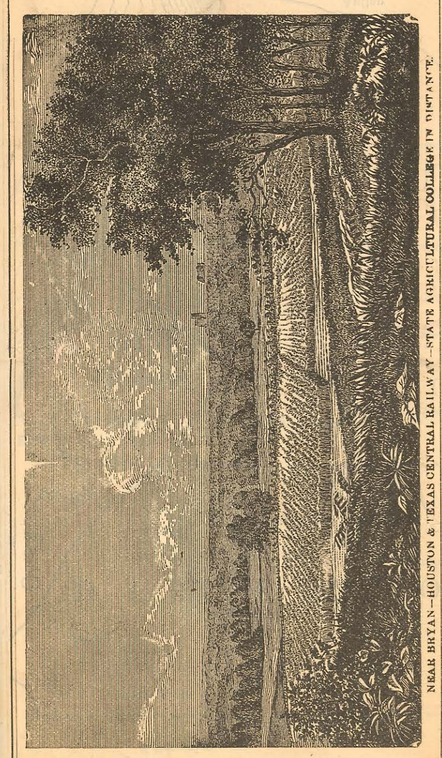

NEAR BRYAN—HOUSTON & TEXAS CENTRAL RAILWAY—STATE AGRICULTURAL COLLEGE IN DISTANCE.

—) THE (—

Houston & Texas Central

RAILWAY.

The Trunk Line of Texas.

4 EXPRESS TRAINS DAILY

THIS IS THE ONLY LINE RUNNING THROUGH

Central and Western Central Texas

The Most Valuable Agricultural Portion of the State.

LAND EXPLORERS' TICKETS

ON SALE AT PROMINENT NORTHERN POINTS.

LOW RATES OF FARE FOR EMIGRANTS

From all parts of the United States, Canada and Europe, and Through Tickets can be purchased at all Railway Stations of any prominence to either of the important points named herein.

Pullman's Palace Sleeping Cars

And First Class Passenger Coaches

Run Daily, each way Without Change, between Houston and St. Louis, via Dallas, Denison, and Ft. Scott, and Connecting at Sedalia, 11.05 a.m., with free Chair Car, via Mo. Pacific Ry. for St. Louis.

PULLMAN PARLOR CARS ON TRAINS Nos. 1 AND 2 BETWEEN DENISON AND CORSICANA.

COMING TO TEXAS

Via Denison or via Houston, see that your Tickets read VIA THE HOUSTON & TEXAS CENTRAL RAILWAY from either of these points to destination, or to junction point on this road, en route to destination.

One stop-over of 3 days permitted, to holders of first class unlimited coupon tickets.

FOR INFORMATION, PAMPHLETS, MAPS, Etc., Etc.

Apply in person or by letter to either of the following Agents nearest you:

R. M. ELGIN,
Land Commissioner,
HOUSTON, TEXAS.

R. H. HILL,
Southeastern Passenger Agent,
P. O. Box 253. CHATTANOOGA, TENN.

E. HAWLEY,
General Eastern Passenger Agent,
339 Broadway, NEW YORK CITY.

A. FAULKNER,
General Passenger and Ticket Agent,
HOUSTON, TEXAS.

OR TO

BENJAMIN C. CLARKE, AND **CHARLES DILLINGHAM,** } Joint Receivers, **J. WALDO,** Agent for Receivers,

HOUSTON, TEXAS.

GREAT BRITAIN AND CONTINENTAL EUROPE AND TEXAS.

THE

Houston & Texas Central Railway Co.

Has perfected arrangements with the following STEAMSHIP LINES for interchange of passenger business between Texas and Europe, and has Tickets both Outward and Prepaid, Cabin and Steerage, on sale at all important agencies in Texas.

North German Lloyd Steamship Co.

To or from Texas (via BALTIMORE or NEW ORLEANS) and SOUTHAMPTON, LONDON, HAVRE, PARIS, BREMEN, ALL ENGLISH and GERMAN PORTS.

Inman Line.

UNITED STATES and ROYAL MAIL LINE STEAMERS. Between TEXAS (via NEW YORK) and LIVERPOOL, QUEENSTOWN, LONDONDERRY, BELFAST, GLASGOW, BRISTOL or CARDIFF, DUBLIN, by Steamer from LIVERPOOL. LONDON, by Rail from Liverpool. And CONTINENTAL and NORWEGIAN PORTS.

White Star Line.

To and from TEXAS (via NEW YORK), and LIVERPOOL, QUEENSTOWN, GLASGOW, LONDONDERRY, BELFAST, BRISTOL, or CARDIFF, DUBLIN, LONDON, and points in GERMANY, ITALY, DENMARK, NORWAY and SWEDEN.

Rotterdam Line.

NETHERLANDS-AMERICAN STEAM NAVIGATION CO. (Rotterdam Line.) To and from Texas (via NEW YORK), and ROTTERDAM, and all points in HOLLAND, BELGIUM, SOUTH GERMANY, the RHINE and SWITZERLAND.

Italian Line.

To and from TEXAS (via NEW YORK), and GIBRALTAR, NAPLES, GENOA, MESSINA, MARSEILLES, PALERMO, ETC. Direct Steamers between NEW YORK and ITALIAN PORTS.

State Line.

To and from TEXAS (via NEW YORK), and SCOTLAND, ENGLAND and IRELAND. Direct Steamers between NEW YORK and GLASGOW.

AS AN INDUCEMENT TO IMMIGRATION For the purposes of settling up the State of Texas, the HOUSTON & TEXAS CENTRAL RAILWAY COMPANY has, in connection with the above-named Steamship Companies placed in effect greatly reduced rates from all prominent places in GREAT BRITAIN, IRELAND and CONTINENTAL EUROPE to all points in Texas. This is the cheapest and most direct route for those who are already residents of the State, and desire to avail themselves of these low rates to bring over their relatives or friends, can purchase prepaid certificates for that purpose at any of the important agencies of this Company.

Parties desiring to visit Europe, can be ticketed direct from Texas to all principal ports of Great Britain and the Continent, via either of the above Steamship Lines, and can obtain all information as to rates, particular steamships, dates of sailing, and maps showing routes of the Houston & Texas Central Railway, by calling at the Company's State Rooms can be engaged, Tickets, and any information as to rates, particular steamships, dates of sailing, and maps showing routes of the Houston & Texas Central Railway, yielding from sixty to eighty bushels per acre.

Consequent upon the production of cotton, results one of the most important industries of the State, *i. e.*, the manufacture of

COTTON SEED OIL.

This oil is of a superior quality and extensively used, for all purposes where a fine oil is necessary. The yield of oil is 32 gallons per ton of seed, and the cake left after the oil is expressed from the seed, the material remaining is pressed into a

COTTON SEED OIL CAKE,

which makes an excellent and nutritious food for stock, and is used largely for export. For the manufacture of the oil and oil cake, several large mills are in operation on the line of the Houston & Texas Central Railway.

WHEAT, as a staple, is grown in the central, northern and northwestern portions of the State, the yield per acre varying from about twenty-four bushels to the acre, while in some instances the production has reached as high as forty-five bushels per acre.

CORN is grown in all parts of the State, forty bushels of the yield per acre being obtained in the richer districts of the Trinity, Brazos and Colorado, however, it often reaches sixty to seventy-five bushels to the acre.

OATS are grown readily throughout the region of country tributary to the Houston & Texas Central Railway, yielding from sixty to eighty bushels per acre.

BARLEY is a very certain crop throughout Central Texas, averaging about forty bushels to the acre, though as eighty bushels per acre, and frequently forty-five.

RYE is a very sure crop, producing an average of twenty-five bushels per acre, and frequently forty-five.

VEGETABLES. All varieties of garden vegetables are produced in great abundance anywhere in the State.

FRUITS in great variety are grown in all the counties along the line of this road; care and attention in their cultivation can but be productive of the best results, equaling if not surpassing the success attained in any of the older States.

TIMBER. There are several species of timber in the region of country tributary to the Houston & Texas Central Railway, as eligible for manufacturing purposes, as the

post-oak, burr-oak, walnut, ash, cottonwood, gum, cedar, black-jack, live-oak and pecan.

Your Routes to Texas!

From all points in the North, West and East, purchase tickets via the

Missouri Pacific Railway to Denison

THENCE VIA

Houston & Texas Central R'y

TO DESTINATION.

See that your Tickets Read via this Railway from Denison.

Or coming from all points in the Northeast, East, AND PARTICULARLY THE SOUTHEAST; purchase tickets via

NEW ORLEANS

AND THE

NEW ORLEANS & TEXAS

All Rail Through Line,

Bringing passengers direct from New Orleans, via Vermillionville, Lake Charles and Orange, to Houston, thence via

HOUSTON & TEXAS CENTRAL R'Y

To points enumerated herein.

SLEEPING CARS

BETWEEN

New Orleans and Houston

AND

Houston and Denison.

LOW RATES OF FARE

Are in effect from all prominent points in the United States and Canadas,

TO

TEXAS.

HOUSTON & TEXAS CENTRAL R'Y

Time Table No. 74, in Effect June 14th, 1885.

North Bound.		Main Line.		South Bound.
No. 3. St. Louis Express.	No. 1. St. Louis Express.	STATIONS.	No. 2. St. Louis Express.	No. 4. Gulf Express.
7.30am	10.00am	Lv. New Orleans Ar.	5.00pm	6.30am
10.15	12.35pm	Houston	2.45	9.15
9.50	12.20pm	Spring	3.07	9.50
11.20	1.48	Navasota	1.45	8.20
12.35pm	3.03	Millican	12.30	7.05
1.25	3.42	Calvert	11.50am	6.25
2.45	4.55	Bremond	10.40	5.15
3.05	5.15	Hearne	10.20	4.55
3.56	6.05	Franklin	9.30	4.05
4.27	6.35	Bryan	9.00	3.40
4.35	6.43	Benchley	8.52	3.32
5.00	7.02	Wellborn	8.33	3.13
5.37	7.39	Navasota	8.00	2.45
5.51	7.53	Grosebeck	7.46	2.31
6.00	8.02	Cameron	7.30	2.15
6.45	8.43	Mexia	6.50	1.40
6.55	8.53	Richland	6.40	1.30
7.00	8.58	Corsicana	6.30	1.25
7.50	9.40	Cayuga	5.50	12.45
8.00	9.50	Cecil	5.40	12.35
8.15	10.05	Alma	5.25	12.20
8.23	10.13	Streetman	5.17	12.12
8.37	10.27	Palmer	5.03	11.58
8.44	10.33	Garrett	4.56	11.51
8.55	10.45	Ennis	4.45	11.40
9.20	11.05	Milford	4.25	11.20
9.33	11.20	Waxahachie	4.10	11.05
9.44	11.30	Avalon	4.00	10.55
9.55	11.41	Midlothian	3.50	10.45
10.05	11.55am	Venus	3.40	10.35
10.27	12.15pm	Alvarado	3.20	10.15
11.50am	1.50	Sherman	2.25	8.50
12.30pm	2.30	Ar. Denison Lv.	1.50pm	8.00am
6.00am	6.50am	Ar. St. Louis Lv.	9.30pm	9.00am

Accommodation Train daily, except Sunday, between Denison and Corsicana. Leave Denison, 7.00 a.m.; arrive Corsicana 3.30 p.m. Leave Corsicana 7.55 a.m.; arrive Denison 6.15 p.m. Nos. 3 and 4 have Through Sleepers between Houston and St. Louis and intermediate points. Connections at Junctions: Nos. 1 and 2 with Parlor Cars on Night Trains between Denison and Corsicana. Leave Denison 2.00 a.m.; arrive Corsicana 8.15 a.m. Leave Corsicana 7.30 p.m.; arrive Denison 1.35 a.m.

THROUGH SLEEPER

HOUSTON TO ST. LOUIS.

And Intermediate Points, via

Dallas, Denison, Fort Scott and Sedalia.

SOME OF THE PRODUCTIONS —OF— TEXAS.

Although for a number of years there has been a steady emigration to our midst, the residents of Texas have not yet apparently become fully aware of the great productive capacities of the immense agricultural resources of this State, the residents of foreign countries are apparently becoming better alive to, and more fully appreciative of, the innumerable advantages this State offers intending settlers, and the tide of emigration is steadily increasing in volume. This is being constantly proven by the steadily increasing volume of foreign immigration coming from all parts of the old world, which is rapidly populating the fertile districts of Texas, and is probably the greatest number. All coming here have no difficulty in finding locations to suit their wishes, and almost invariably become prosperous and contented citizens. This is due partly, which is by experience shown to be in Texas the certain result of attention, labor and well directed energy. Every steamer arriving at New York or Baltimore, brings a greater or less number of emigrants destined for Texas, and every train from Orleans they are coming in ship loads; the result of this influx will be that before the lapse of many years, land will be worth as much per acre as it is now per section, and the population of this country who anticipate "emigrating to Texas," but are tardy in coming, will at length find that delays—although in this case not exactly dangerous—are at least expensive.

SOME OF THE PRODUCTIONS —OF— TEXAS.

COTTON has always been, and is now, the chief production and article of export of Texas. That raised here is generally of a superior quality, and the yield per acre is from half a bale to a bale, or 500 lbs.—the lowlands yielding the larger proportion. For the year ending July 31, 1884, there were produced in Texas 1,289,000 bales, and for the year ending July 31, 1885, the crop will be about 470,000, or over 37 per cent. of the whole crop of the State

Consequent upon the production of cotton, results one of the most important industries of the State, *i. e.*, the manufacture of

COTTON SEED OIL.

This oil is of a superior quality and extensively used, for all purposes where a fine oil is necessary. The yield of oil is 32 gallons per ton of seed, and the cake left after the oil is expressed from the seed, the material remaining is pressed into a

COTTON SEED OIL CAKE,

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post-oak, burr-oak, walnut, ash, cottonwood, gum, cedar, black-jack, live-oak and pecan.

Texas Central Railway.

NORTHEASTERN BRANCH

NOW BUILDING FROM

GARRETT

ON MAIN LINE OF THE

Houston & Texas Central Railway,

In a northeast direction, is already finished through

KAUFMAN,

In Kaufman County, to Terrell, and is now open for business to and from

ROBERTS,

Affording New and Increased Facilities for Passenger and Freight Traffic in that District. This is an extremely Productive Country, which will be greatly increased in value by the introduction of this New Rail Line.

TEXAS

CONTAINS NEARLY

180,000,000 Acres OF LAND.

The natural Agricultural and Pastoral value of which renders it undeniably the most favorable location in America for actual settlers.

THERE is a wide field here from which to select, embracing such a variety of lands, that there is no reason why intending settlers should not find a location to suit their particular ideas and desires. These lands can be obtained generally in the old settled portions of the State, and in the frontier districts, which are rapidly settling up with an intelligent and well populated class of citizens. The Texas Central Railway runs through these counties, and provides ample and convenient transportation for North, East and West. Emigrants and others, seeking favorable locations for general farming and stock-raising, particularly sheep-raising, would do well in giving this part of the State a thorough examination.

For full particulars about Houston & Texas Central Lands, address

R. M. ELGIN, Land Commissioner,
HOUSTON, TEXAS.

WACO & NORTH-WESTERN DIVISION.

No. 33. Mixed.	No. 31. 1st Class.	STATIONS.	No. 32. Mixed.	No. 34. 1st Class.
8.00am	10.00am	Lv. Houston Ar.	6.15pm	4.50pm
9.30	11.30	Hempstead	4.45	3.20
10.00	12.00m	Chappell Hill	4.15	2.50
10.35	12.35pm	Brenham	3.40	2.15
11.05	1.05	Burton	3.10	1.45
11.30	1.30	Ledbetter	2.45	1.20
11.45	1.45	Giddings	2.30	1.05
12.30pm	2.30	McDade	1.45	12.20m
1.00	3.00	Elgin	1.15	11.50am
1.30	3.30	Austin Lv.	12.45pm	11.20
2.30pm	4.25pm	Ar. Austin Lv.	11.45am	8.25am

TEXAS CENTRAL—North-Western Division.

No. 33. Mixed.	No. 31. 1st Class.	STATIONS.	No. 32. Mixed.	No. 34. 1st Class.
8.00am	10.00am	Lv. Houston Ar.	6.15pm	4.50pm
8.30	10.30	Rosenberg	5.45	4.20
9.15	11.15	Richmond	5.00	3.35
9.40	11.40	Stafford	4.35	3.10
10.00	12.00m	Sugarland	4.15	2.50
10.30	12.30pm	Missouri	3.45	2.20
10.45	12.45	Arcola	3.30	2.05
11.00	1.00	Manvel	3.15	1.50
11.30	1.30	Alvin	2.45	1.20
12.00m	2.00	Manvel	2.15	12.50m
12.30pm	2.30	Algoa	1.45	12.20m
1.00	3.00	Galveston Ar.	1.15pm	11.50am

TEXAS CENTRAL—North-Western Division.

STATIONS.		
Lv.	Ross	Ar.
	Aquilla	
	Whitney	
	Walnut Springs	
	Iredell	
	Alexander	
	Dublin	
	Mount Airy	
	Carlton	
	Cisco	
Ar.	Abilene	Lv.

No. 41. Mixed.	No. 43. 1st Class.	STATIONS.	No. 42. Mixed.	No. 44. 1st Class.
7.40am	7.30am	Lv. Ross Ar.	6.30pm	5.00pm
8.30	8.15	Aquilla	5.30	4.15
9.00	8.45	Whitney	5.00	3.45
9.30	9.15	Walnut Springs	4.30	3.15
10.00	9.45	Iredell	4.00	2.45
10.30	10.15	Alexander	3.30	2.15
11.00	10.45	Dublin	3.00	1.45
11.30	11.15	Mount Airy	2.30	1.15
12.00m	11.45	Carlton	2.00	12.45pm
12.30pm	12.15pm	Cisco	1.30pm	12.15
1.00	12.45	Ar. Abilene Lv.	1.00	11.45am

TEXAS CENTRAL—North-Eastern Division.

No. 51. Mixed.	STATIONS.	No. 52. Mixed.
8.00am	Lv. Houston Ar.	6.30pm
8.40	Spring	5.45
9.40	Conroe	4.45
10.05	Willis	4.20
12.15pm	Ar. Roberts Lv.	1.00pm

CENTRAL TEXAS & NORTH-WESTERN RY

No. 43. Mixed.	STATIONS.	No. 42. Mixed.	No. 44.
10.40am	Lv. Houston Ar.	5.00pm	6.30pm
8.40pm	" Gazette "	6.45am	7.10pm
9.05	" Jotrice "	6.15	6.40 "
8.35pm	Ar. Waxahachie Lv.	5.45am	6.10pm

Nos. 51 and 52 Daily except Sunday. All other trains daily.

Waco and Albany, Daily except Sunday. Nos. 33 and 34, between

HOUSTON TO DENISON, H. & T. C. Ry.

BREMOND TO ROSS, " " "	115
BREMOND TO WACO, Texas Central Ry	54
GARRETT TO ROBERTS, " " "	53
GARRETT TO WAXAHACHIE, " " "	12
TOTAL MILES IN OPERATION	749

HOUSTON & TEXAS CENTRAL R'Y

Time Table No. 74, in Effect June 14th, 1885.

North Bound.		Main Line.		South Bound.
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11.20	1.48	Navasota	1.45	8.20
12.35pm	3.03	Millican	12.30	7.05
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2.45	4.55	Bremond	10.40	5.15
3.05	5.15	Hearne	10.20	4.55
3.56	6.05	Franklin	9.30	4.05
4.27	6.35	Bryan	9.00	3.40
4.35	6.43	Benchley	8.52	3.32
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5.37	7.39	Navasota	8.00	2.45
5.51	7.53	Grosebeck	7.46	2.31
6.00	8.02	Cameron	7.30	2.15
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9.44	11.30	Avalon	4.00	10.55
9.55	11.41	Midlothian	3.50	10.45
10.05	11.55am	Venus	3.40	10.35
10.27	12.15pm	Alvarado	3.20	10.15
11.50am	1.50	Sherman	2.25	8.50
12.30pm	2.30	Ar. Denison Lv.	1.50pm	8.00am
6.00am	6.50am	Ar. St. Louis Lv.	9.30pm	9.00am

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THROUGH SLEEPER

HOUSTON TO ST. LOUIS.

And Intermediate Points, via

Dallas, Denison, Fort Scott and Sedalia.

Texas Central Railway

—AT—

ROSS STATION

ON THE

NORTHWESTERN DIVISION

OF THE

Houston & Texas Central

RAILWAY,

COMMENCES THE

Texas Central RAILWAY,

Which is now in course of construction toward the northwestern confines of the State. It is already completed to

ALBANY, 188 MILES NORTHWEST OF WACO, running through

CISCO, 155 MILES WEST OF WACO, forming a junction with the Texas & Pacific Railway, and running through

DE LEON, 120 MILES WEST OF WACO, running through

DUBLIN, 107 MILES NORTHWEST OF WACO, running through

ALEXANDER, 98 MILES WEST OF WACO, and through

HICO, 85 MILES WEST OF WACO, through

IREDELL, 74 MILES WEST OF WACO, through

MORGAN, 55 MILES WEST OF WACO, and running through

WHITNEY, 33 MILES WEST OF WACO

The above named points develop a fine agricultural district, all being located in or tributary to what is known as the Valley of the Brazos River. In the districts surrounding them, cotton is produced in large quantities, and

Corn and Oats, 60 " "
Wheat, 24 bushels to the acre.

The above named points are in the midst of an excellent farming country, and in the healthiest portion of Texas, being located 1,500 feet above sea level.

From either of the places above named, the settler has a wide field from which to select, embracing as it does such a profitable home. In the counties of Bosque, Somervell, Comanches, Erath, Eastland, Palo Pinto, Hood and Johnson, portion of the State, the lands as well as the whole western are unsurpassed for fertility, and the climate is superior to most parts of the State. Settlers will find it to their interest to locate in this section for the great tide of business flowing East and West.

CISCO will naturally be the point of concentration and distribution for the great tide of business flowing East and West.

CONNECTIONS OF THE Houston & Texas Central RAILWAY.

AT DENISON WITH THE MISSOURI PACIFIC RAILWAY, between all points named herein, and all points in the North, East and West.

AT SHERMAN WITH TRANS-CONTINENTAL DIVISION of the TEXAS & PACIFIC RAILWAY, to and from all points in the Southeast and East, via Memphis.

AT DALLAS WITH TEXAS & PACIFIC RAILWAY, to and from all points on Main Line of that road, East and West of the Houston & Texas Central Railway.

AT CORSICANA WITH TEXAS & ST. LOUIS RAILWAY, to and from Tyler and all points on that railway up to and including Texarkana.

AT HEARNE WITH INTERNATIONAL & GREAT NORTHERN R. R. for San Marcos, New Braunfels, San Antonio, Laredo and points in Mexico, as Lampazos, Villaldama, Palo Blanco, Salinas, Monterey, etc.

AT AUSTIN WITH INTERNATIONAL & GREAT NORTHERN R. R. for San Marcos, New Braunfels, San Antonio, Laredo and points in Mexico, as Lampazos, Villaldama, Palo Blanco, Salinas, Monterey, etc.

AT HOUSTON WITH TEXAS & NEW ORLEANS RAILWAY, between all points on Houston & Texas Central Railway and Liberty, Beaumont, Orange, Lake Charles, Vermillionville, Opelousas, Alexandria, Morgan City, New Orleans, and all points in the Southeast and East. Through Sleeping Cars between Houston and New Orleans without change.

AT HOUSTON WITH GALVESTON, HARRISBURG & SAN ANTONIO RAILWAY, to and from Columbus, Schulenburg, Lulling, Seguin, San Antonio, Laredo, Ft. Clark, Ft. Concho, Eagle Pass, and points in Mexico.

AT HOUSTON WITH GALVESTON, HOUSTON & HENDERSON and GULF, COLORADO & SANTA FE RAILWAYS, to and from Galveston.

MORGAN'S LINE OF STEAMSHIPS run between Galveston and Indianola, Corpus Christi, Brownsville, Vera Cruz, etc.

TEXAS

THE EMPIRE STATE.

Read the following, and note the advantages possessed by those residing in Texas, compared with residents of foreign countries.

THE STATE OF TEXAS extends from the 26th to the 36th parallel of north latitude, and lies between the 16th and 31st meridians of longitude, west from Washington, and is bounded on the north by Colorado, Kansas, the Indian Territory and Arkansas; on the east by Louisiana and the Gulf of Mexico; on the south by the Gulf of Mexico; and on the west by the Republic of Mexico and New Mexico. It is the largest State in the Union, has 274,356 square miles, being much larger than Germany or France, or New York, Pennsylvania, Mississippi and Louisiana combined, and is divided into 227 counties, eleven of which border on the Gulf of Mexico, and seven on the Red River. Beginning with a level coast, entirely free of rock, the altitude gradually increases through the northern boundary. The soil is universally characterized as being the most fertile and productive in the known world. Her bottom lands surpass any yet discovered on the globe. She is also possessed of the greatest variety of soils, that of the southern and southeastern sections being composed of black loam (or bottom lands), is better adapted to the production of sugar and cotton, though the latter yields abundantly on the prairies and uplands. The fine coffee-colored soil of the prairies grows unequaled crops of wheat, barley, corn, oats, and all the cereals, while nature provides sustenance year after year for more than 4,000,000 of cattle. The eastern and northeastern portions contain the finest forests of ash, hois d'arc, oak, cypress, walnut and pine to be found west of the Mississippi River. The average temperature for the year round is about 66°, varying from 50° in the winter to 90° in the summer, thus producing a climate only equaled by Italy.

Over three-fourths of this vast territory is capable of the highest stage of agricultural and pastoral development. She is capable of sustaining an untold quantity of animal life. Her undeveloped resources are almost beyond computation. She inherits the essentials of material and political greatness in an eminent degree. Her chief want is population. To reach a estimate of the capabilities of the State of Texas, it is necessary to institute a comparison between her and some of the old European nationalities. A similar comparison with the United States of Texas is not deemed requisite.

Next to extent, what is territory of Texas is the Austrian Empire. Its area is 240,948 square miles. This dismembered possessions embrace Hungary, Bohemia, Galicia, Illyria and Dalmatia; the archduchy of Austria; the principality of Transylvania; the duchy of Styria; the margravate of Moravia; and one county, Tyrol. The population of the Austrian Empire in 1869 was 35,904,858. The public debt of the nation in 1874 was £332,800,000, or $1,619,000,000. The budget of the empire for the year 1874 shows expenditures amounting to 568,851,687, or $819,258,186. This enormous sum of money is required to carry on the civil, military and judicial functions of the national government alone, and does not include municipal and corporate taxation. It is equivalent to a fraction in excess of $9 to every individual of Austria's 35,904,858 of population. The area of Austria is less by 38,418 square miles than that of Texas, or equivalent to the area of the entire State of Texas, and that of Great Britain and Ireland is 120,879 square miles. It is less than the area of Texas by 168,472 square miles. It would require to make up the difference between the area of Texas and that of Great Britain and Ireland, the States of Maine, Ohio, Virginia and Kentucky. The population of Great Britain in 1871 was 31,817,108. This aggregate is scattered proportionately over a territory less than half the territory possessed by the State of Texas. The government of Great Britain does not compel the public debt is inconsiderable, and her schools and benevolent institutions liberally endowed.

THE EMPIRE STATE OF TEXAS can support upon her broad acres millions of the industrious and intelligent from all lands and nationalities, and to all such she extends a cordial invitation.

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