides or ends, that their contents may be readily and thoroughly examined by postmasters without destroying the wrapper; but seeds, and other articles liable, from their form or nature, to loss or damage unless specially protected, may be inclosed in unsealed bags or boxes which can readily be opened for examination of the contents and reclosed; or sealed bags made of material sufficiently transparent to show the contents clearly, without opening, may be used for such matter.

No writing will be permitted upon articles of this class, or their wrappers or envelopes, except the address of destination. Any other writing in or upon any package or article of this class will subject it to letter rates of postage.

Matter of a third class inclosed in sealed envelopes notched at the ends or sides or with the corners cut off, cannot be mailed except at letter postage rates.

Matter of the second and third classes, containing any writing whatever, except the address, will be charged with letter postage.

Packages containing liquids, poisons, glass, explosive chemicals, or any other matter liable to deface or destroy the contents of the mail, or injure the person of any one connected with the service, must be rigidly excluded from the mails. If such matter be found in any post office, or in any mail pouch or sack, it must be retained by the postmaster, and the Department (Third Assistant Postmaster General) notified of the fact, when instructions will be given as to its disposition. If found by a postal clerk or route agent, it must be delivered to the post office at the end of the route, where it will be treated as above stated.

All books, pamphlets, circulars, prints, etc., of an obscene, vulgar, or indecent character; all letters, or circulars concerning illegal lotteries, † so-called gift concerts, or other similar enterprise offering prizes, or concerning schemes devised and intended to deceive and defraud the public for the purpose of obtaining money under false pretenses, must be withdrawn from the mails by the postmaster at either the office of mailing or the office of delivery. Postmasters will promptly notice violations of this section, and when the party by whom such matter is mailed is known with any degree of certainty, the attention of the United States attorney for the district must be called to the case, and the evidence necessary for conviction, including the matter in question, placed in his hands. (See Section 143 and 149 of the law. The case must also be reported to the special agent of the Department for the district, and all the facts at once communicated to the department (Second Assistant Postmaster General, Division of Mail Depredations and Special Agents.) Should the party by whom the matter is mailed not be known, it must be sent to the Third Assistant Postmaster General, in a securely-sealed package, and a letter advising him of the transmission of the package sent by the same mail, but in a separate envelope.

All letters upon the envelope of which, or postal card upon which scurrilous epithets have been written or printed, or disloyal devices printed or engraved must also rigidly be excluded from the mails. Such matter must be forwarded to the Dead-Letter Office, marked as "unmailable."

To inclose or conceal a letter, or other thing (except bills and receipts for subscriptions), in or to write or print anything, after its publication, upon any newspaper, pamphlet, magazine, or other printed matter, is illegal, and subjects such printed matter, and the entire package of which it is a part, to letter postage, and also subjects the offender to a fine of five dollars for every such offence; and in such cases, if the person addressed refuse to pay such letter postage, the package must be returned to the office at which it was mailed, in order that the postmaster may cause the offender to be prosecuted for the penalty.

A business card printed or impressed on the wrapper or envelop of any printed matter, or a simple mark designed to call attention to any article in such printed matter, does not subject it to letter postage.

† Lottery schemes, sanctioned by enactments of State legislatures, are held to be legal, and letters and circulars concerning such will be allowed to pass through the mails.

Forster, Ludlow & Co.,
BANKERS

7 Wall Street, New York, and Austin, Texas.

FRANCIS B. FORSTER, N. Y.; B. C. LUDLOW and GEO. B. ZIMPELMAN, Austin.

SHAW HOUSE,

PECAN STREET,

AUSTIN, - TEXAS.

BRADY POLLOCK, Proprietor.

This house is a three-story stone building, centrally located within one block of the Passenger Depot. The rooms are airy and commodious. The table will be supplied with the best the market affords.

Transient Board \$1.50 per Day.

Board and Lodging, per week.....	\$6 00
Day Board, per week.....	4 50

Furnished Rooms to Rent. Street Cars pass the the door every nine minutes.

J. S. LEACHMAN,

Agent

GROVER & BAKER

SINGER AND OTHER STANDARD

SEWING MACHINES,

SIGN SEWING MACHINE DEPOT,

DALLAS, - - TEXAS.

A SHORT WAY TO COMPUTE INTEREST.

Finding the interest on any principal for any number of days. The answer in each case being in cents, separate the two right hand figures of the answer to express it in dollars and cents.

Four per cent.—Multiply the principal by the number of days to run, separate right hand figure from product and divide by 9.

Five per cent.—Multiply by number of days and divide by 72.

Six per cent.—Multiply by number of day, separate right hand figure and divide by six.

Eight per cent.—Multiply by number of days and divide by 45.

Nine per cent.—Multiply by number of days, separate right hand figure and divide by 4.

Ten per cent.—Multiply by number of days and divide by 36.

Twelve per cent.—Multiply by number of days, separate right hand figure and divide by 3.

Fifteen per cent.—Multiply by number of days and divide by 24.

Eighteen per cent.—Multiply by number of days, separate right hand figure and divide by 2.

Twenty per cent.—Multiply by number of days and divide by 18.

Twenty-four per cent.—Multiply by number of days and divide by 15.

Rates of Interests of Different States.

Six per cent. per annum in the legal rate of interest in Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, Pennsylvania, Delaware, Maryland, Virginia, North Carolina, Florida, Ohio, Indiana, Illinois, Iowa, Missouri, Kentucky, Tennessee and Arkansas.

Seven per cent in New York, New Jersey, South Carolina, Georgia, Mississippi, Michigan, Wisconsin and Minnesota.

Eight per cent. in Alabama and Texas.

Ten per cent. in California.

In Louisiana all debts bear interest at the rates of five per cent, from the time they become due, unless otherwise stipulated, but contracts for interest not exceeding eight per cent. per annum are legal.

In Maine, New Hampshire, Rhode Island, Connecticut, Delaware, Maryland, Virginia, North Carolina, Kentucky and Tennessee, no higher rate than six per cent., and in New York, New Jersey, South Carolina, Georgia and Wisconsin, no higher rate than seven per cent. is allowed on special contracts,

In Massachusetts and California any rate is allowed on special contracts. In Vermont no higher rate than six per cent. is allowed on special contracts, except railroad notes or bonds, which may bear seven per cent. In Pennsylvania contracts for a higher rate of interest than six per cent. can be made by commission merchants, building associations and railroad and canal companies. In Florida eight per cent. may be charged by special contract. In Texas a written contract may stipulate for any rate not exceeding twelve per cent. In Illinois rates as high as ten per cent. may be contracted for. and a similar rule prevails in Michigan, Iowa, Missouri and Arkansas. In Minnesota, twelve per cent. may be contracted for.

Texas Boiled Down.

Wm. D. Cleveland, of Houston, is shipping Texas sugar and syrup to various parts of the State.

The following Money Order Offices have been established in Texas, commencing operations July 5th, 1875: Bryan, Burnett, Cleburne, Fort McKavitt, Goliad, Granbury, LaGrange, Lawrence, Longview, Marlin, Pilot Point, Salado, Terrell, Weimer, Yorktown.

August Bacha lives between LaGrange and Ledbetter, in Fayette county. He has in Houston some eight or ten barrels of stone coal taken from a shaft sunk on his land to a depth of seventy-five feet. The coal is to be tested at the Houston Gas Works.

The Dallas *Commercial* of a recent date says: "Gen. Frank Armstrong, formerly general manager of the El Paso Stage Line, is in Dallas. He has been living in Baltimore for some time past, but is now looking for a home in Texas."

From the Waco *Reporter* we clip the following: "The Waco National Bank has paid over the counter to one firm a quarter of a million dollars. That firm is Messrs. Thompson & Barber, and they have bought upwards of five hundred bales of cotton."

The following from the *Valley Times* of Corpus Christi, Texas, shows the November quotations of wool, hides and skins: "Common Mexican Wool, 14@17; Improved Mexican Wool, 15@18; Fine Wool, nominal; Hides selected, 15@16½; Kipps, 12@13; Goat Skins, 30@32; Kid Skins, 15@18; Deer Skins, 26@18."

The Oakville *Tribune* says there is now no scarcity of water for stock. Beans, turnips and other garden vegetables are now plenty in Live Oak county. The mast is also good, but hogs scarce, yet they are in fine condition.

The Denison *News* thus notes the activity of that city: "Three thousand eight hundred bales of cotton went through the Compress Tuesday and Wednesday of this week. Five hundred bales came in Wednesday night from Dallas to be compressed in this city.

There were two hundred and fifty bales of cotton in the several wagon yards of the city, Wednesday night at 10 o'clock."

We clip the following items from the Rockport *Transcript* of November 10th: "We have conversed freely with persons from the adjoining counties, relative to the condition of ranges and the price of beef cattle, and find that the grass is still in a fine growing condition, and cattle in excellent order. Good beeves are still held at from \$15 to \$20, with an upward tendency in prices.

The steamer *Mary*, from Brashear, which touched at this port last Monday, had on board Mr. J. W. Dunn, of Corpus Christi, who had fifty-eight fine cashmere goats with him, which he recently purchased in Kentucky, and is now introducing into Nueces county. They are very fine specimens of pure bloods, their wool being of the most delicate texture.

We have no change to report in the cattle market. Beeves are still in excellent order, and command, as we reported last week, from \$15 to 20, according to quality. Pork will be plenty this winter and will be very cheap, as the mast is fine though hogs are not very plenty. In this immediate section the stock of hogs is perhaps large enough for the extent of the range, but in many portions of the adjoining counties there is said to be a scarcity of hogs."

Distances from San Antonio and Austin, to the Frontier Military Posts of Texas.

FROM SAN ANTONIO.	FROM AUSTIN.
To Fort Bliss.....	701..... 711
“ Fort Brown.....	352..... 347
“ Fort Clark.....	126..... 203
“ Fort Concho.....	229..... 252
“ Fort Davis.....	479..... 500
“ Fort Duncan.....	155..... 235
“ Fort Griffin.....	369..... 322
“ Fort McIntosh.....	165..... 245
“ Fort McKavett.....	175..... 220
“ Fort Quitman.....	619..... 629
“ Fort Richardson.....	331..... 257
“ Ringgold Barracks.....	306..... 386
“ Fort Sill, Indian Territory.....	674..... 597
“ Fort Stockton.....	465..... 475

Number of Trees on an Acre at Various Distances.

At 4 feet apart each way.....	2,720	At 15 feet apart each way.....	200
“ 5 “ “ “	1,749	“ 18 “ “ “	135
“ 6 “ “ “	1,200	“ 20 “ “ “	110
“ 8 “ “ “	689	“ 22 “ “ “	70
“ 10 “ “ “	430	“ 30 “ “ “	50
“ 12 “ “ “	325	“ 40 “ “ “	25

Why Texas is the Best State In the Union, and Why it is a Paradise for the Man of Small Means.

First—Because there is less sickness and fewer deaths in Texas than in any other State in the Union, if any confidence is to be placed in the official census of the United States.

Second—Because hundreds and thousands of acres of land, as productive as the famous valley of the Nile, can be bought in large or small quantities, at from two to three dollars per acre.

Third—Because an unlimited number of horses, cattle, sheep, goats and swine can be raised at no expense, save the trouble of marking and branding.

Fourth—Because he can raise more grain of any kind, name or description; more cotton and tobacco, in one season with another, than in any other State in the Union.

Texas Land Measure.

The original titles to Texas Lands commonly expressed the quantity Spanish measurement viz: 38 $\frac{1}{2}$ inches, one vara or yard; one labor equal to 177 acres; one league equal to 4428 acres; 5641 square varas equal to one acre.

Distances from Rockdale.

The following are the distances from Rockdale the present terminus of the International Railroad—to other contiguous cities and towns: Cameron, 16 miles; Lexington, 18; Porter's Prairie, 16; Davilla, 32; Circleville, 22; Belton, 45; Austin, 60; Hearne, 30; Georgetown, 45.

A Few Words With The Business and Professional World.

Mr. C. T. Sisson, the leading music merchant of Texas, has been receiving a large assortment of imported musical merchandise, along with a fine stock of those unapproachable STECK PIANOS; and we must say from personal knowledge and criticisms we have heard expressed by the public, that there is no piano made and sold in the South, that stands the climate and gives the universal satisfaction that the Steck Piano does. Mr. Sisson tells us he has sold over forty of these instruments since coming to Austin, and takes pleasure in referring to every purchaser for the merits of this Piano. He is also State Agent for the Peloubet, Pelton & Co. Standard Organs, which for the elegance of its case and superiority of its tone, is meeting with a rapid sale with churches as well as for parlor purposes. Send for illustrated catalogues.

IT LOOKS BAD, BUT IT SHALL NOT OCCUR AGAIN.—There are several advertisements in our present issue which rightfully should not appear, by reason of, in some instances, changes of base; in others changes in style of firm; in others changes as to business, and in some few cases by reason of "giving up the ghost." These are not oversights on our part, but have occurred thus: When we printed our last book we run off three extra forms for the present number. We could not possibly foresee that these changes of business would occur, and hence these mistakes have crept in. All such advertisements will be dropped from our next issue, and meantime we make the necessary corrections, as far as we may, by inserting elsewhere in this issue such cards as we have received, indicating such changes as have occurred during the interim between our last and present appearance.

THE LEADING PAPER AT THE CAPITAL.—We call attention to the advertisement of the Austin Daily and Weekly *Democratic Statesman*, to be found elsewhere in our present issue. The *Statesman* is a consistent Democratic paper, is edited with marked ability, and occupies the very front rank as among the most reliable and readable newspapers of Texas. People of other States who want information about Texas, will do well to stick a pin here and send \$2 50 to John Cardwell, Austin, Texas, and get for a whole year the *Weekly Statesman*.

There is a gentleman whose large experience as a locator of lands upon the public domain of Texas, and whose proverbial square dealing having won for him such hosts of friends, everywhere, entitles him to something more than a passing notice, in connection with his advertisement to be found elsewhere in our book. That man is James E. Rector, of Austin, Texas, and as a matter of vital interest to many thousands, we can say that he knows as much or more about Texas and her lands, as any other man in that State. We have known him for years, and his word is as good as his bond. Do not hesitate to trust him implicitly with your business; and your confidence will be deservedly and advantageously bestowed.

A Bahn, of Austin, Texas, is the live jeweler of that city. He has the largest stock of jewelry outside of Houston and Galveston; he is an old resident, knows everybody and everybody knows him; and people like to patronize him because when he sells an article they know they are going to get just what he represents it to be.

OUR HOTEL BULLETIN,

Arranged with Cities in Alphabetical Order. A List of the First-Class and Most Reliable Hotels and Private Boarding Houses of the

WEST and SOUTHWEST

Their Advertisements can always be found in the GUIDE, where the Traveling Public look for reliable information of this and every other character promotive of their comfort, their safety and their pleasure.

AUSTIN, TEXAS.....	Paschal House.....	Shaw House.
BRENHAM, TEXAS,.....	Peabody House.....	Central House.
BRYAN, TEXAS.....		Prima Vista House.
BREMOND, TEXAS.....		Bremond House.
BASTROP, TEXAS.....		Nicholson House.
CINCINNATI, OHIO.....	Burnett House.....	Grand Hotel.
CHICAGO, ILLS.....		Sherman House.
CUERO, TEXAS.....	Gulf Hotel.....	Sieder House.
CALVERT, TEXAS.....		Calvert House.
DALLAS, TEXAS.....		Lamar Hotel.
"EAST" WACO, TEXAS.....		City Hotel.
GALVESTON, TEXAS.....	Washington Hotel..	Grand Southern Hotel.
GIDDINGS, TEXAS.....		Saunder's House.
GONZALES, TEXAS.....		Keyser House.
HOUSTON, TEXAS.....		Exchange Hotel.
HEMPSTEAD, TEXAS.....		City Hotel.
HEARNE, TEXAS.....		Railroad Junction Hotel.
HARWOOD, TEXAS.....		Gonzales House.
HOT SPRINGS, ARK.....	Garland House.....	Earl House.
JEFFERSON, TEXAS.....		City Hotel.
KANSAS CITY, MO.....		Coates House.
LOCKHART, TEXAS.....		Houston House.
MARSHALL, TEXAS.....		Texas Pacific Hotel.
McKINNEY, TEXAS.....		Herndon House.
MARLIN, TEXAS.....		Miller House.
NAVASOTA, TEXAS.....		Smith's Hotel.
ROCKDALE, TEXAS....	Reed Hotel, Iron Mountain House, Brooks House and Millican House.	
ST. LOUIS, MO.....	Southern Hotel.....	St. Clair Hotel.
SAN ANTONIO, TEXAS.....		Menger Hotel.
TEXARKANA, ARK.....		Cosmopolitan Hotel.
TROUPE, TEXAS.....		Troupe Hotel.
WACO, TEXAS.....		McClelland Hotel.

Texas in Homeopathic Doses.

There are 1205 Granges in Texas. . . . The Fort Worth City Mills grinds up 1250 bushels of wheat daily. . . . Wheat commands 95 cents per bushel in Dallas and Fort Worth, Texas. . . . A cheese factory at Round Rock, Williamson county, we understand, is proving successful. . . . We need more of such enterprise in Texas. . . . The new compress at Houston, compressed over 3,500 bales since it opened October 20th. . . . They have a Venitian floating boarding house or lager beer garden at Galveston. . . . The grading of the second section of the Tyler Tap Railroad, is progressing rapidly. . . . Corn seventy-five cents per bushel at Waco. . . . Oysters one dollar per hundred, and wood five dollars per cord at Austin. . . . Emigrant wagons constantly pouring through Waco and Dallas. . . . Georgetown has a Hook & Ladder Fire Company. . . . Mrs. M. E. Streef, will publish a monthly paper in Waco, beginning with January, 1876, to be called "Pleasant Thoughts." . . . Northern Texas is unsurpassed in the production of fine fruits, such as apples, peaches, pears, plums, cherries, grapes, figs, nectarines, etc. . . . Thousands of acres of land, rich in minerals, are yet to be obtained with Texas Land Certificates, provided you are mineralogist, or secure the personal services of one of ability and integrity. . . . The stock men of Refugio county are enclosing their lands, and buying all they can get. The whole county will soon be under fence. Refugio is one of our remotest frontier counties; and the foregoing will show how our State is filling up. . . . Seven threshing machines were sold in Austin during the past season. . . . Austin is to soon have a fine bridge across the Colorado river; the cost be, when completed, \$80,000. Preparations for the work are now in progress. . . . Baker's Texas Scrap Book, is a splendid literary brochure, and portrays in electrical tints, the hardships and triumphs of the Texas Fathers. No man that wants to be conversant with Texas history, should be without it. The typography of the work is splendid; the engravings true and familiar. Dr. D. W. C. Baker, of Austin, Texas, is the author. Write to him for further information. . . . Some mills have been already erected in Texas, for pressing oil from the Castor bean, which grows wherever planted, without any cultivation. . . . People abroad who wish to keep posted with current affairs in Texas, and especially around Austin, (the Capital), should send \$2 50 and subscribe for the *Weekly Democratic Statesman*. Address John Cardwell, Austin, Texas. . . . A thirteen year-old boy, son of Mr. Yandell, of Erath county, Texas, recently shot a bear dead with a six-shooter. . . . Col. L. H. Fitzhugh, Sergeant-at-Arms of the ex-Confederate States Senate, and recently an officer of the Texas Constitutional Convention; received the nomination at Washington as the Democratic nominee for Door Keeper of the National House of Representatives. . . . All the German papers in the State are in open hostility to the new Constitution. . . . We direct particular attention to our Hotel Bulletin, and General Business Directories, elsewhere in our GUIDE. By reference to them you can keep posted as to who are the live and reliable men of Texas, and no matter what your business may be, it will profit you in some relation of life, to know of these things; because you can discriminate in favor of the meritorious people thus presented, and steer clear of the wooden men and skin flints that sometimes obstruct your pathway. . . . The only water works in Texas, are now almost ready to send their refreshing draughts through the arterial system of the city of Austin.

A Good Chance for A Good Many Men to Make A Good Deal of Money With Very Little Labor.

We want a live agent in every county in Texas—to run up a subscription list, and these are the inducements we offer: The small sum of one dollar and a half is our yearly subscription price. At such an insignificant figure—with so useful and interesting a book as this—any live man can run up a list of one hundred names in a very short time; every merchant and professional man will subscribe for it if he but understands its real character, and learns that it is replete with information, answering absolute and constant wants in business transactions, in almost every professional branch, and industry. Every farmer will subscribe for it quicker than he would for a paper, if he is made to understand that it is substantially a *literary* work. All it wants is *pushing*, and an enterprising man in every county in Texas can find profitable employment for the next six months, by taking hold of this matter; for there is not a county in Texas that will not give two or three hundred subscribers to a work like this, if the matter is properly handled. All subscriptions are payable *not* in advance, but upon the delivery of the first book. We will employ no agent without the endorsement of some responsible citizen of the town or county in which they reside. We will give forty dollars commission on one hundred *cash* subscribers. To any man sending us two hundred subscribers in the next ninety days, we will give ninety dollars; and to the first man making up a list of three hundred, we will give *one hundred and fifty dollars*. Here is a profitable and easy task for an enterprising man in every county in *Texas*; and those who have the sagacity to undertake it, will find that it will not be hard to run up a big list—for a home publication—the only magazine in Texas, a good book and costing so little money.

Place and Date of Holding Annual State and County Fairs in Texas.

Capital State Fair Association, at Austin—November.
 East Texas Fair Association, at Jefferson—November.
 Harrison County Fair Association, at Marshall—October.
 Fannin County Fair Association, at Bonham—October.
 Grayson County Fair Association, at Sherman—October.
 Collin County Fair Association, at McKinney—October.
 North Texas Fair Association, at Dallas—October.
 Middle Texas Fair Association, at Corsicana—October.
 Washington County Fair Association, at Brenham—October.
 Grimes County Fair Association, at Navasota—July.
 Agricultural, Industrial and Stockraising Association of Western
 Texas, at San Antonio—October.
 Cooke County Fair Association, at Gainsville—November.
 Gulf Coast Fair Association, at Victoria—November.
 Gonzales County Fair Association, at Gonzales—October.
 Texas State Fair, at Houston—May; James F. Dumble, Secretary.
 Texas Agricultural and Industrial Association of Waco—November.
 Parties desiring further information as to premiums, regulations, etc.,
 can obtain it by addressing "The Secretary of the Fair Association,"
 at whatever place they desire to go.

Texas Hash Re-Hashed.

They are raising tobacco extensively in Fannin county.

The quarterly meeting of the Jefferson Station of the Methodist Church, held its first session at Jefferson, on December 12th, 1875.

We are glad to learn that McKinney is about to secure the location of a \$150,000 factory.

The Dallas *Herald* has been presented with a potato five feet in length and weighing eleven pounds.

Seguin proposes to have a cotton factory to work up the raw material of that section.

There is to be a permanent government post at Fort Griffin, which fact being known, the place is rapidly growing up.

The acreage of wheat in Harrison county this year is three hundred per cent. larger than last year.

The Texas Grange Manufacturing Company, at Kellyville is turning out cooking and heating stoves, every variety of cast turning and cultivating plows and is preparing to manufacture steel goods of all kinds.

Sheep raising is proving quite remunerative in Jack county. A gentleman, from one hundred ewes, raised one hundred and three lambs in one year. The yield of wool is above the average and the quality above ordinary.

The Austin *Statesman* truthfully remarks in contemplating the possibility of a school system in some of the sparsely settled districts of Texas, that "A public school system can never avail anything among a people, who have not the native intelligence to confess the necessity of having the county paper constitute a part of the furniture, the very candlestick and lighted taper of every household."

For the information of people emigrating to Texas, we wish to say, that before leaving other States, they should sell everything they have in the way of personal and household effects, unless it is the inevitable and everlasting feather bed. We might as well make this exception, for any woman had as soon think of leaving a baby behind as to sell this feathery family bequest. There is no use in bringing along a lot of old quilts and general "plunder" when you can buy anything and everything just as cheap in Texas as where you come from. The freight on "old plunder" eats up the entire value of it, frequently; and it is better to sell out lock, stock and barrel, and take a new deal.

The Texas Immigrant should know before he starts, right where he is to go, and what he is going to do when he gets there. "Don't leap in the dark;" first consult reliable sources of information, covering every consideration of your search and desires, pick out your objective point, learn the name of the reliable hotel of the place you are going to, or the cheaper respectable private houses; write and arrange to have some one meet you at the railroad depot on your arrival; then buy your tickets; check your baggage through to the point of destination, and thus avoid—as is often the case with the "unwary and unsuspecting"—becoming the victims of unprincipled hack men and confidence men that frequent railroad depots and other public thoroughfares—eagerly watching for and ever ready to pounce upon their prey. Enclose a postage stamp to us and we will answer your letters and give you any and every information about any and every locality. If you want our book send fifty cents, and address "Bryant's Railroad Guide," Austin, Texas.

HOUSTON & TEXAS CENTRAL RAILWAY

ITS BRANCHES AND CONNECTIONS.

THROUGH TIME TABLE.

IN EFFECT FROM AND AFTER NOVEMBER 25TH, 1875.

FROM THE GULF TO THE LAKES!

First-Class Trains (NAMES OF (First-Class Trains
Going North. STATIONS. Going South.

No. 3.	No. 1.	G. H. & H. R. R.		No. 2.	No. 4.
3 00 p. m.	6 00 a. m.	Leave	Galveston	Arrive	11 15 p. m.
H. & T. C. R. R.					
6 20 p. m.	9 00	Leave	Houston	Arrive	8 00
7 37	10 15		Cypress		6 50
8 05	10 45		Hockley		6 24
9 00	11 40		Hempstead		5 25
9 35	12 15 p. m.		Courtney		4 53
10 00	12 42		Navasoto		4 30
10 30	1 13		Millican		4 00
10 53	1 38		Wellborn		3 35
11 26	2 12		Bryan		3 02
12 12 a. m.	3 00		Sutton		2 15
12 30	3 20	Arrive	Hearne	Leave	1 55
12 50	3 50	Leave	Hearne	Arrive	1 35
1 15	4 85		Calvert		12 53
1 40	5 23		Hammond		12 50
1 55	5 53		Bremond	Leave	11 40 a. m.
2 27	6 55		Kosse		10 50
3 13	8 23		Groesbeck		9 27
3 45	9 28		Mexia		8 30
4 05	10 25		Wortham		7 50
5 10	12 30 a. m.	Arrive	Coriscanna	Leave	6 00
5 15	6 15	Leave	Coriscanna	Arrive	8 00 p. m.
5 45	7 10		Rice		7 00
6 12	8 00		Ennis		6 10
6 33	8 45		Palmer		5 25
6 53	9 20		Ferris		4 45
7 17	10 05		Hutchins		4 00
7 45	11 00	Arrive	Dallas	Leave	3 00
8 23	11 30	Leave	Dallas	Arrive	2 45
9 00	1 15		Richardson		1 45
9 42	2 30		Plano		1 15
10 00	3 05		McKinney		11 50 a. m.
10 30	4 10		Melissa		11 15
	5 35	Arrive	Van Alstyne	Leave	10 30
11 17	5 55	Leave	Sherman	Arrive	8 50
11 45	6 50	Arrive	Sherman	Leave	8 00 a. m.
11 07 p. m.		Leave	Denison	Arrive	3 00 p. m.
6 25		Arrive	Vinita	Leave	4 00 a. m.
9 00 a. m.		Arrive	St. Louis	Leave	8 50
4 30 p. m.		Arrive	Sedalia	Leave	6 00 p. m.
7 15 a. m.		Arrive	Hannibal	Leave	10 45 a. m.
8 45		Arrive	Chicago	Leave	10 00 p. m.
		Arrive	Kansas City	Leave	5 10

EAST		AUSTIN BRANCH.		WEST	
5 00 p. m.	5 15 a. m.	Arrive	Hempstead	Leave	9 15 p. m.
4 23	3 45		Chappell Hill	Arrive	10 35
3 50	2 25		Brenham		11 45
3 10	12 50		Burton		12 50 a. m.
2 25	11 32 p. m.		Ledbetter		1 55
1 57	10 52		Giddings		2 35
1 10	9 45		Paige		3 45
12 50	9 15	Leave	McDade	Arrive	
12 30		Arrive	McDade	Leave	4 10
11 57 a. m.	8 30		Elgin		5 00
11 18	7 35		Manor		5 55
10 30	6 30	Leave	Austin	Arrive	7 00

EAST		WACO BRANCH.		WEST	
12 02 a. m.	11 30 a. m.	Arrive	Bremond	Leave	6 00 p. m.
11 10 p. m.	10 50		Roagan		6 40
10 25	10 15		Marlin		7 15
9 40	9 35		Perry		7 50
8 40	8 50		Harrison		8 40
7 45	8 15 a. m.	Leave	Waco	Arrive	9 15

Trains leave Houston as follows: No. 1 daily except Sunday; No. 3 except Saturday. Trains Nos. 2 and 4 leave Denison daily except Sunday. Trains run by Houston Time.

JOHN DURAND,

General Superintendent.

J. WALDO,

Gen'l Pass. Agt., Houston, Tex.

Ink Slings and Flings.

On page 63 the Hon. Geo. W. Paschal, of Washington, City, greets the people of Texas with a card. The name of Paschal is synonymous with legal jurisprudence in Texas. Judge Paschal is one of the earliest settlers of Texas, has been identified with her trials, her growth and advancement, in political harness, and under the judicial ermine; and has reared for himself and his posterity a monument of enduring fame in his codified laws of that State. See his card.

On the inside of our back cover, we refer to the advertisement of the "Matchless" Burdett Organ Company, of Erie, Pa. This company is one of the most extensive in its line in the world, and their organs are admitted to be so far superior to all others, that comparisons would seem to be invidious. But the Burdett don't depend for a recognition of its merit upon comparisons. It stands alone, unequalled and unrivaled in the world. They manufacture to all grades of price, and to suit all conditions—either concert halls, churches, or for families, and their splendid combination of stops and the fullness of their knee swell, renders these organs at once as good and to serve the same purposes as a piano forte. Don't buy a piano or an organ, until you have sent for a catalogue and price list of the "Matchless" Burdett.

The busy world—the LIVE MEN all over the country and especially the Texas Bankers, Land Agents, Commission Merchants and Hotel Men will be gratified to learn that the Proprietor of BRYANT'S RAILROAD GUIDE has perfected arrangements with the various lines of railway composing the Atlanta and New Orleans Short Line; such as which enables this publication to keep a traveling agent on and along those thoroughfares throughout the entire year;—and to place our book in the hands of the many thousands of people that are looking in the direction of Texas for new homes, and thirsting for information about our State. This arrangement opens up a rare opportunity for every business man of every character, to speak through our pages as an avant courier to the people of Louisiana, Mississippi, Alabama, Georgia and the Carolinas—with a certainty of reaching their ear, and holding out to them inducements why they should come to Texas; and tell them what you have to offer them, and what you propose to do for them when they get here.

A splendid Theatrical Combination is now holding forth to delighted audiences at the Texan Capital. This company is composed of W. H. Leake, John A. Stephens, Annie Waite, Mr. Steele and a number of lesser lights, with Stephens in the managerial harness. The legitimate drama is something but rarely enjoyed by the interior cities and towns of Texas, albeit the people of Texas have as much zest and appreciation for it as any other people; and Austin is enjoying a treat just now with a genuine gusto, afforded by this excellent *multum in parvo* troupe. Miss Annie Waite possesses such a grace and proper conception of every character she espouses, as to render her impersonations really charming; while John A. Stephens sustains every leading character alike with a chevilier bearing and the suavity of a Beau Hickman. W. H. Leake, either in the enthusiasm of tragedy, the fluctuating phases of melo-drama, or the delineations of the bright side of life—farce and comedy—"metaphoically speaking," seems peculiarly formed and habituated to all, and wherever he may go in Texas, must be received and acknowledged the peer of anything that has walked the thespian boards of our State.

Missouri, Kansas & Texas Railway,

ITS BRANCHES AND CONNECTIONS.

Wm. BOND, RECEIVER.

CONDENSED TIME TABLE.

IN EFFECT FROM AND AFTER NOV. 28, 1875.

GOING SOUTH and WEST

STATIONS.	via	Miles.	THROUGH EXPRESS.		ACCOMMODATION.
			No. 1.	No. 3.	
Leave Chicago.....	C. B. & Q. R. R.	0	10:00 pm ex. Satdy	10:00 am ex. Sun.	9:30 pm Daily.
Leave Quincy.....	"	263	9:40 am Daily.	"	"
Leave Hannibal.....	M. K. & T. R'y	0	10:45 am "	10:10 pm ex Sat. & Sun	"
Arrive Moberly.....	" M	70	2:00 pm "	1:31 am "	"
Leave Moberly.....	"	"	2:15 "	"	"
Leave Boonville.....	"	108	4:03 "	3:30 "	"
Arrive Sedalia.....	" M	243	5:37 "	4:40 "	"
Leave Chicago.....	"	0	8:40 pm "	8:50 am ex. Sun.	"
Arrive St. Louis.....	Union Depot	280	7:55 am "	10:55 pm "	"
Leave St. Louis.....	Mo. Pac. R. R.	0	8:50 am ex. Sun.	8:10 pm Daily.	"
Arrive Sedalia.....	" M	189	5:37 pm "	4:40 am "	"
Leave Sedalia.....	M. K. & T. R'y	143	6:00 pm Daily.	5:00 am ex. Sun.	"
Leave Clinton.....	"	183	7:52 "	7:06 "	"
Arrive Schell City.....	" M	214	9:24 "	8:40 "	"
Leave Schell City.....	"	"	9:24 "	9:00 "	"
Leave Nevada.....	"	233	10:16 "	9:52 "	"
Arrive Fort Scott.....	"	254	11:20 "	10:55 "	"
Leave Omaha.....	K. C., St. J. & C. B. R'y	0	6:00 am ex. Sun.	"	"
Leave Kansas City.....	MR. P. S. & GR.	204	5:10 pm "	"	"
Arrive Fort Scott.....	"	302	10:26 "	"	"
Leave Fort Scott.....	M. K. & T. R'y	254	11:30 pm Daily.	10:55 am ex. Sun.	"
Leave Osage Mission.....	"	288	12:57 am "	12:30 pm "	"
Arrive Parsons.....	"	302	1:35 "	1:15 "	"
Leave Parsons.....	"	302	1:45 am Daily.	"	"
Leave Oswego.....	"	317	2:22 "	"	"
Leave Chetopa.....	"	326	2:45 "	"	"
Leave Vinita.....	"	355	4:00 "	"	"
Arrive Muskogee.....	" M	419	6:45 "	"	"
Leave Muskogee.....	"	"	7:05 "	"	"
Leave Caddo.....	"	544	12:58 pm "	"	"
Arrive Denison.....	"	576	2:30 "	"	H & T C R R Accommodat'n
Leave Denison.....	H. & T. C. R'y	0	3:00 pm ex. Sun.	8:00 am ex. Sun.	"
Arrive Sherman.....	"	10	3:27 "	8:30 "	"
Arrive McKinney.....	"	42	4:55 "	11:50 "	"
Arrive Dallas.....	"	173	6:25 "	2:45 pm "	"
Arrive Corsicana.....	" M	127	9:10 "	8:00 "	"
Leave Corsicana.....	"	"	9:20 "	6:00 am "	"
Arrive Bremond.....	"	193	12:35 am ex. Mon.	11:40 "	"
Leave Bremond.....	"	0	2:15 am ex. Sun.	6:00 pm "	"
Arrive Waco.....	" M	43	6:30 "	9:15 "	"
Leave Bremond.....	"	195	12:35 am ex. Mon.	11:40 am "	"
Arrive Galvert.....	"	209	1:15 "	12:53 pm "	"
Arrive Hearne.....	"	217	1:40 "	1:35 "	"
Arrive Bryan.....	"	238	3:03 "	3:02 "	"
Arrive Hempstead.....	" M	287	5:30 "	5:25 "	"
Leave Hempstead.....	"	0	11:45 am ex. Sun.	9:15 pm ex. Sat.	"
Arrive Austin.....	"	315	6:10 pm "	7:00 am ex. Sun.	"
Leave Hempstead.....	"	287	5:50 am ex. Mon.	5:55 pm "	"
Arrive Houston.....	" M	338	8:00 "	8:10 pm ex. Mon.	"
Leave Houston.....	G. H. & H. R. R.	0	8:10 am ex. Sun.	8:20 pm ex. Sun.	"
Arrive Galveston.....	"	50	11:28 "	11:15 "	"

M.—Meal Stations.

A. B. GARNER,

General Superintendent.

JAS. D. BROWN,

General Ticket Agent.

Texas Chats and Spats.

The Earl House of Hot Springs, is one of a thousand places where really you get your monies worth. Turn to their card on the back of the front map, for particulars.

Mrs. C. L. Chase, of Brenham, Texas, should not be forgotten. The Central House under her management is an *institution*, and her eatables once enjoyed, invites you to call again. See card on front map.

The Rev. S. A. Hodgman calls attention to his card on the back of front map. He offers a splendid chance for making money to capable live men. Address him at Dallas, until February 10th, and after that to the "Paschal House," Austin, Texas.

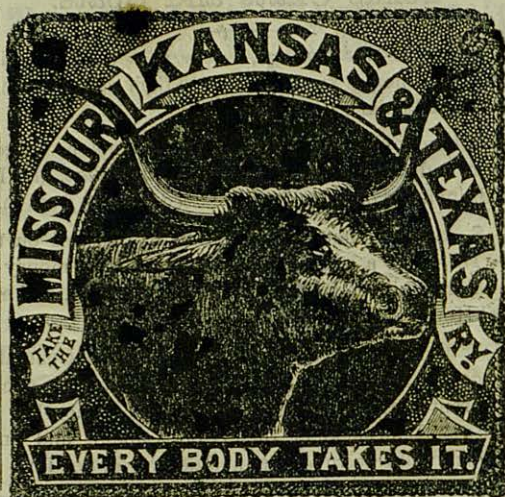
W. A. H. & T. H. Miller, Attorneys at Law and General Land and Collection Agents, are candidates for popular favor, in a card on the back of our front map. This firm is a popular one, they do a good share of the land business at the Texas Capital, and any business intrusted to them will receive prompt and deserved attention.

The St. Clair House of St. Louis, advances its claims for popular recognition and patronage, presided over by that genial soul, A. Chesley, a man who really knows, (if any body does), how to keep a hotel. Charges only \$2 00 per day for splendid fare. Chesley is a Texan. Texans give him a share of your patronage.

On page 82, the public are pointed to the advertisement of the Atlanta and New Orleans Short Line, that popular thoroughfare from Atlanta to New Orleans; and forming with its connections a through route from all points North and East, to all parts of Texas. Passengers by this route have no omnibus transfer at New Orleans; the New Orleans, Mobile and Texas Railroad landing them right at the depot of Morgan's Texas Railroad, at New Orleans; and this line carries them directly to the Morgan Line of Steamers, at Brashear City, which make daily trips between that point and Galveston, where they have a choice of routes between a daily line of splendid steamboats and daily trains to Houston, Texas, either of which preserve close connection with different lines of railroad for all interior cities and towns. For further particulars address W. J. Houston, General Passenger Agent, Atlanta, Georgia, who will impart reliable information to the Texas immigrant—minor details of the superiority and advantages of this universally popular route.

The swelling current of immigration tending towards the Texan shores, demand experienced and practical hands to locate and survey the thousands of land certificates and land scrip issued by that State and the different railroads, conformable to their charters; and this being the case, it is all important that the immigrant and everybody else seeking these investments, should know, that he has as helpmates for the work—that so vitally concerns him—naught but men who are not only familiar with the intricacies of the land business, but men of social worth and unimpeachable integrity. This will insure fidelity, and then the party investing in Texas lands will indeed reap a rich and ample harvest in the unfolding future of this empire. Such a man—worthy to be trusted—is J. J. Alston, 208 South Fifth street, St. Louis, Missouri. Mr. Alston keeps a corps of skillful engineers, in the field constantly, and makes regular trips himself every six weeks to the Texas frontier in the supervision of these labors. Write to him.

YOUR ROUTE!



QUICK TIME!



GOING TO TEXAS!

READ THIS DESCRIPTION OF THE ROUTE.

Starting from Hannibal, St. Louis, Moberly or Kansas City, you pass through the finest and most populous portions of Missouri and Kansas; through the thriving towns of Moberly, Boonville, Jefferson City, Sedalia and Clinton, in Missouri; through Port Scott, (trains from Kansas City and the North and West make close connection at this point,) Osage Mission, Parsons, Oswego and Chetopa, in Kansas; when you reach the celebrated Indian Territory, where nature in all her loveliness is spread out to view. The traveler through the Indian Nation never tires of the varied scenes through which he passes, consisting of broad rolling prairies, where the deer, elk and wild cattle feed on the luxuriant grasses through the entire year. Thence whirling through some beautiful valley, crossing streams of pure running water, whose banks for miles on each side are bordered with choice timber; thence emerging again to the upland prairies, and on with a continual change in nature's panorama, to the Red River, the northern boundary of the great State of Texas. Crossing the Red River into Denison, entering the magnificent new Union Depot from which starts the great Texas Central Railroad, which carries you with its connections to

Sherman, Bremond, Bryan, McKinney,
Waco, Hempstead, Dallas, Calvert,
Houston, Corsicana, Hearne, Austin.
Galveston and San Antonio,

TO THE IMMIGRANT!

This line offers superior advantages, as it passes through the finest portion of Texas, avoiding the low, marshy, miasmatic regions, as well as the dry, sandy pine barrens of Eastern Texas. Large and fine cotton plantations abound all along the line of the Texas Central Railway, from Red River to the Gulf; while millions of acres of uncultivated land that will produce one bale of cotton to the acre, or eighty bushels of corn, or thirty bushels of wheat, lie in close proximity, and can be had very cheap; in fact there are over one hundred millions of acres of land in Texas to be disposed of by the State, and every emigrant family may secure one hundred and sixty acres by settling on it for a period of three years; the only expense connected therewith is the cost of the survey and the title papers, which will not exceed \$15. Every single man may have eighty acres on the same terms. These lands, as well as the finest portion of Texas, are situated along the line of, and to the west of this Railway. Remember that while you are plowing through snowdrifts in the North, and your stock is eating up all your hard earnings of the summer, cattle are growing fat on the green grass of Texas.

NOTICE.—A beautiful pamphlet, published by authority of the Texas Legislature, entitled "Texas the Home for the immigrant," containing a large county map; also information concerning the lands of Texas, her cities and towns, rivers, schools, minerals, stock, manufactories, etc., etc., with other valuable information interesting to every man, woman and child, will be mailed FREE by addressing

JAS. D. BROWN,
General Ticket Agent, Sedalia, Missouri.

Editorial Specials.

Larmour & Wheelock are the popular and most scientific architects and superintendents in Austin, Texas. Read their card on page 57.

We call attention to the card of the Reed House, Erie, Pa., on page 52. This is the best hotel in that city; and possesses all the concomitants of metropolitan grandeur.

The Garland House, of Hot Springs, Ark., also appeals to the public through a large advertisement on the same page, for popular consideration and patronage. Its a good house, and kept in a creditable manner by Mrs. W. D. Oxford.

Mr. Pitt S. Turner, of the city of Bryan, Texas, has recently added to his already extensive photographic establishment, life-size portraits in pastelle, India ink and water colors, by one of the best artists in the South. We especially recommend his portraits in pastelle as the nearest approach to oil paintings, both as to appearance and durability. We were agreeably surprised to see such beautiful and finely executed work as he exhibits. He wants good, reliable canvassing agents throughout the State. He has a large and complete stock of photographic material, mouldings, glass, etc., which he can supply to the trade at short notice at the "lowest dots." He also copies and enlarges for the trade. Send for price list.

On page 61—at the head—the universally popular Banking House and Land Agency of C. R. Johns & Co., of Austin, Texas, again make their courteous bow—for another year, to an appreciative and generous public.—Col. Johns is one of the old citizens of Austin, and a man who has often held almost the highest positions of public confidence within the gift of the people of Texas, and that confidence has been so strengthened with the advancing years, that to-day the firm of C. R. Johns & Co. are among the most stable and solid houses in the United States. This condition is largely attributable to the unremitting and thorough business qualities of Mr. Flave Everett, the cashier, and probably as able a financier as Texas can put forward, a man enjoying hosts of friends; and Mr. Von Rosenburg, who has the management of the land department, and whose long familiarity with the land records of the State, render him an indispensable pillar to this deservedly popular institution.

The attention of the traveling public is directed to the full page advertisement of the Texas and California Stage Company, on page 59. This company with its branches and connections, ramifies every quarter of the State of Texas, and being backed by immense capital and the government patronage—controlling as they do, almost the exclusive mail service of the State—they are therefore able to maintain upon the various routes, the best stock, most comfortable coaches and competent drivers, and give to the traveler a reliable, safe and speedy transit. The general office of this company is at Austin, Texas, opposite the Raymond House, and Mr. H. B. Anderson is the Austin Agent; a man who from his large experience, is probably better qualified to manipulate this kind of business, than any other man in Texas. Anderson has traveled. In fact, he is never been quiet since he commenced crawling, and what he don't know about stages and horseflesh, it aint worth while for anybody else to try to find out. Turn to their advertisement, page 59.

Prospectus of Bryant's Railroad Guide for 1876.

The attention of advertisers is called to the following incontrovertible facts, which we preface with the statement that BRYANT'S RAILROAD GUIDE is not only the best advertising medium in the State of Texas, but is the cheapest advertiser in the entire South. We invite a comparison of our terms with those of other periodicals and newspapers. First—It has a more extended circulation than any other advertising medium in the South, and is the only publication of the same character that is distributed free to hotels, banks, land agents and railroad men throughout the United States. Second—The proprietor of this GUIDE possesses facilities—by arrangements with the various railway managements in Texas, and lines of contiguous States—enjoyed by no other publisher in the South—for placing this book directly in the path, and at the ready hand of the traveling thousands. Our regular traveling agents are continually on the go, both on and off the lines of communication in Texas, Arkansas, Kansas, Missouri, Louisiana, Georgia, Alabama, Mississippi, the Carolinas and Tennessee, disposing of our book among the thousands hungry for mental food as to Texas; and as our book fills the full measure of this want;—as admitted by everybody, everywhere, that have examined it,—it is therefore eagerly grasped at and inquired for all through the West and South, and through Missouri, Georgia and Illinois—is to-day doing more in promoting the influx of immigration to Texas—than all other agencies combined—and is more potent for these ends, as any candid mind must admit than all the multiparious private immigration and land schemes of the day. Third—The evidence of the foregoing proposition is unmistakably afforded by the credentials of prominent railroad men we publish elsewhere in our GUIDE. Fourth—Our GUIDE is not only an ample informational work as to Texas; but the cargo of railroad statistics and information of the reliable and solid business men of the various places it seeks to represent, through their advertisements, is such as to commend itself as a reliable reference to business men throughout the Union; while it also combines the chief essentials of a newspaper—in its re-hash of TEXAS NEWS—in every number,—and though not *extensive* in its *literary* department, it has been adjudged by many intellectual minds “a sparkling little gem.” Fifth—Advertisements in the GUIDE are better displayed and more attractive than are those of any other publication in the Southern country; and being practically devoted to advertising, its advertisements are consequently more generally read. Sixth—The very interesting character of the reading matter in the GUIDE, has made it a favorite in both city and country, and it is eagerly sought for and preserved by the traveling public for the large fund of information it affords. Seventh—There is not a man in the country who will deny that the GUIDE is an enterprise well deserving the maintenance and support of the public. Eighth—As an evidence that the advertising communities both at home and abroad are beginning to understand and appreciate these facts, we refer to our advertising pages. Peruse them; they will be found to contain information of interest to everybody. Ninth—In conclusion we assert, without fear of successful contradiction, that—as a book for the traveler, the merchant, the farmer and the home circle—*either or all*—at the small sum of \$1 50—(the price of a year's subscription)—BRYANT'S RAILROAD GUIDE is the cheapest LITERARY, NEWSY and INFORMATIONAL MAGAZINE in the United States.

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Her general resources, area, variety and adaptability of the soils, her seasons, price of lands by purchase or rent, various kinds of timber, prices of the various commodities of life, number of navigable and other water courses, railroads constructed and projected, water powers, the cereals, fruit culture, stock raising and wool growing advantages, various church denominations and schools, her liberal pre-emption and homestead laws, her Sunday and arms bearing laws, her chief cities, their population, trade and commerce, telegraphs, street railways, etc.; prices of horses, cattle, sheep, hogs, farming implements, etc.; the general population and social status of the people, and many other subjects of invaluable reference concerning this rapidly unfolding country. See pages 21 to 29 inclusive.

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
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 The Calvert House, Calvert, Texas, is the *Ne-Plus-Ultra* of hotels. Others may boast their metropolitan proportions, but you can't find a better home than the “Calvert.” go where you will. See card on back of front map.