




YOUTH
&
WESTER
MEAS
GIDE



SOUTHERN & WESTERN



Texas Guide



Joyce Sweeney
From her dear father,
Sidney W. Sweeney

Walt

Texas

Walt + Paul

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SOUTHERN AND WESTERN
TEXAS GUIDE

1878

JAMES H. BUCK AND W. L. SMITH, Authors



Yours truly
J. W. Peirce

SOUTHERN AND WESTERN
TEXAS GUIDE

FOR

1878.

JAMES L. ROCK AND W. I. SMITH, *Authors.*

ST. LOUIS, MO.:

A. H. GRANGER, PUBLISHER.

1878.



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J. W. Peirce.

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TO
COL. THOMAS W. PEIRCE,

PRESIDENT OF THE GALVESTON, HARRISBURG & SAN ANTONIO RAILWAY,

TO WHOSE ENTERPRISE AND LIBERALITY
IN THE CONSTRUCTION OF AMPLE TRANSPORTATION FACILITIES THROUGH
SOUTHERN AND WESTERN TEXAS,
THE PEOPLE OF THAT GREAT SECTION OF COUNTRY OWE A DEBT OF
GRATITUDE; AND FOR WHOM
WE ENTERTAIN THE HIGHEST PERSONAL ESTEEM,
THIS VOLUME IS
RESPECTFULLY DEDICATED.

A. H. GRANGER.

PREFACE.

IN presenting the "SOUTHERN AND WESTERN TEXAS GUIDE" to the public, the publisher recognizes the wide-spread demand throughout this country, and, indeed, in large sections of Europe, for a more comprehensive and reliable description of that great State than has yet been issued from the press. This work does not include a history of Texas, its heroes or statesmen, excepting incidentally, for that has many times been written. The primal object has been to obtain correct information relative to the topography, climate, soil, productions, rain-fall, temperature water supply, amount of timbered and prairie lands, educational advantages and prospects, religious privileges, character of the people, and other valuable and interesting facts connected with that State, such as the moving millions of the race are making earnest inquiry for. In a condensed and readable form this material and important information is now presented to the public. In addition, the subject of railroads and transportation will be found an interesting feature.

BIOGRAPHICAL SKETCH

OF

THOMAS WENTWORTH PEIRCE, Esq.

WHAT photography is to the human countenance, biography is to the soul. The one, with the marvelous pen of light, sketches the outward features of our physical being; the other traces the progressive developments of mind from infancy to manhood, and demonstrates that the diversity of character in individuals is as limitless in society as the varying physiognomy of man is marked in the races.

The infinite diversity of the human countenance fills us with reverent amazement. To contemplate the countless millions who have lived, and are living, and to find no actual duplicates of form, or of expression; to dwell upon a truth so pregnant with meaning, so vital to humanity, so marked by the unerring hand of Infinite Wisdom and Love,—should lead us to pause and gather the teachings of such a lesson, that we may deepen our faith in divine control, and enlarge our conceptions of the practical relations of human life.

To look upon a multitude of upturned faces of a great assembly, and to see how much alike and yet how different; to recognize an acquaintance, a friend, a citizen, a criminal, or to observe a stranger, and without a mistake, has always excited the wonder and admiration both of unthinking men and philosophers. It is *the perfection of system*, in society. It recognizes the individuality of man, in his outward form, and establishes his separate responsibility as an accountable being. It insures certainty, as to person, and provides protection against the dangers of mistake. Every being has his separate mark, moulded in his form and features, and thus becomes permanently linked with the consequences of his thoughts and acts, in the midst of the millions of his fellows throughout the world. He may be pointed out with certainty as entitled to the respect of mankind, to be honored, or as a dangerous member of society to be watched and guarded. No one can be taken for another, whether for good or evil, for honor or disgrace.

If physical identity in its countless variety, is of such magnitude as to be made a special and undeviating part of human existence, how much more important becomes the individual character of man, the identity of the soul. Who can point to a nobler theme, than that to be found in the identity of the soul in its active aspirations, tendencies and habits! Indeed, it is in this we find the precious gem that is to be protected by the diversity of outward form. No one is made responsible for another, and all alike are held

accountable. Each stands for himself—alone. This view enables us to see the rank and dignity of man in his separate individuality. It is a common error to lessen the importance of this distinction by reducing it to the scale of number, as if the soul, made in the image of God, could be made great, or insignificant, by the rules of arithmetic. These lessons of personal identity demonstrate the beautiful truth, that every human being, however great or humble in talents, is created not only with special capacities to think and act for himself, but is appointed to a mission in the world of being, which he alone can fill. He is made a part of the universal whole, and is subject to laws which inhere in the universe of being. Without him the world would be incomplete. He is endowed with faculties to observe and study the nature of things, and to discover his aptitudes for special skill, labor, and duty. He employs his senses to see, to hear, to touch, to taste, and seeks to find the special strength in the faculties bestowed upon him by God—to think, to feel and to act. By degrees he finds his mission, either in success or failure, and he becomes an example either to be respected and followed, or condemned and avoided. If he produces an example of success, his life becomes a lesson to be taught and remembered by all who follow him.

It is a common error to suppose that biography is useful only when applied to extraordinary men. We refer to such men as Washington, Jefferson, Samuel Adams, Franklin, Newton, Napoleon, Cuvier, La Place, Kant, Luther, Fenelon, Calvin, Huss, who may be demominated the representative men of nations, of reforms, of revolutions. They make up a portion of the world's history; and all their genius and strength have been applied either to the momentous affairs of government, to reforms, or to the sublime developments of science. They have mastered in their time, the great subjects which involved the interests of an age, or of a generation; but, in the duties incumbent upon a citizen in all the walks of private life, or in the higher demands of public duty, they have furnished no more examples to be noted for the study of posterity than can be found scattered throughout the civilized world, in every society, in every class, profession, and condition.

These views of the subject are confirmed by the strongly expressed opinions of Dr. Johnson, who says:

"I have often thought that there has rarely passed a life of which a judicious and faithful narrative would not be useful. For, not only every man has, in the mighty mass of the world, great numbers, in the same condition with himself, to whom his mistakes and miscarriages, escapes and expedients, would be of immediate and apparent use; but there is such a uniformity in the state of man, considered apart from adventitious and separable decorations and disguises, that there is scarce any possibility of good or ill but is common to humanity. A great part of those who are placed at the greatest distance by fortune or by temper must unavoidably pass in the same manner; and, though, when the claims of nature are satisfied, caprice, and vanity, and accident begin to produce discriminations and peculiarities, yet the eye is not very heedful or quick which can not discover the same causes still terminating their influence in the same effects, though sometimes accelerated, sometimes retarded, or perplexed by multiplied combinations. We are all prompted by the same motives, all

deceived by the same fallacies, all animated by hope, obstructed by danger, entangled by desire, and seduced by pleasure.

"It is frequently objected to relations of particular lives, that they are not distinguished by any striking or wonderful vicissitudes. The scholar, who passed his life among his books; the merchant, who conducted his own affairs; the priest, whose sphere of action was not extended beyond that of his duty, are considered as no proper objects of public regard, however they might have excelled in their several stations, whatever might have been their learning, integrity, and piety. But this notion arises from false measures of excellence and dignity; and must be eradicated by considering that, in the esteem of uncorrupted reason, what is of most use is of most value."

All must be deeply impressed with the truthfulness of this language. Whatever is of the most use *must be of the most value*. But few men can enjoy the special privileges of genius, of patriotism; for many generations are permitted without signal opportunities for men to distinguish themselves, either as philosophers or as patriots. Humanity does not afford to every generation a brilliant genius to astonish the world; nor is it the lot of nations to be made the subjects of revolution so frequently as to give birth, by opportunity, to a numerous band of heroes. Great events transpire but seldom; and however full of interest they may be regarded, they are unquestionably of less consequence, and convey less instruction to the great masses of the people, than the ordinary occurrences which fall within the circle of every year, of every season.

The wants of men are similar and common. They are supplied by ordinary and obvious means, within the reach of all. What is vitally important, all have an interest in understanding. Whoever has participated in the common affairs of life—whoever has done the most to meet the wants of the many, and to point out the numerous sources of comfort and success—whoever has averted and relieved the most suffering, prevented the most wrong, exhibited the best examples of duty, taught the greatest amount of knowledge of common things to common people—is a subject above all others for that biography which promises and establishes the most good for the greatest number.

We are told by TACITUS that it was the practice of Roman authors, in the early periods of the republic, to record the lives and characters of illustrious men. The example has been followed in other countries. But the class of illustrious men, so termed in all times, has been a limited one. Emperors, kings, warriors, law-givers, occupy most of the volumes devoted to illustrious men. Their deeds may have been those of courage, self-denial, and patriotism, in seasons of extraordinary trial and danger; and it is right, it is patriotic, that the sun of glory should shine around them, and ennoble their memory. We would not neglect the heroes, the choice spirits of reform, and of defence against tyranny, for such are to be honored and revered; but we claim that there is another class quite as much entitled to distinction, and, in regard to posterity, holding positions quite as honorable. If biography is to be valued for the good it may do, then it is not difficult to distinguish between examples of success and of failure. The history of Newton is valuable to the scholar in so far as he learns what are the habits which favor study and proficiency in science. The history of Napoleon is prized by the general, or by the statesman, just so far as his ex-

perience serves him for guidance in the proper execution of his plans, for direction in his peculiar researches. The noble career of Washington is a living example to the illustrious of all nations, teaching the true objects and ends of patriotism, and rebuking the eminent selfishness of rulers. Although we would not presume to limit the wide influence of such exemplars, still, it would be injudicious to claim that we are to look to such as guides in the ordinary affairs of life. Indeed, it may be truly said, that the examples of the great are made to bless the rising generations only as they are taught with prudence by the humble mother, the ambitious father, or the public teacher. What is truly great is worthy to be recorded; what is truly useful is worthy to be taught; but a small matter in a great man is surely not so worthy to be noted as a useful matter in a common man.

Wherein is the moral profit of the assurance of Sallust, *that CATILINE sometimes walked quick, and sometimes slow?* Who is likely to be a better man by being told that Cæsar scratched his head with one finger, or that the pulse of Addison was irregular? Who cares to know that Scaliger's father sold red herrings for a profit, or that Montaigne was really a lover of white wines?

The little things of great men are preserved for posterity, though they signify nothing, and benefit no one; while the biographer has not condescended to notice deeds of merit, which, though of humble origin, may have proved to be the source of much physical comfort, or of unmeasurable happiness.

It is the glory of the moral world that all power of every denomination is made subservient to the beneficent designs of Deity, and that character based upon the eternal principles of truth and justice has its permanent position of influence to reform and to advance the great interests of society. The evil which men do is temporary; and whoever is a true observer will heed and avoid its repetition, and its inevitable penalties. It stands in the pathway of man, as the rock in the track of the mariner,—a beacon to be dreaded and avoided. It is the good alone which abides the test of time, and carries forward on the wings of truth the vitality which is to embody the wisdom of the past, and be the seed of future growth and greatness. Moral progress is not abandoned to chance processes, to events which come from accident. It is the condition of actual existence, the divinity that gives birth to profitable thought and useful action. The ancients found it in such spirits as those of Plato, Socrates, Lycurgus and Aristides. At later periods we find a Columbus, a Sebastian Castalio, a Prideaux, a Linnæus, a Hunter, a Bacon. And later still, we are led to contemplate the genius of a Cuvier and a Fulton, the patriotism of a Washington and a La Fayette, and the wisdom and strength of a Jefferson, a Franklin and a Spurzheim.

To such as these, in all past time, and in all time to come, mankind are and will be indebted for the well-springs of knowledge, for every advancement in power, and for the increased comforts of condition. They are the practical men. They see what is wanted, and they do what is to be done. Their motto is *Res non verba*, and their example is made up of *acts, not promises*. Such as these are the legitimate subjects of biography. They live to be blessed by their acts, and their good deeds adorn the historic page to bless a grateful world.

We have made these preliminary remarks, that our readers may be induced

to study with more than ordinary care the great principles of character, and justly to appreciate the biography of practical men. In adding another subject to the brilliant catalogue of men of genius and character, we feel that a new source of motive power is opened to the aspiring mind, that new incentives are furnished to encourage integrity, industry and exalted philanthropy.

We propose to give a plain history of a true man. A man of uncommon talents and energies. We do not say *a self-made one*; for this term, so common among writers, in our humble opinion, is an arrogant one. Whoever has the strength and genius to rise above the circumstances of life, to acquire knowledge however opposed by difficulties, to elevate his character above that of his associates, to advance his own station above and beyond his inherited rank, and to secure for himself the commanding position of affluence, integrity, and eminent usefulness—is a favored child of his MAKER, and is a chosen instrument of his beneficence. The genius that is within, raises him above the common level of life. He sees, he hears, he feels, he knows, and, he acts. He is diligent in the use of his talents, and like the faithful steward, is ever ready to be called to his account.

Should these introductory considerations seem to the reader to be somewhat extended, we have only to remark that the subject of this sketch is entitled to be invested with all the dignity which principles can give, and with all the high elements of character which truth can furnish. Such considerations are due to a representative man.

THOMAS W. PEIRCE, was born in Dover, New Hampshire, August 16th, 1818. He was the son of Andrew and Betsey Peirce. They had eleven children: six sons and five daughters. The sons were Andrew, James, William, George, and Thomas W. Of these, only Andrew, and Thomas W. and a sister are living. The parents were long identified with the prosperity and growth of Dover, and were much respected by people of all classes.

The father, the Hon. Andrew Peirce, Jr., was born in Gloucester, Mass., and died in Dover, March 28th, 1850, aged 58 years. In early years he was a mariner and became master of a ship. In 1827 he became a merchant, and was engaged in trade and navigation till the period of his death. At this time, Dover was largely the distributing business place of Eastern New Hampshire, of Western Maine, and Southeastern Vermont and the Canadas.

Mr. Peirce was a man of remarkable energy of character, and distinguished for sound and practical judgment. He was an efficient member of the State Senate, and he filled with honor to himself and usefulness to the public other important places of trust. An article was published in the Dover Gazette, April 6th, 1850, on the event of his death, from which the following extract is made:

"No death has occurred in our village for many years, which has been more generally and more deeply deplored, than will be that of the person whose death we record. For few indeed have exerted a wider or more kindly influence in the social relations of life, than he; and wherever he moved, it was to be respected and honored by those who knew him. Mr. Peirce was a native of Gloucester, in Massachusetts; from an ancestry of strong and vigorous minds, the freest and most active qualities of which it was his to inherit in an eminent

degree. He had, however, been for many years a resident of this town; and has left the impress of his active business habits, and the uncommon energy of his character, enstamped on the social relations and prosperity of the place. Possessed of a quick and keenly discerning mind, he was ever wont to pursue whatever he deemed was right, with a firm and persevering step by which his aims were successfully accomplished; and his example as a man of promptness, probity, and honor, will be regarded as a rich legacy to the community in which he lived, while the poor and the suffering ever found in him a ready sympathy and a liberal hand.

"As a public man, Mr. Peirce had been called to fill various offices of honor and trust, and among them that of Senator in the Legislature of the State, all the duties of which were discharged with an aim to public good, and to the entire satisfaction of those who clothed him with official power. In his domestic relations Mr. Peirce enjoyed the highest respect and honor, because there he was most intimately known. As a husband and father, no man could live more highly prized. His interest in the welfare of his family was tender and intense through all circumstances; and the loss which they have suffered in his death, will be regarded by them as beyond repair."

He was educated in the Christian faith, and his devotion to the cause of religion was an example of liberal and cheerful faithfulness worthy to be followed.

Mrs. Betsey Peirce, his wife, was a Wentworth, a descendant of Governor Wentworth, of New Hampshire. She was a remarkable woman. She died at Dover, December 22nd, 1864, aged 73 years. From notices of her death, the following quotations are made from the *Dover Gazette*, of January 1st, 1865, and from the *Boston Post*, of Dec. 24th, 1864.

"Mrs. Peirce was widely known as pre-eminent in all those qualities of mind and heart and life which give an endearment, a charm, and a sacredness to home; and in the capacities of wife, mother, sister and friend, her life-ministry has been blessed above the ordinary measure which is accorded to the excellent of earth. Endowed largely by nature with those varied gifts which combine the excellency of the character of Woman, she bore them humbly yet sweetly through all the duties of a protracted and varied life. Supereminently hers was 'the adorning of a meek and quiet spirit, which in the sight of God is of great price;' and by its hallowing power she moved in the circle of home, in the neighborhood, and through the range of her acquaintance, in a mission of sympathy and beneficence which was never weary in well-doing."

"Died, at Dover, N. H., 22nd inst., at her residence, BETSEY, widow of the late Andrew Peirce, Jr., Esq., aged 73 years.

"Something more than the announcement of her decease is due to her memory. She possessed an intellect of great compass and strength. Her benevolence and sympathy was cultivated and exhibited through life for the benefit, advancement and encouragement of those who came within the sphere of her influence and example, as well as for those connected with her by the ties of kindred and family. She was ever ready to serve by her counsel, in any and all ways within her power, those who could be benefited by her large experience. To those around her, as friends, neighbors or acquaintances, she was

ever ready to administer to the utmost of her ability. Not disturbed by the constant casualties and misfortunes of life, she maintained great and constant equanimity of mind, believing that she lived not for herself alone, trusting also that, in and through the goodness of God, all things would ultimately redound to His glory."

It is due to the subject of this biography, to embrace this interesting record of his respected parents. It will help us to explain and understand some of the sources of character which we find in the events of his life. It will enable us to appreciate inherited energies and habits of usefulness, and to value the influences of example and practical education. The atmosphere of such a home is more enduring than the rocks and mountains which surround it. It makes a part of the soul in its never-ending dominion of thought, sentiment, love and happiness. It makes a part of the Heaven we all hope and pray to inherit.

The early days of THOMAS W. PEIRCE were given to industry and study. He was distinguished as a good boy, and was a favorite among his playmates. His amiable qualities and self-reliant spirit made him a leader. He did not assume to dictate, nor did he offensively manifest an air of superiority. His good temper and ready disposition to point out the best methods of doing things, or of adjusting difficulties, marked him as a guide by common consent. He acquired leadership as Franklin did, by showing how things could be done. While his plans were practical, they were peculiarly extensive and grand. His early conceptions were not confined to what he saw, but they were enlarged by his genius and foresight in the faith of what he believed he could do.

He was early placed at school, and soon discovered a taste and capacity for the most difficult studies, such as history, grammar and mathematics. He was not only a natural student, but a practical one. He early manifested an interest in geography, and collected statistics calculated to mark the paths of trade and enterprise. While doing this, he did not omit the teachings of literature. He was a great lover of poetry. When not at work on the farm, his books were generally his companions.

The activity and bent of his mind may be inferred from the fact, that when he was thirteen years of age, he was nearly prepared to enter college, for which he had an ambition. Such an education was among the cherished purposes of his parents, but at that time, a change in the circumstances of his father marked out a new channel for his activity.

This turn of events, perhaps, might be regarded by some as particularly fortunate. When JOHN QUINCY ADAMS, in his old age, was a member of Congress, a fellow member, distinguished more than any other member for his practical suggestions, expressed his deep regrets that he did not have the benefits of a college education. Mr. Adams quickly replied, "You may thank God that you did not. There would have been an even chance, if you had taken the degrees of a college—that *you would not be the practical man that you now are.*" In confirmation of this opinion, we are reminded of a remark made to the author of this sketch, by the late Gen. Dearborn, of Massachusetts. "The most remarkable men I have ever known, for the practical knowledge of things," he said, "were men who studied men and things, and seldom read books."

Still, when asked if books of information were not made more useful in the hands of such men, than when placed in the hands of men who seldom read, he at once conceded the point with all that elegance of manner for which he was so distinguished.

At an early age young Peirce was appointed to a clerkship. While promptly attending to all the required duties of his position, he made it a rule to reserve two hours of every twenty-four to himself for reading. His health soon became impaired, and he was sent by his father to Cuba that he might escape the severities of the New England winter. In early spring he returned to New Orleans, not wishing to arrive home before June on account of the climate. Here he had leisure. He had time to explore. He visited Texas. It was almost a new and unexplored field for adventure and industry. This youthful pioneer did not fail to observe the probable capabilities of this almost uninhabited land. His comprehensive mind saw, at a glance, all those elements of country, and promising surroundings, which render it valuable when developed by the hand and skill of industry. Its varying localities, geographically considered, its richness and depth of soil, its rivers and water-falls, its mountains and timber tracts, its pleasant climate and beautiful scenery, all were seen and remembered, not as a wilderness to be forgotten, but a land of promise, to be occupied and prepared for the refinements of civilization, teeming with latent rewards, and offered to the ready hand of labor and enterprise. That these impressions, wonderfully sought and cherished, were not dismissed, will be seen and amply illustrated when we contemplate the subsequent career of the subject of this notice.

From the age of 15 to 18, young Peirce was engaged in the business of his father. Vessels were built and purchased, and navigation studied in view of new channels of business, and in all this new and difficult activity, the son proved to be a most wise and useful assistant. He was trusted alone, and away from home, and showed a remarkable maturity of mind. In using the discretion permitted by his father he made no mistake. At the age of 19 he was appointed on the staff of the Governor of New Hampshire, at a time when much activity prevailed to elevate the character of the Militia in that State. At this time he commenced business for himself, in connection with his brother Andrew, in Dover. Their united integrity and enterprise soon earned for them a high reputation. While in business at Dover, Andrew, for several years, was elected President of the Dover Bank.

In 1843, T. W. PEIRCE removed to Boston, and established the house of PEIRCE & BACON, and in 1851, his brother Andrew was made a partner. This firm soon became one of the most extensive business houses in that city. Its trade extended into the Southern States, especially into Texas, where they handled cotton, sugar and hides, to a large extent. The increase of their Southern trade was such that in 1852, a branch house, with the late Gen. E. B. Nichols, as its manager, was established at Galveston. A line of fifteen packet ships was built by the firm and employed in transporting the products of Texas to the North and to Europe.

Mr. Peirce has been active in aiding nearly all the enterprises in the States of the Southwest, but his later attention has been given to the completion of the

Galveston, Harrisburg & San Antonio Road, which is now completed for the present. This being in a direct line of the Southern Pacific Road, will doubtless form a part, at no distant period, of the Southern great highway. The Galveston, Harrisburg & San Antonio Road is the best equipped and most successful in Texas. When its contemplated extensions are completed, as they will be, to Mr. Peirce will the credit be due for building one of the longest and most important lines of road on this continent.

Mr. Peirce is a gentleman of large business qualifications. He is quick to perceive, and sure to comprehend the meaning of things, however they may be involved. He is among the foremost to favor the right, but no promise of gain would tempt him to compromise principle. Although a resident of Boston, and a citizen of Massachusetts, to his efforts and enterprise, more than any other man's, is due the rapid development of the resources of Western Texas. He has not only constructed one of the best equipped lines of road in the State, and placed it on a paying basis, but his example has served to infuse new life and strength to nearly the entire railroad system of that section of the country. It has been a leading object of his to invite settlers to Southwestern Texas, with a view of developing its almost unlimited resources in the way of agriculture and manufacturing. To that end he has established immigrant offices in the more prominent cities of this country and Europe. He employs numerous agents, of unquestionable character, to confer with all such as contemplate making their homes in Texas. Several large and prosperous colonies have already been established, and many thousand acres of land have been sold to actual settlers. His visions of future thrift, enterprise and industry have become realities. He has opened old centers of trade and created new ones. Passengers come and go from all sections, and the freight trains are loaded to their utmost capacity.

In pointing out and estimating the sources of character, we are apt to forget the numerous and varied elements of strength, which are brought together and centered in a single individual. A remarkable man is generally credited with many things which are common to all, simply because his good judgment and knowledge employs the countless agencies to be found in nature and in the circumstances of life.

Pliny tells us of one CRESSIN, who so tilled and manured a piece of ground, that it yielded him fruits in abundance, while the lands around him remained extremely poor and barren. His simple neighbors could not account for this wonderful difference on any other supposition than that of his working by enchantment, and they actually proceeded to arraign him for his supposed sorcery, before the justice seat. Cressin was permitted to be his own advocate. "Behold," said he, "this comely damsel; she is my daughter, my fellow laborer; behold, too, these implements of husbandry, these carts and these oxen. Go with me, moreover, to my fields, and behold there how they are tilled, how manured, how weeded, how watered, how fenced in! And when," added he, raising his voice, "you have beheld all things, you will have beheld all the art, the charms, the magic, which Cressin has used." The result of such a trial need not be stated.

And then, while we find common men deficient in practical judgment, as to the opportunities of life and uses of things, we find singular examples of extra-

ordinary men, whose great genius and capacity excite the wonder of the world, but whose visions of what is possible, and of future growth and greatness, are so limited as to excite astonishment. Sir Isaac Newton is reputed to have been so absorbed and exalted in difficult studies, as to be ignorant of the most common things and duties around him. Lord Chatham could see and set forth the rights of men, the blessings of freedom, the high duties of government, and startle a listening and admiring world upon these great topics, by the eloquent force of his language, and yet his vision did not penetrate the future, to behold the glories of the great American Republic. Every department of discovery, industry, science and learning, has its pioneers and practical followers. The history of each one, when reduced to its practical bearings, will be found to embrace the simplest elements of power.

In studying the character and interesting career of THOMAS W. PEIRCE, we are first led to consider his active and comprehensive mind. His record is a remarkable one for its simplicity, its usefulness, its grandeur. He was only endowed as all other men are, with the five senses and with faculties and sentiments, to observe, to think and to feel. He was conscious of these varied powers, and he had the will to employ them. He used his powers of perception to gather knowledge, and his powers of reflection to find its uses. He saw from what had been done, what man was capable of doing. He studied the world to see what man had made it, and he studied man to see what remained to be done by man. He was conscious of high aims, and he was not ignorant of the fact that nothing could be accomplished without application and means. He became sensible that he could not count upon influence without character, or upon success or gain without frugality and integrity. He did not find himself alone in the world, with only a single problem to solve, and that for himself. He saw the world in its productive variety, and society in its many wants. He realized that man was created for domestic and social enjoyments; for the elevating and preserving influences of religion and for the ennobling achievements of science. He looked upon all these great sources of privilege, power and advancement, as so many agencies within the reach of man, to be employed and used as the means of human progress and happiness. He did not look upon others as rivals but as so many gifted aids, each to co-operate in the changing circumstances and scenes of life, according to his means and capacity. That he has nobly performed his own part, will be admitted by all who know him, and will be seen by all who have knowledge of the events of his life.

What he was in youth has been briefly stated. What he has been in his maturer years, his unceasing activity will demonstrate. More than twenty years ago, U. S. Senator Rusk, of Texas, told the writer of this notice that Texas was more indebted to THOMAS W. PEIRCE, than to any other man. Since that period, his achievements in that great State have, indeed, been wonderful. Our limits will not permit details. These must be given by other hands, when the events of his life will fill a volume, illustrating, it is to be hoped, not only the grand results of his industry personal to himself and family, but acts and labors of patriotism for his country, for which he is so eminently capable.

As a citizen, Mr. Peirce is an example to be studied and followed. In the midst of his business engagements, he has not lost sight of the high duties of

citizenship. He understands the constitution and laws of his country. He understands the duties of the Republic, and the necessary means to preserve and advance it. He understands the nature and duties of republican institutions, and the sources of their life and strength. He was educated in the atmosphere of Democracy, and during all the changes of political parties he has been an undeviating democrat. He has regarded this party as the great party of truth and patriotic duty. He sees it to be the party of principles; the only party that has the ability and integrity successfully to administer a republican government. What Washington and Jefferson taught he has practiced. He has sought no office, has accepted none. He is capable of filling the highest, but as yet he has aspired to no honors above those of citizenship. He was highly respected by the late President Pierce, and all public men of distinction, who have knowledge of him, have great confidence in his judgment on public affairs. He has long been an active and efficient director in our moneyed institutions, and has studied the principles of legislation necessary to protect them. He knows the resources of the nation, the wants and grievances of the people, and but few are so able as he, to point out the ways and means to meet them.

With all this knowledge, he is possessed of the higher powers, of the deep sense of religious obligation, and the lofty influences of honor and integrity. He knows how to be noble and generous, but he is incapable of injustice. While he aims at the highest duty, he does not forget the lowest. He seeks wealth only for its uses, and while he allows himself but little time to administer to his own personal comforts and enjoyments, he neglects none of his domestic duties, nor does he turn an indifferent or an impatient ear to the wants of friends, or to the wants of society. When his firm, at the close of the late civil war, found that they had lost large sums of money, he only remarked to a sympathizing friend: "Thank God! money is not everything in this world."

We close this sketch, not because we have exhausted our subject, but because we have said enough to command attention to a man, who, by his acts, is entitled to high consideration for what he has done and for what he is doing. He has opened wide paths to industry and enterprise, and extends a helping hand to all honest and well disposed men, who seek labor either for themselves, or their families. A man who knows so well how to make an inviting home for himself and family, is a safe counsellor in preparing happy homes for others.

SOUTHERN AND WESTERN TEXAS GUIDE.

CHAPTER I.

THE STATE OF TEXAS,

ITS ADVANTAGES AND DISADVANTAGES.

THE reader will care but little for the repetition of the discovery and ancient history of the State of Texas, nor will it be a part of our task to do other than make such a cursory retrospection of its early life, as will be necessary to show a comparison between that veiled past, the promising present and its bright future.

The first landing of white men in Texas was on the Matagorda Bay, under LaSalle, February 18th, 1685, and the first colony was planted on the banks of the Lavaca river, on the 20th of March, 1686. The jealousy of Spain being aroused by the encroachments of France upon her territory, she sent out several expeditions, the first two of which frustrated these designs. The subsequent expeditions resulted in the establishment of settlements throughout the Province and the planting of presidios or garrisons, and the cordon of missions, that, starting from the Rio Grande and extending throughout, not only this Province, but also the adjacent counties and territories into California, gave the first impetus to the civilization that opened up the great natural resources of this favored land. Yes, to the indomitable courage of those sturdy pioneers, monks of 1690, does Texas owe her early advancement. The evidence of their great genius and earnestness yet remains in the crumbling walls and fallen towers of those impressively grand structures, erected for both religious and warlike purposes. That these missions were constructed by master minds can not be gainsaid; the success of their efforts in colonizing and converting the Indians is apparent from the abundant proofs; the soil was in a high state of cultivation, as the old acequias or aqueducts for irrigating purposes, which yet remain, attest. The artistic statuary of the grand old ruins could be dwelt upon with a peculiarly romantic interest, but that we must leave to other pens and confine ourselves to the present condition of the descendants of those early colonists and the work that they have accomplished.

For nearly one hundred years the expense of supporting the missions was entirely defrayed by the Royal Exchequer of Spain, but the return for the number of millions of dollars expended was so inadequate that by a Royal ordinance, of date

September 10th, 1772, it was proposed to abandon the respective missions; transferring the inhabitants to the protection of the garrisons along the line of the frontier on the borders of the Rio Grande Del Norte. Many families, though, obtained permission to establish themselves on the Trinity river, but they eventually, owing to the attacks of hostile Comanche Indians, were compelled to abandon their new settlement and seek an asylum in the Ancient Missions of Nacogdoches.



MISSION DE LA CONCEPCION.

Thus were the families of the early settlers scattered throughout the Province, but the hardy adventurous immigrants, from what was then known as the English-American Colonies, had pioneered their way into this favored land, and as each succeeding year added to the fast accumulating Anglo-Saxon brain and muscle, again did Spain take the alarm and fearing she would lose a territory that now gave promise of a return for the vast treasure expended upon it, enacted such sumptuary and coercive laws, that the citizens of the Province of Texas revolted against their enforcement, which resulted in their finally declaring the Province of Texas to be a free and independent Republic.

Of the hard-fought battles, the terrible struggles of right against might, the self-sacrifices, and devotion to the cause in which they were enlisted, it were unnecessary for us to repeat, for the memory of that noble army of patriots is en-

shrined in the hearts of all Texans and also in those of all true patriots throughout the world. To particularize localities or to single out individual acts of heroism or valor would be invidious. The deeds of all alike, from the private to the highest in command, are written in indelible characters on the pages of history. Thus is the year 1836 a marked era in the life of Texas.

The young Republic had enjoyed her dearly bought freedom but little more than a decade, when she became again complicated with her old enemy, Mexico, but at this period, 1848, by her alliance with the United States, her troubles with that power were, by the force of arms, forever settled, and Texas dropped her proud distinction of being the "Lone Star Republic" and entered the Great Brotherhood of States.

Thus far, we have done as stated in the outset, simply given a retrospective glance of Texas' early history, but from this epoch in its history, we will note its onward progressive course, and endeavor to show the particular advantages that point to the attainment of a bright, particular future.

To that end, it is well to impress the fact upon the mind of the intelligent reader, that Texas comprises 274,366 square miles of territory. The magnitude of this vast area of land will probably be more thoroughly comprehended, when it is stated that her extent of territory is five times as great as that of Illinois; seven times as great as that of Indiana; equaling that of Iowa, Wisconsin, Missouri, and Ohio combined; with Vermont, New Hampshire and Massachusetts thrown in.

To the immigrant, Texas offers inducements, for which he will search in vain elsewhere. The farmer, the stock raiser, the artisan and mechanic, from a small beginning attain a competency, and in many instances an almost fabulous prosperity, more rapidly than elsewhere. And these successes are accounted for by reason that the soil of Texas is richer, her climate incomparable, her mineral resources superior, and her productions more varied than can be found elsewhere. These are the inducements that she holds out to the brain, muscle, enterprise and capital of the world.

From the report of the Hon. J. J. Gross, Commissioner of the Texas General Land Office, for 1876, we learn that the estimated number of acres of land in the State is 175,594,560.

Total existing claims against public domain, 108,014,431 acres.

This last item from the Land Commissioner's report, will answer an oft repeated query from parties abroad, who contemplate immigrating to this State, as to the amount of land subject to pre-emption, and in this connection we can answer another frequently recurring question, as to the tenure of these lands, by saying, that upon the entry of Texas into the Union she retained all her previously acquired rights to the public domain intact. The United States does not, and never did, hold or control one acre.

When gaining her independence Texas adopted the system of granting land to every immigrant, in order to stimulate an increase of population.

Under this system grew up what are known as Head Rights Certificates, Augmentation, Bounty and Donation Warrants, and Bounty Warrants.

One of the acts of the President, in the early days of the Republic, was the issuing to parties who had been made agents of the Republic, a large amount of scrip, which they were authorized to sell and account for to the Government.

This scrip was for sections of six hundred and forty acres, and was assignable by single transfer on the back, without authentication, and locatable as other certificates. In this class is now included railroad certificates of six hundred and forty acres each. Prior to April, 1860, this scrip was locatable as Head Rights, The law as it now stands, requires the survey of double the number of sections, and the returning of the field notes to the Land Office, which numbers them, reserves the even sections to the State for the benefit of the school fund, and issues patents for the odd sections. These are known as Alternates.

The present laws of Texas regarding pre-emption, are as follows: Heads of families are entitled to 160 acres of any vacant public land upon settling upon the same, occupying three years and paying surveying and office fees, which are rarely over fifteen dollars. Single men, on same conditions, 80 acres. Certificates can be located anywhere upon the vacant public domain. If by reason of scarcity of land the whole amount of the certificate can not be obtained, an unlocated balance certificate will be issued for the remainder, and this may be repeated until the certificate is exhausted, but in all cases the original certificate must be returned to the Land Office with the first survey.

To facilitate a comparison with that of other States, we give a synopsis of the legal taxes of Texas, viz.: The State tax is fifty cents on one hundred dollars, and can not be exceeded except to pay the public debt. The county tax is twenty-five cents, and can not be exceeded except for the payment of debts already accrued, or for the erection of public buildings; nor in either of these cases shall it exceed fifty cents on one hundred dollars. The same prohibition applies to municipal taxes. From this showing of facts and figures, it will be seen that not the least of the many advantages and inducements held forth to the immigrant, are easily acquired cheap lands and a low taxation. A taxation twenty-five per cent. lower than Missouri, Illinois and other States not necessary to here enumerate. It is here in this young, vigorous and progressive State, with its 274,000 square miles of territory, and only, at the highest estimate, 2,000,000 inhabitants, that are wanted men and women to improve and cultivate, to develop the great wealth that lies dormant in the now unproductive lands. It is here that may be found inexhaustible supplies of iron and copper, coal fields of easy access, quarries of the finest marble, magnesian, limestone, and sandstone, besides the ever occurring evidence of the presence of the precious metals. In this State may be found, throughout its broad area, innumerable rivers, that afford the finest water power in the world. In fact the natural resources of this State for carrying on the great industries of agriculture and manufactures are unsurpassable. To all these inducements must be added that of its delightful, attractive scenery and genial climate, the whole at the command of those having the muscle, brain and energy to create therefrom a *home*.

To subserve the best interest of the State, and yet, at the same time to merit the confidence of the intelligent reader, we will now discuss the drawbacks, the *disadvantages* that have not only been created in the minds of people abroad by easily disaffected parties, who have made temporary incursions, so to speak, in the State, but also present those that actually exist, and while presenting them, show at the same time how these disadvantages can be overcome, or how they are over-balanced by superior advantages.

It must be borne in mind that Texas is comprised within the twenty-sixth and thirty-eighth degrees of latitude, and between the seventeenth and twenty-eighth degrees of longitude west from Washington, thus giving a diversified climate throughout its extended area. A great cause of complaint has been the severe droughts experienced in the more southern belt of the country, which at times has caused the loss of promising crops, and even of herds of sheep and cattle, thus blighting the bright hopes that early prospects have promised. This we admit is to the new comer a serious cause for contemplation, but look at the matter in this light, consider the vastness of the broad acres under cultivation, the newness of enterprise, all of which needs only the combined efforts of the intelligent, energetic owners of the land, with the proper knowledge of how to utilize the free flowing rivers to the purpose of irrigation, whereby a comparatively little labor will be greatly compensated for, by the great yield obtained. Again, the sun's heat is, no doubt, more intensely felt than in more northern latitudes; and if, under its influence, the new comer, or the old citizen, will give himself up to this Texas furor, or, to speak more mildly, succumb to his innate laziness, why that settles it; on the contrary, by a small degree of prudence to guard against its debilitating effects less inconvenience will be felt than at the North.



VIEW AT SAN PEDRO SPRINGS, SAN ANTONIO.

It is a notable fact, that cases of sun-stroke, or extreme degrees of physical prostration from the heat, are of very rare occurrence, and it is the theme of every one who has experienced the annoyance of the oppressive, sultry heat of the day, that the delicious coolness of the nights more than compensates for the day's heat.

Are there no bad lands in Texas? Yes; as sterile, unpromising lands as can be found anywhere. Lands upon which time and money have been fruitlessly expended, and the unfortunate knowledge having been imparted, has been alike hurtful to the possessor and to the State. Hurtful to the possessor by reason that he did not leave and seek better lands elsewhere in the State, for it is an easily ascertained fact, that every acre of bad land can be offset by a hundred acres of the finest in the known world.

A grave charge and one that it would be folly to deny, is the rampant lawlessness that exists in the sparsely settled border counties. Bands of criminals and desperadoes defy the law, commit murder with impunity, drive off cattle belonging to the citizens, and produce a general feeling of terror in the country. This condition of affairs has, no doubt, greatly retarded the growth and settlement of southwestern and extreme frontier counties. But the remedy for this condition of affairs has occupied the earnest attention of the legislative power of the State, which has resulted in the enactment of more efficient laws, the enforcement of which will be the speedy suppression of crime and the establishment in the minds of the people of a greater degree of security and confidence.

The incursions of Indians on our frontier, which, in a measure, rendered life and property insecure in the more advanced settlements, are of less frequent occurrence; and the Rio Grande troubles arising from depredations of Mexican robbers, are now happily receiving the attention of the Federal Government, with a prospect of an early settlement of all causes of alarm from that source.

With this restoration of confidence and security, the rapidly advancing tide of immigration is pouring in, and the accumulating strength of new communities of hardy adventurous people is adding to the safety of the newly organized counties, and to that feeling of security so necessary to the development of the country.

Outside of the lawlessness just referred to, and which is confined to the remote frontier counties, there is not on the face of the earth a more law-abiding people than the citizens of Texas. We believe a comparison made between any one of the Eastern States and the State of Texas, as presented by the statistics of crime, would make a most creditable showing for Texas; and when to this fact is added that of its being larger than all the New England States and two or three of the Southern States put together, we think it speaks volumes in favor of the morality of her people and of the wise vindication of her laws.

Of society, from its social aspect, we could speak at great length, but consider it necessary only to state a few facts; premising the assertion that Texas society can vie with that of any State in the Union; nor is this assertion the cause of wonder, for its first settlers, one hundred and forty years ago, came from the proud old families of Castile; to these, during time's fitful changes, have come the people of every State and clime, bringing with them the advanced ideas and refinements of civilization.

In the palatial home in the large city, in the beautiful adorned cottage of the less pretentious town or village, from the Gulf of Mexico west to the Mexican border, from the Rio Grande river, everywhere throughout this broad domain, will be met at each advancing footstep men and women of a high degree of taste and culture, whose refining influence has touched all around them, as evidenced in the life and business activity of her metropolitan marts, and the charming adornment of her country villages and homes.

It is this social condition, that has not allowed to be forgotten its duty to succeeding generations, that has fostered and made munificent provision for a liberal educational system, that thereby its civilizing influence may be perpetuated.

Here and there dotted throughout the State will be found the modest school house, while in the larger cities and towns, have been successfully established higher institutions of learning, many of which will compare favorably with those more widely known in the sister States.

It is this condition of society that has ever conserved the cause of religion and the spread of the Bible, and in every neighborhood are churches to be found, emanating from which is that Christian influence which has, with open hands, welcomed alike the honest man from the North, the East, the West, or from across the broad Atlantic—no question ever being made as to politics, religion, or section of country.

It is from an outgrowth of this state of society that was engendered that fraternal feeling which actuated the providing of the most liberal of homestead and exemption laws, as follows: There shall be exempt from forced sale for debts, except for purchase money thereof, or for taxes, or labor and material expended thereon, the homestead of the family not to exceed two hundred acres of land, not included in the city, town, or village, or any city lot or lots not to exceed five thousand dollars in value at the time of their designation as a homestead and without reference to any improvements thereon; nor shall the owner, if a married man, be at liberty to alienate the same, unless by consent of the wife, and in such a manner as may be provided by law.

This is the country so blessed by nature with every advantage that can contribute to the prosperity of man; that invites the hard-worked, under-paid denizen of the overcrowded States of the North and East to make a home within its borders. It is here that the industrious tiller of the soil can, from a small beginning, soon become possessed of broad acres, that are productive beyond measure. In the cities and towns the skilled artizan and mechanic will find constant employment at remunerative prices. In our coast and interior cities millions of dollars are handled annually, and here the man of commerce, and those seeking a field for investments will find ample margin for the employment of capital.

Entitled to more than a passing thought is the vast system of railroads that has been inaugurated throughout the State. Already by their magic bands of steel have old, isolated, inland cities and towns been brought to the realization of a new life, and in closer connection, and bound thereby in closer ties of interest to the busy marts of trade.

Most assuredly then are we justified in asserting, that the future of this great State of Texas is promisingly bright and grand, and as each day and year she pushes onward in the grand march of progress, developing and making known to the world her incomparable advantages and resources, her wealth of intelligence and refinement, it will be a proud boast to be able to say "I am a citizen of Texas."

As stated in the beginning, the foregoing has of necessity been but a cursory glance at Texas history, and her advantages, it being our purpose in succeeding chapters to therein describe more in detail the various interests of the counties, cities and towns throughout the State.



COMAL RIVER, NEAR NEW BRAUNFELS.

CHAPTER II. MILITARY POSTS.

INCLUDING Fort Sill, in the Indian Territory, there are fifteen forts in the Department of Texas. As a matter of public interest, we give a short notice of each. The facts and data were obtained through the courtesy of Major-General Ord, commanding the Department of Texas, and Dr. M. K. Taylor, Assistant Surgeon U. S. A. They can, therefore, be implicitly relied upon. The territory in which the forts referred to is embraced, extends from north to south a distance of about 700 miles, and from east to west about 800 miles. This immense area comprises the State of Texas, and forms a vast inclined plane of rising plateaus from the Gulf to an elevation of several thousand feet at the Llano Estacado, and at El Paso. The broad prairies that are spread over the western portion of the State are covered with mesquite, buffalo, gramina grasses, and sedge. The belts and mots of timber are sparsely scattered over the State, and are composed of pine, cedar, cottonwood, mesquite, dwarf post-oak, walnut and pecan.

It is interesting to note the mean temperature of this section of country, which has been obtained at nineteen different posts throughout the State; and these observations extend over a number of years: Spring, 69.12° F.; Summer, 81.76° F.; Autumn, 68.07° F.; Winter, 52.46° F.

The average rain-fall, for the same series of years, is as follows: Spring, 6.93 inches; Summer, 8.48 inches; Autumn, 8 inches; Winter, 4.67 inches.

The fifteen military posts are along the line of the Rio Grande river, and along the frontier from Eagle Pass to Fort Sill. These forts are garrisoned by three regiments of cavalry and four regiments of infantry.

AUSTIN.

This military post is situated about one mile from the capital, and southeast from the city. It is comprised in an area of five acres, and the buildings are constructed of wood, and were originally erected in 1868 for Government workshops, and as such used until 1870, when the headquarters of the Department were moved to San Antonio. The structures are arranged in the form of a square, and the officers' quarters and commissary building are upon the north side; the hospital, storehouse and barracks, are on the south; the adjutant's office, reading-room and married soldiers' quarters are upon the east, and the surgeon's office, stables and storehouse, are upon the west.

Austin is 977 miles from St. Louis.

FORT BLISS.

In latitude 31° 46' 5" north, and in longitude 29° 28' west, at an elevation of 3,600 feet above the level of the waters of the Gulf, on Concordia Ranch, and three miles northeast of El Paso, is situated Fort Bliss. It is much exposed to malarial influences from the bottom lands of the Rio Grande, especially in seasons of great drought, when the water supply of that river fails. The post occupies about ten acres of ground, and the buildings are three large adobe structures, with several of smaller dimensions, only one story in height, and roofed and floored with earthen. On the north side of the parade-ground, and in line, are situated two of the main structures, with a street of sixty feet in width running between them. They have each a frontage of 125 feet, and contain twelve and eleven rooms respectively. There is a court in the center of each building, which are occupied as officers' quarters, store-rooms, quarters for troops, etc. The rooms are large and well ventilated. An adobe wall, ten feet high, adjoins the north side of the west building, where are the carpenter and blacksmith shops, and post bakery. These three, with the side wall of the main building, form a second court for the storage of charcoal, lumber, etc. Another wall, ten feet high, adjoins the north side of the east building, and forms the corral for stock. The third large building is situated near the southwest corner, and upon the south side of the parade-ground, and contains eighteen large rooms, among which are the quarters of the commanding officer and surgeon. The barracks have room for 200 troops, and each man is supplied with a space of 500 cubic feet. The hospital is a building of 72 feet in length, with an extension of two rooms on the north. Then comes the steward's room, the dispensary and dining-room. The kitchen is in the rear of the dining-room, and east of the kitchen is the ward, which contains six beds, allowing 800 cubic feet of air to each person.

Fort Bliss is 1,368 miles from St. Louis. Mean temperature, 65.19 degrees, and rain-fall averages seven inches.

FORT BROWN.

The military post at this fort is upon a Government reservation of land containing 358½ acres. It is situated in the immediate vicinity of Brownsville, and upon the opposite banks of the Rio Grande, one mile distant from Matamoras, in latitude 25° 53' 16" north, and longitude 20° 93' west. The reservation upon which the fort is situated is low prairie land, and is covered with chaparral. The soil is fertile, and capable of producing two crops annually of cotton and corn, the cotton plant often reaching a height of fifteen or twenty feet. The castor bean is a native of this climate, and the sugar-cane has a luxuriant growth. Game and fish in great variety abound in the vicinity of Fort Brown.

The lagoon, which is an old channel of the Rio Grande, runs through the reservation, and is from 10 to 14 feet deep, and 150 yards wide, and encloses an island that, prior to the war of 1846, was heavily wooded. This island contains 25½ acres, and has been converted into a national cemetery, and sufficient space allotted for 2,000 graves.

The capacity of Fort Brown is for the accommodation of one battery of artillery, four companies of infantry, and one company of cavalry. Their quarters are

separate from each other, the infantry quarters being upon the northern boundary of the reservation, the cavalry near the center, and the artillery at the extreme southern limits. Opposite to, and distant from the infantry barracks about 175 yards, are the infantry officers' quarters, which are composed of seven houses, with many conveniences, and surrounded with grass plats, walks, etc.

The quarters of the cavalry officers are in the vicinity of the cavalry barracks, and about 150 feet distant. They consist of two brick houses, with a verandah seven feet wide in front.

The artillery officers' quarters are about one half mile south of the infantry barracks and hospital, and consist of three brick houses of uniform style and convenience.

Four two-story wood buildings, upon an elevation of brick piers three feet high, and with the dimensions of 34 by 163 feet each, with a porch upon either side and at each story, seven feet wide, constitute the infantry barracks. They contain the first sergeant's room, reading room, day room, lavatory, mess room, cook's room, kitchen, and commissary store-room upon the first floor. The upper story is a dormitory for the soldiers, and fitted up with iron bedsteads.

A one-story brick building, 26 by 200 feet, constitutes the cavalry barracks, and is surrounded by a covered verandah nine feet wide.

The barrack for the artillery is a one-story brick building, 26 by 300 feet, and is also surrounded by a wide covered verandah. All of these quarters are amply provided with every convenience and necessary comfort.

At the principal entrance to the reservation is the guard-house, constructed of hewn logs, and is 35 by 44 feet. It is entirely surrounded with a verandah nine feet wide. The new and elegant hospital building was completed in 1869. It is constructed of brick, and a verandah nine feet wide surrounds it. The water supply for drinking purposes is obtained from two large cisterns, and for other purposes it is forced by steam pumps from the Rio Grande into eight large tanks, and from these it is drawn into other tanks when it settles and becomes fit for use.

Fort Brown is 1,241 miles from St. Louis. Mean temperature, 72.13 degrees, and rain-fall averages 20.81 inches.

FORT CLARK.

This fort is situated upon the Rio Grande, 125 miles west of San Antonio, and 45 miles north of Eagle Pass. It is at an elevation of about 1,000 feet above the level of the sea, and in latitude 29° 17' north, longitude 23° 18' west. The location is a rocky ridge of limestone, and is south of the Las Moras Spring about 400 yards. This post was established in 1852, was abandoned in 1861, and reoccupied in 1866, and covers about twenty acres of limestone rock. In the vicinity, there is an abundance of pure spring water, and excellent grazing lands. The post is not properly a fort, but is laid out in the form of a quadrangle, the northeast side of which runs parallel with Las Moras creek.

Ten one-story buildings, 24 by 110 by 10 feet each, with a front porch ten feet wide, constitute the barracks. The mess rooms and kitchens are thirty feet in the rear of the barracks, and are stockade structures 46 by 18 feet. Nine new buildings, constructed of stone, two stories high, and porch in front, are the officers' quarters. A one-story stone building, 26 by 180 feet, and an eight foot

cellar under its whole length, is the commissary storehouse, and the grain house is a one-story building 110 by 30 feet. The hospital is a fine two-story stone structure, and furnished with every convenience.

Fort Clark is 1,182 miles from St. Louis. Mean temperature, 69.94 degrees ; rain-fall, 26.17 inches.

FORT CONCHO.

At the junction of the North and Main Concho rivers, is the location of Fort Concho, in latitude 31° 30' north, longitude 23° 17' west, and 225 miles in a north-westerly direction from San Antonio. The officers' quarters are stone cottages. The dimensions of the quartermaster's and commissary's storehouses are 30 by 100 feet, and constructed of stone. The hospital is also constructed of stone, upon the improved plan given in Circular No. 4, Surgeon-General's Office, 1867. The water supply is from the Concho river. There are five corrals, four for cavalry, 75 by 300 feet each, and one quartermaster's, 225 by 400 feet, with sheds, and surrounded by a stone wall. This fort is surrounded by a low, flat prairie country, which is entirely unproductive, except by a system of irrigation which is difficult and expensive.

Distance from St. Louis, 896 miles ; mean temperature, 67.95 degrees, and average rain-fall, 11.94 inches.

FORT DAVIS.

Near Limpia creek, Presidio county, in longitude 26° 33' 45" north, and latitude 30° 36' 23" west, is situated Fort Davis. In a northwest direction from San Antonio, it is 479 miles, and southeast from El Paso it is 220 miles. Its location is at an altitude of 4,700 feet above the level of the Gulf. This post was established in 1854, and is in a charming and healthy climate. It is at the mouth of a canyon 400 feet wide, which recedes into the mountain. The country about is sterile and unproductive, with few trees, excepting an occasional live oak or cottonwood, on the banks of the Limpia.

In a line north and south, and across the entrance to the canyon, are situated the officers' quarters. They are nineteen one-story buildings, with porches covered. In a line parallel with the officers' quarters, and to the east, are the barracks, consisting of two buildings constructed of adobe, and 27 by 186 feet in dimensions. These buildings are thirty feet apart, and each has a covered porch surrounding it. Between the officers' quarters and the barracks are the executive offices, and on the south side of the parade is the guard-house. At a distance of 700 feet, and in the rear of the barracks, are the corrals and stables. The corrals occupy a space of 300 by 367 feet, and the stables inclose an area of 350 by 450 feet, and have a capacity for the accommodation of 400 horses. They are inclosed within a stronger adobe wall, ten feet in height. The storehouses of the quartermaster and commissary are situated respectively north and south of the corrals 100 feet, and are constructed of adobe. They are 27 by 110 feet. The construction of a new hospital was commenced in 1874. The material of the building is adobe, and the roof will be tinned. The water supply is from Limpia creek, from which it is taken in water wagons.

This fort is 1,146 miles from St. Louis. Mean temperature, 61.84 degrees, and average rain-fall 19.37 inches.

FORT DUNCAN.

The situation of Fort Duncan is in Maverick county, upon the banks of the Rio Grande, and 650 miles from the mouth of that river, in longitude 28° 50' north, and latitude 23° 30' west, and was first occupied in 1849 by two companies of infantry, under command of Captain Scott. In 1850, a permanent military post was established, and buildings erected ; but in 1861 it was abandoned, to be again occupied in 1868 by the U. S. army. About the post is a sandy soil, drifted by the winds, and flowing off in heavy rains. In the vicinity is an abundance of game, and plenty of fish. The barracks consist of two buildings of 130 by 36 feet, one constructed of stone and the other of adobe. Upon the south boundary of the parade-ground are the officers' quarters, consisting of one-story structures. The commissary's and quartermaster's departments are amply provided with suitable buildings, and the hospital is a substantial and convenient structure. The supply of water is from the Rio Grande, and requires settling before it can be used. Like many other forts, its situation is necessarily at the point which may either form a line of defense or the base of military operations, without regard to healthfulness or the products of the surrounding country.

From St. Louis it is 1,236 miles. Mean temperature, 70.27 degrees, and rain-fall 20.51 inches.

FORT GRIFFIN.

The situation of Fort Griffin is in latitude 32° 51' north, longitude 21° 57' west, upon the west shore of the Clear Fork of the Brazos river, and about fifteen miles distant from this stream. It rests upon a plateau one mile square, at an altitude of 100 feet above the level of the river. The surrounding country is plentifully supplied with game, birds, fish, wild animals, etc. ; but vegetation is limited, and trees are of a scraggy growth. The establishment of the post was in July, 1867, at which time rude temporary buildings for officers' quarters, barracks, commissary and quartermaster's stores and hospital supplies, were erected, and have not yet been replaced by more convenient and substantial structures. The water supply is from Collins' creek, in water wagons, and, especially in warm weather, is unfit for drinking. A spring upon the banks of the fork supplies, in a measure, this deficiency.

Fort Griffin is 369 miles from San Antonio, and 756 miles from St. Louis. Mean temperature, 64.26 degrees, and rain-fall averages 20.84 inches.

FORT McINTOSH.

At a distance of three-fourths of a mile, in a northwesterly direction from the ancient Spanish town of Laredo, stands Fort McIntosh, in latitude 27° 45' north, and longitude 22° 47' west. It is 165 miles from San Antonio, and at an elevation of 380 feet above the waters of the Gulf. The fort is shaped like a star, and built of earthworks ; the grounds occupied by the post amount to 600 acres. A range of low hills, at about one mile distant, surrounds the fort, and a bend of the Rio Grande river partially encircles it upon the west. The soil of the adjacent country is sandy in its character, and its productive qualities are augmented by the washings of the hills, so that sweet potatoes, melons, corn and all varieties of

garden vegetables, are grown in abundance. In the hills, there is plenty of granite and sandstone rock for building purposes. At a distance from the fort of nearly half a mile down the river, and about 400 feet from its banks, is situated the military post. In 1868, orders were issued for the construction of new buildings. The storehouse is a substantial sandstone structure, 60 by 25 feet, and is provided with adjoining structures of adobes, which are used for kitchen and mess-rooms for the garrison. The hospital is 136 by 40 feet, is built of sandstone, and provided with all modern improvements. This building has a splendid verandah the entire length, front and rear, and spacious halls extend throughout the building. In connection with the hospital are the dispensary and steward's room, and the ward is large and has a ridge ventilation. Officers' quarters and guard-house are in good condition, and provided with many conveniences. The supply of water is obtained from the river, and, like other posts, it is brought in water wagons, and settled for use. There is no stage communication with the post, and transportation is exclusively by government wagons. And this is Fort McIntosh, with a surrounding of mesquite thicket and chaparral, and is distant from St. Louis 1,172 miles. Mean temperature, 75.60 degrees, and average rainfall 16.99 inches.

FORT MCKAVETT.

This is one of the most important posts upon the frontier, and is located on a bluff on the south bank of the San Saba river, at an elevation of 2,000 feet above the level of the Gulf, in latitude 30° 50' north, and longitude 23° 17' west, and in a northwest direction from San Antonio, at a distance of 180 miles. The country is hilly, and abounds in dwarf oak. In 1853 this post was established, and in 1860 it was temporarily abandoned, to be again occupied in 1868. With one exception all of the main buildings—six in number—are constructed of stone. The barracks are in one building, 324 by 20 feet; the quartermaster's and commissary's storehouses are 101 by 23 feet, 157 by 20 feet, and 80 by 20 feet respectively. The frame building is 140 by 20 feet, and the picket building 156 by 22 feet. The office of the commanding officer's quarters is a stone structure 51 by 35 feet, with an L adjoining 38 by 16 feet, and all of which are two stories high. The offices of the field officers' are in like manner built of stone, splendidly arranged, and in every respect elegant. All of the numerous buildings at this post are well adapted for their uses, including the store-rooms, carpenter, wheelwright, blacksmith and saddler shops, post guard-house, etc. The hospital is a fine stone structure, and an ornament to the post, with all necessary conveniences, and a wide verandah in front. The stables and corrals are commodious, and perfectly arranged. Drinking water is in abundant supply from a spring, and although quite hard for other purposes, is healthful and refreshing. Adjacent to the post is a productive garden of thirty acres which yields a plentiful supply of melons, tomatoes, cantelopes, squashes, sweet potatoes, and a great variety of vegetables, excepting the Irish potato. The atmosphere is dry, the altitude of the post affording a delightful and invigorating breeze both morning and evening, rendering a residence in this climate not undesirable.

This fort is situated 951 miles from St. Louis. The mean temperature for the year is 65.56 degrees, and the rain-fall 22.53 inches.

FORT QUITMAN.

In latitude 31° 10' north, and in longitude 28° 37' west, and 400 yards east of the Rio Grande, is located Fort Quitman. It is due west from Austin 418 miles, and 619 miles from San Antonio. The surrounding country is sterile sand-prairie, covered with wild cactus and bushy mesquite wood. At a distance of ten miles beyond the prairie, rises an abrupt rocky mountain, which is entirely destitute of vegetation. It is impossible to cultivate a garden at the post, and therefore vegetables are in small supply. The buildings are all made of adobe, with earth roofs, the barracks being 74 by 36 feet each in dimensions. The officers' quarters consist of six sets, containing four or five rooms each. The hospital is an inferior structure of 72 by 26 feet, and divided into an office, dispensary, store-room, ward and kitchen. The water supply is from the Rio Grande. Fresh vegetables can only be obtained from the Mexican towns of Gaudalupe, San Ignatius, El Paso and San Elizario, a distance of from fifty to seventy-five miles. The inhabitants are mostly Mexicans, Apache and Pueblo Indians.

Distance from St. Louis, 1,286 miles. Mean yearly temperature is 64 degrees, and the rain-fall about 7½ inches.

FORT RICHARDSON

Upon the south bank of Lost creek, in Jack county, and in latitude 33° 15' north, and longitude 21° 15' west, is situated Fort Richardson. Lost creek is a tributary of Trinity river, and at this point is 331 miles from San Antonio. The post is one-half mile distant from the village of Jacksborough, the county seat of Jack county, which is upon the north bank of Lost river. In a south-easterly direction forty-two and a half miles is the city of Weatherford, in Parker county. The fort is built upon a reservation of one mile square, and Lost creek is its northern boundary, running in an easterly direction at this point. The general formation of the adjacent country is a high rolling prairie, underlaid with beds of rock, and covered with a thin surface of soil which is susceptible of little cultivation, but yields a liberal crop of grass. The bottom lands along the rivers and streams are rich and productive. The timber is small and stunted, consisting chiefly of pecan, oak and mesquite. The pecan-nut, chickasaw plum and mustang grape are abundant. In the vicinity there is plenty of game, consisting of hare, wild turkey, prairie chicken, ducks, etc. There are very few fish, and these are found in Lost creek in small varieties.

The excessive heat of the summer would be intolerable were it not for the dry evening breeze from the southwest which tempers the atmosphere.

The barracks at this post are constructed of pickets 11 feet long and set in the ground two feet. They are chinked with mud and roofed with shingle. There are nine of these buildings—three of which are 85 by 20 feet; four 85 by 20 feet, with an L attached, 73 by 27 feet; one, 100 by 20 feet; and one 114 by 27 feet. In the rear of these buildings are the kitchens and mess-halls, including one building of stone. "Sudsville" is the euphonious name of the married soldiers' quarters, which consist of about a dozen picket houses. Five frame and five picket houses constitute the officers' quarters. A stockade building 47 by 16 feet, and containing three rooms, is the adjutant's office, and the department of

the commanding officer. The quartermaster also occupies a stockade building of 77 by 16 feet, which is divided into four rooms. At the central point of the eastern side of the post, and at its main entrance, are the quartermaster's and commissary's store-houses. They are constructed in parallel lines 20 feet apart, of sandstone, and are each 86 by 29 feet, with a 19-foot story. It was contemplated to arch the space between these buildings, forming the main entrance to the fort, but a wood structure now fills the space. There is also a stockade building, with canvas roof, 90 by 18 feet; and another of like construction 120 by 27 feet, north of the stone buildings. An additional commissary store-house was built in 1872, 103 by 27 feet. The hospital is an elegant, sandstone, two-story building, 33 by 35 feet; with two wings, 44 by 24 feet, and is admirably arranged for this purpose. Water is obtained from Lost creek, and springs in the immediate vicinity, by the use of water wagons, and is of good quality.

Fort Richardson is distant from St. Louis 676 miles. The mean yearly temperature is 63.58 degrees, and the rain-fall 18.91 inches.

RINGGOLD BARRACKS.

Since the war with Mexico, Ringgold Barracks have been widely known throughout the country. They were established October 26th, 1848, and called "Camp Ringgold," in honor of the gallant Major Ringgold, who commanded a battery and fell at the battle of Palo Alto. On July 16th, 1849, by general order issued from army headquarters, it was designated as "Ringgold Barracks." It is located on the east bank of the Rio Grande, five miles north of Camargo, Mexico, and 280 miles south of San Antonio, in latitude 26° 23' north, and longitude 21° 50' west, one-half mile southeast of Rio Grande City, the capital of Starr county, and a port of entry. This point is a present object of interest because of the unsatisfactory relations between the Mexican government and this nation. Although the altitude of the barracks is computed to be 521 feet above the level of the waters of the Gulf, the climate is torrid and unhealthy. The soil is of a sandy loam, having little strength to support vegetation, which withers and blasts under the hot winds that come from the broad plateaus of Mexico. The bottom lands are productive and of a rich friable loam. Water is obtained from the river and is used for all purposes; at best it is brackish and inferior.

The post is divided between the old and new portions, the former having been constructed of wood, and is a two-story building now used as commissary's and quartermaster's store-houses. The workshops, corral, officers' stables, hay and wood yards, are included in this part of the post. The new portion, which is located farther back from the river, is constructed of brick, and composed of five buildings for officers' quarters, four company barracks, divided into nine sets—bakery, guard-house, adjutant's office and a hospital. The barracks are each 135 by 40 feet, and two stories, furnished with a verandah nine feet wide, front and rear, supported by arches of Moorish style. A small brick building in the old post, contains the library of 500 volumes, and the leading journals and periodicals of the country. The hospital is brick, as has been stated, is two stories, and 190 by 36 feet, and is entirely surrounded by a broad verandah of 12 feet, which has the support of Moorish arches 15 feet high. In every department of this building there is completeness and convenience.

The Ringgold Barracks are 1,225 miles from St. Louis. The mean temperature is 74.07 degrees, and the rain-fall 20.29 inches.

SAN ANTONIO.



The topography and history of this place are fully given in another chapter of the volume, and a repetition is not of value or interest. So far as relates to the government buildings and military quarters, a description in this place is appropriate. San Antonio is the capital of Bexar county, and situated in latitude 29° 30' north, and longitude 21° 25' west. It is the headquarters of the Military Department of Texas, and was a military station up to August, 1873. We are indebted to the courtesy of Col. E. D. Baker, quartermaster in command, for the following facts: The Alamo, a strong enclosure, dating back to 1744, was formerly the building occupied for army headquarters. The headquarters of Major General Ord, now commanding the department, are located in a large stone building of two stories, upon the southeast corner of Main Plaza. A new and elegant building of stone is now in process of construction on Houston street, one block from Alamo Plaza, which is to be occupied by the general of the department and his officers. The new government depot is within the corporate limits of the city, and located upon a splendid elevation to the northeast of the city proper. All of the grounds comprise 216 acres. The four main buildings are each 624 feet in length, constructed of stone, and are located upon the four sides of an elevated plateau, which forms a hollow square. The front, or administration building, is upon the south side, and in the second story of which are

the deputy quartermaster's departments—consisting of seven large offices, perfect and complete in every arrangement, and elegantly furnished. In the first story of this building are every variety of stores, such as paints and oils, stoves and ranges, paper, inks, and every possible article that an army may require of this character. The floors are of solid concrete and perfectly smooth. There are also cellars under this building nine feet in depth. The building upon the west is for the storage of all kinds of grain; that upon the east for flour, and upon the north for wagon, blacksmith and repair shops. In the center of this enclosure is a tower built of stone and 90 feet in height, upon the top of which is a large tank into which water is forced for a supply in case of fire. There are also two cisterns completed and two additional in process of construction, with a capacity of 75,000 gallons each. To the northwest of these buildings are the corral, hay lofts, and wood yard. Near the corral and about 2,100 feet from the main building, is located a steam engine of 160 horse power, steam pumps which force water to the top of the tower through pipes of two and four inches, a splendid lathe, and facilities for sawing wood, and in addition, to complete the usefulness of this place, there is an ice factory which turns out 2,000 pounds of ice daily in cakes eight inches in thickness and weighing 210 pounds each. Col. Baker personally supervised the construction of this model workshop and factory, and is justly entitled to the credit of originating and combining more that is at once useful and convenient, in one building, than is attached to any other post in the country.

San Antonio is distant from St. Louis 935 miles. The mean temperature is 69.20 degrees, and rain-fall 26.59 inches.

FORT STOCKTON.

On the banks of Comanche creek, and on the line of the great Indian trail of that name, in latitude 30° 50' north, and in longitude 25° 35' west, is situated Fort Stockton. Its altitude above the water level of the Gulf is 4,950 feet; it is far removed from any other town or city, and the nearest river is the Pecos, 35 miles to the southeast. The surrounding country is barren prairie and yields little of vegetation. The nearest city is Presidio del Norte in Mexico, 147 miles to the southwest, and the nearest American town is Fredericksburg, 370 miles west. The post was established to complete the chain of forts for the protection of emigrants and merchandise going to and from Chihuahua and California, from the depredations of hostile tribes. It was first occupied as a military post in 1858; was abandoned in May, 1861, and again occupied in July, 1867. By a system of irrigation, supplied with water from three large springs, called the "Leon Holes," having a depth of 20 and a diameter of 30 feet, and situated about eight miles west from the post, a large tract of land is made suitable for cultivation and the post is furnished with garden vegetables, corn, melons, etc. There is also a creek adjacent to the fort from which a supply of water is secured. Trees and timber are an "unknown quantity" in this section of country.

The barracks are in three buildings, constructed of adobe and with stone foundations, and are 80 by 24 feet each, with wings for kitchens and mess-rooms attached.

The officers' quarters consist of seven buildings, also of adobe, with stone foundations, and a verandah in front and rear.

In other parts of the post are the hospital buildings, guard-house, bakery, school-room for enlisted men and their children, stables, etc. They are all of adobe walls, stone foundations, and one story high.

The climate is genial and healthy, the atmosphere being dry, warm and pure.

The post is 1,066 miles from St. Louis, and 399 miles from San Antonio. The mean temperature is 65.74 degrees, and the rain-fall 10.70 inches.

CHAPTER III.

MINERALS OF TEXAS.

PREPARED BY PROF. S. B. BUCKLEY.

COALS.

THE carboniferous rocks extend over a large area in the northwestern part of the State. These are the true coal-bearing rocks of other States and countries. In Texas they are in a sparsely settled or entirely unsettled region, not penetrated by railroads, hence the coal beds are little known, and the deeper and probably the best coals are unknown. The digging of wells has revealed a few of these, but no farther explorations have been made, because now it will not pay, as enough good coal for the use of the blacksmiths of the country is found in beds at and near the surface.

A few years ago it was generally believed that the State of Illinois had few if any valuable coal beds, but its geological survey has demonstrated that the coal-bearing rocks extend under the larger portion of that State; and the opening of mines at various depths extending to several hundred feet, show that Illinois has more true wealth under ground than in its surface soil.

The coal formation of Texas extends from the Red river in Clay and Wichita counties through Archer, Young, Jack, Throckmorton, Jones, Haskell, Shackelford, Stephens, Callahan, Eastland, Coleman, Brown, Concho, McCulloch, San Saba, Mason, Llano and Burnet counties. The five last named counties are also largely composed of rocks older than the carboniferous.

I also found the carboniferous in El Paso county, about thirty miles westward of the town of Isleta on the Rio Grande.

The above is given as the result of explorations made in the geological survey of the State.

Future surveys will probably demonstrate that the carboniferous formation of Texas extends much further northwestward toward El Paso.

TEXAS LIGNITES.

The lignite formation extends from the Rio Grande westward of San Antonio, northeastward through Bastrop, Robertson, Leon, Rusk, to Marion county in the northeastern part of the State. On the Nueces river westward of San Antonio, also in Bastrop, Robertson, Rusk and other counties, large beds of lignite abound.

In Robertson, on the Brazos river, one of these beds is twenty feet thick at its outcrop on the river, and of several miles in extent.

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Lignites, or brown coals, prevail largely in the Rocky Mountain and Pacific States and Territories where they are extensively used as fuels.

The lignites of Texas are mostly in timbered regions, hence they have been little used.

IRON ORES—MAGNETITES.

In Llano county, about fourteen miles northwest of the town of Llano, near a Mr. Epperson's, is a large bed of magnetite or magnetic oxide of iron, rising to the height of about two hundred feet above the bed of Jackson creek which runs at its base. Large veins of the ore in granite rocks extend across the bed of the creek into the hills beyond. The iron hill is covered with large blocks of solid iron ore, many of several tons weight, enough being loose to supply a large manufactory of iron for many years, for those huge loose masses almost cover many acres. Indeed a large portion of the hill appears to be a mass of solid iron.

These massive ores are of the best quality, being so like the best iron ores of Sweden, shown at the Centennial display in Philadelphia, that specimens of the one can not be distinguished from the other.

Such ores, with the implements or cutlery made from them, were the main features of the Swedish exhibition. Indeed these contribute more than any other items to the wealth of Sweden; being the main articles of its export. Our ores are as good, and more accessible than those of Sweden, the latter being mostly obtained by deep mining. However, Sweden has the advantage in cheap labor and transportation.

The Texas magnetites are at or near the surface, amid plenty of oak and other timber for fuel. Limestones are near on the neighboring hills suitable for a flux. Coal beds are not far distant at the north, in Brown and other counties. The region is healthy, remarkably so, climate delightful, water in clear streams abundant, in the midst of an agricultural population insuring abundant supplies of cheap food. But railroad facilities are wanting, and until these are supplied it is probable that the iron ores of Llano and its adjacent counties will be useless.

Burnet, Llano and Mason counties abound in iron ores, both magnetites and hematites—ores enough to make iron to supply the wants of the country for ages.

IRON ORES OF EASTERN TEXAS.

The tertiary rocks of Eastern Texas abound largely in ores both hematites and limonites. Cherokee county alone has iron enough in its hills and valleys to make sufficient iron for the country for many years.

Such ores also abound in Robertson county near the beds of lignite; also near Jefferson, where, at the Kelly Iron Works, they have lately been smelted to a considerable extent. I only name the above localities as now available for the manufacture of iron on account of railroad facilities, given by the Central and International Railroads. These ores are peculiarly rich, yielding, on an average, 50 per cent. of metallic iron; so I was told by Mr. Kelley of the iron works at Jefferson.

The lignite region of Texas abounds in iron ores, and so also does its carboniferous region, affording very great advantages for the manufacture of iron, when many people settle there and railroads to them are made. Texas has great undeveloped wealth in iron and coal.

SILVER.

Much has been written and published about the rich silver mines of Llano and Mason counties. Exaggerated and untrue statements have been published by interested parties, to make sales of lands. There is no known instance in either of these counties where enough silver has been obtained from any one of the numerous mines worked to pay expenses; even at very low wages. Much time and money have been spent in useless mining for both gold and silver in these counties.

In the Chinati Mountains in Presidio county, near Presidio del Norte, there are many rich veins of argentiferous galena. See my Second Annual Report of the Geological and Agricultural Survey of Texas, p. 13. Argentiferous galena of veins are also near Fort Quitman and Franklin, in El Paso county, for an account of which see same report.

GOLD

Has been found to a small extent in Llano and Mason counties, but not in paying quantities.

COPPER.

Copper ores are found in veins in the granites and metamorphic rocks of Mason and Llano counties, which may, if worked, prove to be profitable.

Rich copper ores scattered over the surface have been found to a large extent in Archer and some of its adjacent counties, extending westward into Haskell county. In a reconnaissance of those counties I saw no true *fissure veins*, although such have been reported. The rocks are mostly of the upper carboniferous or permian, being mostly in strata horizontal or nearly so, and composed of sandstones, shales and limestones, without any evidence of igneous action. This statement is made on what I saw during a hasty trip through that region in the summer of 1875.

Copper ores in large fissure veins abound in the Chinati mountains in Presidio county. These will probably be very valuable whenever that region is penetrated by a railroad.

LEAD.

Galena has been found to a limited extent in Llano, Burnet and San Saba counties.

Extensive deposits of this mineral are said to be in the mountains, about 20 miles east of Fort Quitman.

Galena associated with silver abounds in the Chinati mountains of Presidio county.

BISMUTH.

A bed of this ore is said to be near the Little Wichita in Archer county. Specimens from there were given me by Gov. Throckmorton several years ago.

A large bed of this ore is said to be there. It is a valuable mineral, being used to form alloys with tin, copper and other minerals. As yet, it has not been found in any considerable quantity in the United States.

STEATITE OR SOAP STONE.

Large veins or deposits of this rock, to the width of several hundred feet are in Llano county, on Comanche creek, near Comanche mountain. Other beds of this rock are in the mountains on Sandy creek, about ten miles from its junction with the Colorado river.

MARBLES.

The lower silurian rocks of Burnet, Llano and San Saba counties contain very good marbles of various shades of color, white, black and clouded.

Granites suitable for building and other purposes, also abound in these counties. The cretaceous rocks which extend over a large portion of the western and northwestern sections of the State, being mostly limestones, have large beds of rocks suitable for building purposes, and these have been extensively used in building in Austin and other cities and towns of the State.

GYPSUM.

On the headwaters of the Red river and its tributaries is one of the largest gypsum formations known, extending for hundreds of miles and affording inexhaustible supplies. Gypsum in all its forms is here—alabaster, silenite, etc.

SALT.

At the Grand Saline in Van Zandt county, near the Southern Pacific Railroad, about one hundred miles east of Dallas, salt is extensively made from salt springs, where there is an unlimited supply of water, one gallon of which gives one pound and one-third of a pound of salt. Salt wells are also at Graham, in the southern part of Young county.

Salt is also procured in shallow lagoons of the Gulf of Mexico, between Corpus Christi and Brownsville.

Salt also abounds in Western Texas, at Horse Head crossing, on the Pecos, and in large beds in El Paso county, southwesterly of El Paso.

CHAPTER IV.

COUNTIES OF TEXAS.

ANDERSON COUNTY

UPON and south of the 32d parallel north latitude, and between the 18th and 19th degrees of longitude west from Washington, is Anderson county. It is among the oldest organized counties in the State, and has an elevation above the Gulf that exempts it from the debilitating miasms of some sections. The rain-fall is abundant, and the mean temperature about 66 degrees. The summer seasons are long and uniform, while the short winters are delightful, and afford opportunities for the husbandman to prepare the soil for receiving the seed. Although not a stock raising county, the grasses are cultivated with moderate success. This county is very healthy, and during the heated term is swept by the Gulf breezes which temper an invigorating atmosphere. The area of Anderson county is about 1,000 square miles, and as its situation is nearly upon the line dividing the magnificent timber regions of Eastern Texas from the grand, spreading prairies of the west, it is about one-fifth prairie and four-fifths timbered. The timber is in great variety and large growth, which renders it of great value. Indeed, the timber alone, when marketed, will pay for more than the price asked for the land. In this way the new settler can at once begin to realize upon his purchase without waiting to harvest a crop. This consideration alone is sufficient to attract a large immigration. The surface of the country is rolling, and as this county is between the Trinity and Neches rivers, which have numerous tributaries, and as there are a large number of creeks and streams in different portions of the county, together with numberless freestone springs in every section, it is splendidly watered; and in this respect can not be excelled in any part of the country. The soil is largely diversified, consisting of a strong, red sandy loam; a light sandy soil, which is easy of cultivation; a dark gray soil that will bear cultivation for a generation, and is covered with a thrifty growth of timber; and the river bottom soil, which ranges from a chocolate to the stiff black lands, and is of a quality so rich that it will never need fertilizing. In fact it will continue to produce without exhaustion. The pecan, oak, hickory and other varieties of timber attest its richness and strength. The eastern portion of the county is mostly covered with pine forests which produce an excellent quality of lumber, and all of which finds a ready market. The lumber mills in this section number over twenty, and are constantly employed. The water powers and privileges of this county are numerous and very valuable; no less than 28 gins and mills are now being operated by water power alone. As we have stated, the soils are very fertile and rich, and the productions embrace every variety that

a charming and salubrious climate affords. Corn and cotton grow side by side, and the crops are large and profitable. In addition, there is an abundant production of rye, oats, barley, millet, melons, tobacco of excellent quality, berries of every variety, grapes in great quantities, and the variety and excellence of the fruit product can not be excelled in any section of the country. The vegetable crop, including Irish and sweet potatoes, is always very large and of the finest quality. In the northern section of the county there are vast deposits of iron ore, and several of the beds have been successfully worked. With so many inducements to invite immigration it is not strange that Anderson county is rapidly settling up with an industrious and thriving population. Again, it has all the advantages of transportation facilities, and the surplus crops can find a ready market either in the South, North or East. Palestine is the county seat, and is a rapidly growing town of about 3,500 population. It is situated nearly in the center of the county, and is at the junction of the great International & Great Northern Railway and its branches. The general offices and workshops of that corporation are located here, and the county is traversed by the northern, southern and western divisions of that road. In another chapter a more extended notice is given of this town. It is proper to note that the first and finest fruit, especially peaches, tomatoes and berries, received in the St. Louis market, are always from Anderson county. Elkhart, Douglas and Neches are all thriving towns, and located upon the line of the I. & G. N. Ry. The common schools and churches are well supported and are growing in numbers and influence. There are also Masonic and Odd Fellows lodges in the several towns, and considerable manufacturing, among which we may notice the "John Billup Cotton Gin" works at Neches, and the Murchison Cotton Factory three miles from that town. The people of the county are moral and industrious. They welcome new comers with cordiality if they bring with them honesty and industry, and share with them a growing prosperity. Improved and unimproved lands in all parts of the county can be purchased at low prices and upon advantageous terms.

James Conaway, Esq., is the county clerk.

ANGELINA COUNTY.

The situation of this county is in the great timber belt of Eastern Texas, and lies north and east of Trinity county, between the 31st and 32d degrees of latitude north, and the 17th and 18th degrees of longitude west from Washington. It has an area of about 900 square miles which is divided between prairie and timber, although the latter largely predominates. The surface of the country is rolling, and is of a like character of other counties in that section of the State. The soils are varied, including the black sandy loam which is very rich, and, productive.

The crops are corn, cotton, tobacco, all kinds of vegetables, fruits, grain, and, indeed, every product that renders the State of Texas famous throughout the country. The timber is in great variety and has a large growth. This product alone has a value equal to the present cost of the land, and the immigrant can at once begin to realize upon his purchase if he is but industrious.

The county is splendidly watered, the Neches river traversing its southwestern boundary, and the Angelina river its northwestern border, both having numerous

tributaries, while springs and creeks are numerous. The Neches river is navigable a larger part of the year, and affords good and cheap transportation. The summers are long and uniform in temperature, while the southern breeze renders the climate exhilarating and healthy.

The thriving town of Homer is the county seat, and is situated nearly in the center of the county. There are good schools and several churches, all of which are well sustained. The inhabitants are intelligent and thrifty, and cordially invite immigration. Mr. E. H. McMullen is the county clerk.

ARANSAS COUNTY.

The situation of this county is upon the Gulf, and extends from Aransas Bar and Pass eastward to, or near, the mouth of the San Antonio river, and embraces the island of St. Joseph. It is upon the 28th degree of latitude north, and the 20th degree of longitude west from Washington. About one-third of the county is covered with scrubby black-jack and live oak timber; one-third is prairie, and one-third is composed of bays, bayous and lagoons. It has an area of about 700 square miles, and a population of about 1,000.

The soils are light sandy, stiff black and black sandy loam. Very little of the land is in cultivation, the larger portion being devoted exclusively to stock raising. The productions are corn, potatoes, a variety of vegetables, and sea-island cotton.

The grasses are nutritious, upon which stock of all kinds thrive. The number of horses and mules in the county is 2,230 head, valued at \$25,000; cattle, 53,674, valued at \$250,000; sheep about 1,000, valued at \$1,000. The total assessed valuation of the county is about \$650,000.

The county seat is Rockport, and is a thriving town delightfully situated on the bay, being favored with a good harbor and ample wharfage and storehouse room. A line of steamers make regular trips from that point to Morgan City, Galveston, New Orleans, and connecting with the regular lines to New York and other Atlantic ports.

The principal business of the county is stock raising, and packing of meats for shipping; there being several large canning and packing establishments for this purpose at Fulton. There are very few springs or creeks in the county, and the rain-fall is very light. Educational advantages are as yet quite limited, there being only six school houses and five churches in the county. In this respect, however, there is being made a decided improvement. Mr. L. Ballou is the county clerk.

ATASCOSA COUNTY.

In the great stock-raising regions of southwestern Texas, and upon the 29th parallel of latitude north, and between the 21st and 22d degrees of longitude west from Washington, is situated Atascosa county. It comprises an area of about 1,200 square miles and a population of 6,000. Its elevation above the Gulf is about 450 feet, the rain-fall is comparatively light, not averaging much over 26 inches, and the mean temperature reaches about 70 degrees. The climate is dry and healthy, and because of the trade winds from the Gulf, it is delightful. The soils range from a sandy loam, which are productive and easily cultivated,

to a poor light sand in the Black Jack country. The products are vegetables of all varieties adapted to the climate, the cereals, some fruit, and other crops that usually grow in a semi-tropical country.

The county is about equally divided between prairie and timber, although the wooded sections are lightly timbered, but sufficiently so for all domestic purposes. The timber consists of post oak, black-jack, hickory, hackberry, mesquite, and along the streams cottonwood, mulberry, willow and pecan. The Atascosa creek is the principal stream in this county, and has numerous tributaries which afford a supply of water only when it rains, or hold a supply in the dry season in deep hollows. There are very few springs, but well water can be obtained at a moderate depth.

Until quite recently stock raising was the chief occupation of the inhabitants, but many of them are turning their attention to farming and find it quite profitable.

Pleasanton is a thriving town of about 400 population, and is situated in the northeastern portion of the county, about 35 miles south of San Antonio. It is the county seat, and the principal town in the county. The grasses are chiefly the mesquite, and very nutritious, affording an ample support for horses, mules and cattle the year round. There is also considerable mast along the streams, supplying an excellent feed for hogs. Lands range from 50 cents to \$5 per acre, according to location and quality. The total assessed valuation of the county in 1877, was \$670,678.

There are several schools and churches in the county, which are well supported. As immigration flows in, schools will increase and rapidly improve the educational opportunities. The people are cordial and hospitable, and cheerfully extend assistance to those who come to settle among them. Mr. A. G. Martin is the county clerk.

AUSTIN COUNTY.

Geographically and physically, the county of Austin is one of the most important in the State of Texas. Its situation is at the verge of the great timber belt that covers the eastern portion of that State, and at the intersection of the high table lands of the north and west, and the lower country that borders the Gulf of Mexico. It is in longitude 19° west, and in latitude 30° north. Being about equally divided between timbered and prairie land, it affords a variety of products and industries that attract to it a large immigration. Its gradual rise of about 300 feet from the level prairie of its southeast portion, to the grand rolling hills that cover its northwest section, indicates the water courses that flow through its entire length, and that are supplied with the clear waters of numerous affluents. The soil and climate and health of this county are only equaled in other sections of the State, but not elsewhere in the country. The Brazos is the principal stream along the eastern border of the county, and its alluvial soil is the richest in the world. Mill creek, or the Palmetto, as it was originally named by the Spaniards, is a tributary of the Brazos, and traverses across the country. Other and numerous branches course through the county, and, together with a large number of springs, this section is splendidly supplied with living water. The history of Austin county is as full of interest and of reminiscences as any other,

with the possible exception of Bexar county. It was originally settled by the famous Austin colony, fifty-four years ago, or in 1834. The projectors of this colony were men of great energy and intelligence, and through the hardships and vicissitudes of colonial life, the uncertainties and changes of Mexican misrule, the struggle for independence and nationality, and the ultimate incorporation of Texas into the Union of American States, these resolute men pressed forward with a courage that was sustained by a solemn conviction of final triumph. We have not space to follow their memorable career, and can only accord them the high place in history they have so well deserved.

Soon after 1870, that portion of Austin county east of the Brazos river was formed into a separate county, and now known as Waller county. Of course, this geographical division reduced the population of Austin county considerably; but it is now believed to contain about 15,000 inhabitants. The number of its voters, at the election in the spring of 1877, was 2,425. From the recently published Centennial address of Mr. Martin M. Kenney, relative to the history of Austin county, we take the following interesting facts: "There are in this county about 2,700 taxpayers, and they pay tax on \$2,326,000; part of the property is exempt from taxation. Altogether, the property averages nearly or quite \$1,000 to the family, and about \$200 to the individual. The land in this county is rendered for taxes at 270,101 acres, valued at \$1,371,487, which is over five dollars per acre, general average. The number of landowners on the tax-rolls is 1,270, from which it appears that about half the people own real estate, and that their average possession is over 200 acres to the family or taxpayer. Wealth is very evenly distributed; there are twelve estates over \$10,000 each, and the twenty largest estates average \$13,000." The number of cattle in the county is 39,271, valued at \$220,875; horses and mules, 6,652, valuation, \$206,873; sheep, 3,499, valuation, \$4,068; hogs, 7,191, valuation, \$9,934. There are also two Masonic lodges, several granges, churches of all denominations, and forty-six public schools. The Houston & Texas Central road runs near the eastern boundary, in Waller county; and the G., H. & San Antonio road traverses within a short distance of its southern boundary. The projected roads that are to cross the county are the Texas Western N. G., with 35 miles already completed, and the Gulf, Colorado & Santa Fe Railway from Galveston, 45 miles of which are now in operation.

We acknowledge the courtesy of Mr. Z. W. Matthews, clerk of the County Court of Austin county, for many of the above facts.

BEE COUNTY.

In the southern portion of Texas, and about sixty miles northwesterly from the seaport town of Rockport, and about sixty-five north from the historical port of Corpus Christi, is situated Bee county. It is between the 20th and 21st degrees of longitude west, and the 28th and 29th degrees of longitude north. It is a splendid rolling section of country, and embraces an area of 900 square miles, two-thirds of which is prairie, interspersed with hackberry and anaqua motts, and the remaining third sparsely timbered with live and post oak, mesquite, anaqua, hackberry, chinaberry, and other varieties. Beeville is the county seat, and located in the center of the county; bordered on the south by the Paesta

creek, on the west by timbered and park lands, and on the north and east by a magnificent rolling prairie, covered with a luxuriant grassy sward, and dotted with numerous motts, presenting a landscape of rare beauty and grandeur. The climate of this county is warm, genial and salubrious, with occasional changes and "northers," which are not unhealthy, nor injurious to vegetation. The people are industrious, moral and progressive, and take a decided interest in the advancement of educational opportunities. They are not only generous and honest, one to another, but they exhibit a courtesy and welcome to strangers that deserve commendation.

The population numbers about 2,000, and since the great agricultural advantages of Texas are becoming known to the people of the older States, a stream of immigration is setting toward this and adjoining counties. At San Domingo, a town situated about twelve miles from Beeville, there is a valuable spring of mineral water known as "Sanford's Well." These waters are highly recommended by invalids and physicians, and have become quite famous throughout this section of the State. In addition to Beeville, there are the following villages and postoffices in the county: Papalote, Blanconia, Neelsburg and Aransas.

The county is well watered with the Aransas, Paesta, Papalote, Blanco and Medio rivers; the San Domingo, Dry Medio, Sulphur, Salt Branch and Dry creeks. There is plenty of limestone in many sections of the county, suitable for building purposes, and for making lime. It is easily obtainable. In quarrying, fossils, petrified bones and mammoth skeletons have been exhumed, and excited the interest of those who are curious regarding a prehistoric age. The price of land in this county ranges from \$1 to \$2.50 per acre, according to quality and locality. Building lots in Beeville range from \$20 to \$50 each. The assessed valuation for 1877 is \$1,000,000; the number of horses and mules, 9,580, and valued at \$111,492; cattle, 35,621, valued at \$140,877; sheep, 54,744, valued at \$73,474; and hogs, 7,891, valued at \$8,038. In the county there are ten churches of different denominations, twenty public schools, one Masonic lodge, and four Granges. Under the local option law, Bee county is strictly temperate, there not being a single saloon or place for the sale of liquor in the county. These facts have been supplied to us by Mr. H. W. Wilson, clerk of Bee county.

BELL COUNTY.

This is one of the finest counties in Central Texas, and is situated between the 20th and 21st degrees of longitude west from Washington, and on the 31st parallel of latitude north. It has an area of 900 square miles, and a population of about 22,000. In 1877 there were about 7,000 tax-payers in this county. It is entirely out of debt, its scrip is at par, and it has never voted subsidies for the construction of railways. The timbered and prairie lands are about equally divided. Along the streams the belts of timber are from one-half to one mile wide, and consist chiefly of white, red, burr and Spanish oaks; walnut, ash, pecan, cottonwood, elm, and considerable of the smaller varieties. Upon the uplands the timber is mainly live oak, black-jack, post oak, pecan, elm, etc.; while upon the hills a scrubby growth of mountain cedar is found, and chiefly used for fencing purposes. An abundant supply of pure water is obtained from the Lampasas, Salado and

Leon rivers and their numerous tributaries. These streams flow through the county from northwest to southeast, forming a junction about ten miles from the eastern border of the county, in what is known as Little river. It may be stated that about two-thirds of the county, in its north, northeast and southwest sections, contains in one body a vast undulating prairie, that is very fertile, and every acre of which is highly productive and susceptible of cultivation. The soils along these table-lands produce a large variety of crops, and in great abundance. The average yield of corn is from 25 to 40 bushels per acre, wheat from 10 to 20 bushels; oats from 40 to 60 bushels; rye from 20 to 30 bushels, and other productions are in like proportion. The Hungarian and mesquite grasses have a luxuriant growth, and afford an ample support for all kinds of live stock. The county is also splendidly adapted to the cultivation of grapes and fruits; and vegetables of all kinds, including sweet and Irish potatoes, are successfully grown. The cotton crop is an important one, and reaches about 20,000 bales annually; while sorghum is among the valuable productions of the county. With a large and increasing immigration, the latest improved agricultural implements, and the improvement in the breeds of hogs, horses, cattle and sheep, the agricultural development of the county has been rapid, and its future is opening with great promise. There are ten water mills in the county, situated on the Lampasas and Salado rivers, and the power ranges from 10 to 26 feet fall. It is estimated that there are at least 300,000 acres of unoccupied lands in this county, which can be purchased at from \$2 to \$6 per acre, and upon easy terms. These lands are all fertile, and only need cultivation to make them yield enormous crops. Belton is a prosperous town of about 2,000 population, and is situated in the central part of the county, 60 miles from Austin, 40 miles from Waco, and 45 miles from Rockdale. Being the county seat, it is an important point, and divides the trade of the surrounding country with the towns mentioned. The buildings are neat and substantial, many of them built of limestone rock, of which there is an abundance in the northern part of the county. It has three flourishing schools, six churches, Masonic lodge and chapter, Odd Fellows' lodge, and other benevolent and literary societies. The survey of the Gulf, Colorado & Santa Fe Ry. extends through this town, and traverses the finest corn, cotton, sugar and wheat regions in the State. At a distance of nine miles south from Belton, on the Salado creek, is the town of Salado. It is quite an important point, and celebrated for its educational advantages, the "Salado College" being located there. There are many smaller towns in the county, all of which exhibit the growth and prosperity of the inhabitants. The climate is delightful and invigorating, and the health of the county unsurpassed. Mr. W. G. W. Stone is the county clerk.

BANDERA COUNTY.

This county joins Bexar county northwest from San Antonio, and its soils, productions, surface, etc., are similar in character. It is upon the twenty-second degree of longitude west from Washington, and just south of the thirtieth degree of latitude. The county is watered by the Medina river which flows through its northeastern section, and numerous creeks and tributaries. In the southern central portion Thomas creek and affluents afford a supply of water, while further west is Turkey creek, and in the western portion a branch of the

Rio Frio river. Springs are scattered through the county, and good well water can be procured at a moderate depth. The soils are fertile and productive, and the grasses offer a bountiful support for stock the year round. Bandera is in the great stock raising region of Western Texas, and that industry has engaged the attention of its inhabitants. Within a few years, however, the cultivation of the soil has become more general, and the variety and quantity of its productions so valuable that new settlers are going into that county and taking advantage of its great opportunities by bringing a portion of the soil under cultivation. In the extension of the G., H. & S. A. Railway, from San Antonio to El Paso, that county will be supplied with superior transportation facilities. Bandera is a growing town, and is the county seat. It is situated on the Medina river in the eastern portion of the county. Charles Montague, Jr., is the county clerk.

BASTROP COUNTY.

Upon the banks of the Colorado river, and on the line of the Houston & Texas Central Railway, in longitude 20 degrees west, and latitude 30 degrees north, is situated Bastrop county. Near its southern border is the line of the G., H. & S. A. Railroad, and its area in square miles is 837. It is watered by the Colorado river and its affluents; notable among them are Walnut, Alum, Piney, Pine, Oak, Peach, Wilbarger, and Sandy and Mahars creeks. In the southeastern part of the county is Shippo Lake, a splendid body of clear water, five miles long and from one-fourth to one and one-half miles wide, abounding with fine fish and surrounded with a large variety of game. About one-third of the county is prairie, and the soil is very rich and productive, the principal crops being cotton, corn and many of the smaller grains. Vegetables and fruits can be cultivated with great success, but one of the chief industries is stock raising, while the timbered section, consisting of about two-thirds of the county, supplies a large and prosperous lumber interest. Among the kinds of timber may be found pine, cedar, post oak, live oak, walnut, pecan and elm. The Bastrop Pine-Cedar Mills furnish a large section of country with lumber. Lignite coal is found in abundance, and to some extent is utilized. It is proper to say that the timbered section is very valuable, and the quality of lumber superior. The price of land in this county ranges from \$2 to \$20 per acre. The population numbers about 18,000, one-fourth of whom are colored; and the assessed valuation of real and personal property in 1876 was \$2,172,447. The principal towns are Bastrop, the county seat, with a population of 1,716; Elgin, on the western branch of the H. & T. C. R. R., with a population of 750; Ulc Dade, on the same line of road, population 600; Paige Station, on the same line of road, population 250; and Red Rock, with a population of 250. The value of lots in Elgin ranges from \$50 to \$500; in Ulc Dade, from \$20 to \$300; and in Red Rock the value of lots is nominal.

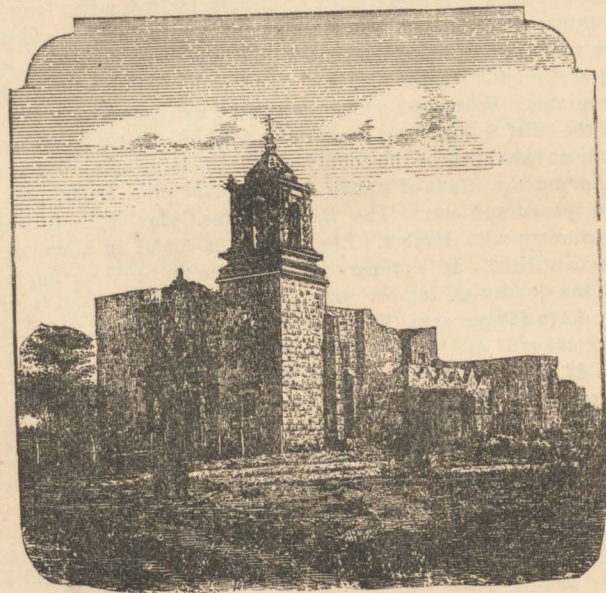
The following statement shows the live stock interest of the county:

Number of Horses.....	6,981.....	Average Value, \$40 Each.
“ “ Mules.....	2,197.....	“ “ 30 “
“ “ Milch Cows.....	6,897.....	“ “ 10 “
“ “ Other Cattle.....	27,805.....	“ “ 4 “
“ “ Swine.....	29,384.....	“ “ 2 “
“ “ Sheep.....	2,959.....	“ “ 1.25 “

There are in the county twenty-five churches; seventeen granges, with 417 members; forty-five schools; five Masonic lodges and two chapters; and two lodges of I. O. O. F. There is also one cotton mill in successful operation, with twenty-five looms; one cotton gin, one grist mill, and the Bastrop Lone Star Factory. This county is one of the most prosperous in the State, and its inhabitants are industrious, intelligent and hospitable. The clerk of the County Court is Mr. J. M. Finney, to whom we are under obligation for many of the foregoing facts.

BEXAR COUNTY.

Originally Bexar county embraced an area larger than the State of New York, but from time to time this territory has been carved into a large number of other counties, until the present area of the county has been reduced to 1,456 square miles. It is situated in Western Texas, between the 29th and 30th degrees of latitude north, and between the 21st and 22d degrees of longitude west from Washington. Its topography is a grand undulating prairie, a portion of which is timbered with such varieties as are usual in that section of the State. The soils are extremely rich and fertile, and range in depth from three to fifteen and twenty feet. Many sections have been under cultivation for a period of over half a century without being fertilized, and with no perceptible diminution of strength or quantity of products.



MISSION OF SAN JOSE, SAN ANTONIO, 1720.

The products are in great variety, consisting of cotton, sugar cane, sorghum, corn, and all of the smaller grains, tobacco, rice, millet, the castor bean, and every variety of vegetables in abundance, all kinds of fruits, including figs and

grapes, and the finest grasses to be found in Texas. The Hungarian and clover grasses are of luxuriant growth and very nutritious. This county is watered by the Cibolo, San Pedro, San Antonio, and Medina rivers; the Leon, Medio, Colabras, Cottonwood, Balcones, Salado and Geronimo creeks, and a large number of springs which flow from the base of limestone and sandstone formations, including the famous San Pedro and San Antonio springs, a description of which may be found in another chapter. The altitude of that county above the Gulf, its supply of clear and running water, the cooling breezes from the south, the delightful and exhilarating climate, and its freedom from low bottom lands, render it the most healthy in the State, and, indeed, in the country. No case of pulmonary consumption ever originated in this county, and for invalids it is the finest winter resort in America. As the grasses and water are abundant, it is a magnificent grazing country, and stock thrive and fatten the year through. San Antonio is the county seat, a full description of which is published in another chapter, together with the rain-fall, mean temperature, and other interesting data. The present terminal point of the G., H. & S. A. Railway is at San Antonio. The clerk of that county is Mr. Samuel S. Smith, who has held the position for more than a quarter of a century.

BLANCO COUNTY.

In the central portion of Southern Texas is situated Blanco county, between the 21st and 22d degrees of longitude west, and the 30th and 31st degrees of latitude north. It is upon the table lands that stretch from San Antonio away to the north of Texas, and west to the mountains. The climate is charming and healthy. The soil is rich, and produces corn and the smaller grains in great quantities; grapes, fruits and vegetables are sure crops. It has an area of 900 square miles, one-fourth of which is prairie and three-fourths timbered, consisting of post oak, black-jack, elm, cottonwood, Spanish oak, walnut, hackberry, pecan, hickory, wild china, and live oak; the two latter varieties predominating. The timber has a vigorous growth and is of fine quality. Big and little Blanco, and Perdinallis rivers, with numerous tributaries; Cypress creek with a large number of smaller streams, and innumerable springs, afford the county an ample supply of water. The towns are Blanco, with a population of 400, which is the county seat, and Round Mountain, with 150 population. The value of town lots in Blanco ranges from \$50 to \$100, and in the latter town, from \$15 to \$25. In this county are found a variety of ores, among them iron, lead, silver, copper, and bismuth. There are also large quantities of red and white marble, which, for building purposes, are hardly excelled. The average price of land is about \$2 per acre. The total assessed valuation of real and personal property is \$704,241. In the county there are 5,700 horses and mules, valued at \$20 each; 17,500 cattle valued at \$7 per head; 15,000 sheep, valued at \$3 per head; and 4,500 hogs, valued at \$2 each. The grasses in Blanco county are very fine and nutritious. Public schools number about 20, and there are churches in different parts of the county. The population, estimated, is about 1,600. W. McCarty, Esq., is clerk of the County Court, and has given us much of the above information.

BOSQUE COUNTY.

In the central portion of Texas, upon the line of the 32d parallel of latitude, and between the 20th and 21st degrees of longitude west from Washington, is situated Bosque county. It has an area of about 950 square miles, and is about equally divided between prairie and timber. The timber is of the usual variety in that section of the State, and has a rugged growth, especially along the river bottom lands. The Brazos river flows along the eastern and northern boundary of the county, and with its tributaries, and numerous other streams and springs, the county is splendidly watered. The soils are of the stiff black, and black sandy loam; very fertile and productive. The products of corn, cotton, vegetables, fruits and smaller grains are abundant, and the grasses afford a bountiful support for stock of all kinds.

Meridian is the county seat and a growing town, and is situated a little north of the center of the county. There are other flourishing towns in the county, and as the population is largely made up by immigration from the older States, it is progressive and intelligent. Its elevation above the Gulf is about 1,600 feet, and the climate is all that could be desired. The rain-fall is ample, the farming seasons long, and the temperature uniform. Mr. F. M. Collier is the county clerk.

BRAZORIA COUNTY.

All of the coast lands of Texas, from the Sabine to the Rio Grande, have a similar conformation, climate and productions. Of course Brazoria is no exception to this general rule, although it may have a larger proportion of timber than some of the other Gulf counties. It has an area of 1,260 square miles, and is divided into prairie and timber. The quality of the prairie soil is good, and it yields large crops of cotton, potatoes, corn and every variety of vegetables. The timbered section of the county is some less than one-third, and while the timber is light it embraces a satisfactory variety, viz.: live, pin, white and Spanish oaks, elm, ash, hackberry, pecan, cypress, cedar, etc. It is one of the finest sugar-producing counties in Texas.

This county borders upon the Gulf, and is in latitude 29 degrees north, and between 18 degrees and 19 degrees of longitude west. It is well watered with the Brazoria and St. Bernard rivers, Oyster creek and numerous little lakes, which abound with fine fish. The population is only about 8,000, and like the other Gulf counties immigration does not very rapidly augment the number of their people. Brazoria is the county seat, and Columbia is a flourishing town of some importance. Lots in these towns are valued at from \$50 to \$500, according to location, etc. There are five other towns in the county, viz.: Sandy Point, Chenango, Liverpool, Quintana, and Velasco. In the upper part of the county at what is called Damus Mound, rising about fifty feet above the surrounding prairie country, are sour springs flowing from a limestone formation and strongly impregnated with sulphur. The water is claimed to possess excellent curative qualities.

The number of horses and mules in the county is estimated to be about 10,000, and valued at \$100,000; cattle, 40,000, valued at \$250,000; sheep, 2,000, valued at \$4,000; and hogs, 7,500, valued at \$15,000. The total assessed valuation of the

county is about two millions of dollars. In the county there are also two Masonic lodges; five granges, only one of which is at present working; twenty churches, of various denominations, sixteen public schools, and one temperance organization.

The climate of Brazoria county is very healthy and delightful, and the people are industrious and hospitable. For many of the foregoing facts we are indebted to Andrew J. Burke, Jr., Esq., attorney at law, at Columbia. William H. Sharp is the county clerk, with his office at Brazoria.

BRAZOS COUNTY.

In nearly the center of the great cotton-producing region of Texas, just south of the 31st degree of latitude, and between the 19th and 20th degrees of longitude west from Washington, is situated Brazos county. The Brazos river extends a distance of about sixty miles along its southern and western boundary; and upon its eastern border flows the Navasota river. With many creek tributaries these rivers furnish an ample water supply, while good well water is easily obtainable. The area of the county is about 350,000 acres; and is divided into timbered and prairie lands. About 40,000 acres are at present under cultivation, and yield immense crops. The timber consists of pin oak, pecan, ash, elm, cottonwood and other varieties along the bottom lands, and of black-jack, hickory and post oak upon the upland.

The physical character of the county is a grand undulating prairie excepting the bottom lands along the river courses. The richness and fertility of the Brazos bottoms have become famous, and their productions are not excelled in any part of the world. The alluvial deposits range from four to twenty feet in depth and will bear continuous cultivation, without being fertilized, for generations. The yield of corn is from 40 to 65 bushels per acre, while the cotton product reaches from 1,500 to 2,500 pounds in the seed. The soils upon the uplands are generally of a sandy loam, upon a foundation of yellow or red clay, are easily cultivated and yield abundantly. They are adapted to the cereal crops, vegetables of all kinds and fruits in great variety. The price of lands ranges from \$1 to \$20 per acre, according to quality, improvements and location.

The county is admirably supplied with transportation facilities; the Houston & Texas Central Railway traversing its center from northwest to southeast. Bryan is a thriving and growing town, situated in the central portion of the county, and upon the line of railway mentioned. It is the county seat, and 150 miles north from Galveston, to which market it ships about 20,000 bales of cotton annually. The town is well provided with schools and churches. The church organizations are divided among the Methodists, Baptists, Episcopalians, Presbyterians, Christians and Catholics, each of which has a fine church edifice, with the exception of the Christians, who are now contemplating to build one. The Jews have also a place of worship. In addition, there are a lodge and chapter of Masons, two Odd Fellows' lodges, a temperance organization and several literary societies. Bryan is also quite a manufacturing center, having in successful operation a grist mill, a cotton-seed oil mill, a chair factory, a carriage and wagon factory, a gin and mill manufactory and two planing mills. Twenty miles south of Bryan, on the line of railway, is the town of Millican. It is situated upon the

ridge dividing the Navasota and Brazos rivers, and surrounded by the most fertile farming lands to be found in that section of country. It is a town of considerable importance, having three churches, schools, Masonic and Odd Fellows' lodges, and temperance organizations.

The climate of Brazos county is salubrious and healthy, the temperature uniform, the rain-fall abundant, and its altitude above the Gulf renders it delightful. The people are progressive and industrious, and cordially welcome the immigrant to their midst. Mr. Hammett Hardy is the county clerk.

BROWN COUNTY.

Just south of the 32d parallel of latitude, and upon the 22d degree of longitude west from Washington, is situated Brown county. The Colorado river flows along its southern border, into which the Pecan, Brown and other creeks empty. It contains an area of about 950 square miles, and is upon the high table lands of Central Texas. The northern and eastern portions of the county are hilly and mountainous, while the southern portion is an undulating prairie, finely adapted to stock raising. There is sufficient timber for fencing and other domestic purposes. The soil is fertile, and the grasses of excellent growth and quality. The crops embrace all of the cereals, a great variety of vegetables, and in many sections fruits and grapes are successfully cultivated. It is a fine section for sheep raising, and this industry could be made very profitable. The county seat is Brownwood, situated nearly in the center of the county, and is a growing town. The elevation of Brown county above the Gulf renders the climate strongly exhilarating and healthy. The summer seasons are uniform in temperature and sufficiently long for the successful cultivation of a large variety of crops. The rain-fall is of fair average, and as the tide of immigration flows into that section of the State, Brown county will attract more and more the attention of those seeking new homes in the Southwest. Mr. Henry Ford is the county clerk.

BURLESON COUNTY.

This county is situated north of Washington and Lee counties, between the 19th and 20th degrees of longitude west, and the 30th and 31st degrees of latitude north. The climate is delightful, and all that could be desired for health and comfort. The Brazos river forms its northeastern boundary, and the Yequa river its southern and southwestern border. It has an area of 800 square miles, and a population of about 7,000. The county was organized in 1846, and was originally a portion of Washington county. It was named in honor of Gen. E. Burleson, who was distinguished in the Indian and Mexican wars. The surface of this county is gently undulating, and is one-fourth prairie and three-fourths timber. The soil of the prairie is rich and fertile, consisting of sandy loam, black and Brazos bottom lands. Cotton is the chief crop; but corn, rye, oats, barley and wheat are extensively grown. Potatoes and all garden vegetables are produced in abundance. The average yield of cotton is one bale on the bottom lands, and from one-half to three-fourths of a bale on the uplands. Corn ranges from twenty-five to sixty bushels per acre, and millet is a good crop. The county produces a large variety of fruit which is easily and successfully cultivated.

The price of unimproved lands is from one to five dollars per acre, and the value of lands under cultivation ranges from five to twenty dollars per acre. The Texas Central Railway is upon the eastern boundary of the county, and the International & Great Northern Railroad traverses the northern section of the county. The Gulf, Colorado & Santa Fe Railway is projected through this county. It also offers great inducements to stock raisers, and the markets are available and convenient. The county has a good system of public schools which are well supported and prosperous. Churches are also well attended and supported. Caldwell is the county seat, and Mr. Thomas M. Hunt is the county clerk.

BURNET COUNTY.

The county of Burnet was created and organized in 1852, and was named in honor of David G. Burnet, the first President of the Republic of Texas. It is situated on the 31st parallel of latitude north, and on the 21st degree of longitude west from Washington. It contains an area of 976 square miles, and a population estimated above 5,000. The physical character of the county is broken into hills, mountains, valleys and prairie. The soils are of great variety, ranging from the black stiff to the deep sandy loam, with red clay foundations. About one-half of the county is timbered, consisting of post oak, elm, pecan, cedar, wild cherry, hackberry and walnut. The cedar is chiefly found in the southern and western portions of the county; while the walnut and the pecan are along the streams. There is an abundance of water which is supplied from the San Gabriel river and its many tributaries; together with Sulphur Fork of Lampasas creek, Rocky creek, South San Gabriel, Hickory and Morgan creeks. The productions are in large variety, embracing all of the cereals, vegetables, sorghum, melons, Irish and sweet potatoes, cotton and many kinds of fruits and grapes. The Colorado river flows through the southern part of the county, and has a fall of 100 feet at Marble Falls, affording a water-power of great value. There are also considerable mineral deposits in the county, principally iron ore of fine quality, and traces of silver, gold, lead and coal. There can be found an abundance of lime and sand rock, and large quantities of marble of every variety of color. A good portion of the county is under cultivation, and such lands can be bought for from \$2 to \$10 per acre, while the unimproved lands are held at from 50 cents to \$3 per acre. The elevation above the Gulf is 1,650 feet, and the average rain-fall from twenty to forty inches. There are about fifty schools in the county; churches in all of the settled portions, which are well supported; and the people are moral and industrious. Burnet is a thriving town in the northern central part of the county and is the county seat. Mr. D. L. Luce is the county clerk.

CALDWELL COUNTY.

The charming valley of the San Marcos river is renowned in song and story. Its rich and fertile soil, its stately cedars and towering pines, its bloom and beauty and fragrant summer breeze, all combine to render it one of the most attractive sections in the State of Texas.

Upon the north and northeastern bank of this delightful stream, between the 20th and 21st degrees of longitude west, and in latitude 30 degrees north, is

Caldwell county. It has an area of 522 square miles, about two-thirds of which is timbered, and one-third prairie land, in the northwest and southwest portions of the county. The timber consists of post oak, elm, walnut, ash, hickory, mesquite, etc. The prairie lands are very rich, and produce abundantly of cotton, corn, vegetables, many of the cereals, fruits, grapes, etc. The acreage is 281,012, and is assessed for \$886,237. The principal towns are as follows: Lockhart, with a population of about 1,000, is the county seat; Luling, with about 650 inhabitants, and Prairie Lea, with 100 population. The total assessed value of town lots is \$124,827. The total population of the county is estimated at 10,000. Total assessed valuation of real and personal property is \$1,709,907; and in the previous year the valuation was \$1,387,023, showing an increase in one year of \$322,879. This gratifying increase was owing to a large immigration to this county because of the completion of the G., H. & S. A. Railway to the city of San Antonio, and the consequent improvement of new lands. In Caldwell county there are 5,950 horses and mules, valued at \$124,616; cattle, 18,115, valued at \$108,127; and hogs, 7,966, valued at \$9,947. There are also 18 churches of the different denominations, 33 public schools, 3 Masonic lodges, one I. O. O. F., and 13 granges.

The county is splendidly watered. Upon the south and west is the San Marcos river, Plum creek, with West and Clear Fork as tributaries. Turney's creek, and numerous smaller streams traverse different sections of the county, and afford it plenty of pure and healthful water.

The springs in this county are celebrated for their medicinal qualities, and are visited by thousands who are seeking health. "Burditt's Sour Wells" are situated six miles south of Lockhart, and eight miles west from Luling on the "Sunset Route." Cardwell's Spring is on the West Fork creek, seven miles south of Lockhart, and about the same distance from Luling. As a winter resort these springs present unusual attractions, and the exceptional health of the surrounding country, together with its charming scenery and delightful climate, far excel the favorite watering places upon the southern Atlantic coast.

In Caldwell county there have been found traces of silver ore, and southeast from Lockhart an abundance of iron, while in other parts of the county veins of coal have been discovered, all of which may be more fully utilized as the county becomes more thickly settled. We are indebted to Mr. S. J. P. McDowell, county clerk, for the interesting facts connected with this county.

CALHOUN COUNTY.

The location of this county is upon the Gulf of Mexico, and between Matagorda and San Antonio bays. It is between the 19th and 20th degrees of longitude west, and the 28th and 29th degrees of latitude north. It contains 650 square miles, about seven-eighths of which is prairie and one-eighth timber. The climate is warm and genial, and tempered with the breezes from the Gulf. The mean temperature is about 71 degrees and the rain-fall about 26 inches. The principal towns are Indianola, with a population of 1,500; Lavaca, with a population of 700; Lalaria, with 120 inhabitants; La Salle, 120; and Long Mott, with a population of 200. The valuations of building lots in these towns are as follows: Indianola, \$50; Lavaca, \$10; La Salle, \$25; Lalaria, \$5. The average price of lands throughout the county is about \$1.50 per acre, and they are mostly devoted to

stock raising. The county has a population of 2,500, and an assessed valuation of real and personal property of \$700,000. It has seven public schools, five churches, two Masonic and one Odd Fellows lodges. The rivers traversing the county are the Guadalupe, Navidad and Carancohua. There is also a considerable lake called Green Lake, and the Placido springs. The number of horses and mules in the county is 1,907, and valued at \$24,845. The number of cattle is 29,400, and valued at \$156,615. The number of sheep 4,713, and valued at \$7,873. Hogs, 459, value, \$772.

The county has no mineral resources, and its location upon the Gulf adapts it to the great stock producing interests of the Southwest. Upon the completion of the railroad now already completed to Cuero, its inhabitants will find a market at San Antonio, as they have already an outlet by the way of the Gulf and the Morgan line of steamers. The few facts connected with the productions and capacities of this county were furnished by Mr. F. J. Deck, clerk of the County Court, at Indianola, and by F. C. Rohre, Esq., assessor of the county.

CAMERON COUNTY.

This is the extreme southern county in Texas, bordering upon the Gulf, and is situated between the 26th and 27th degrees of latitude north, and between the 20th and 21st degrees of longitude west from Washington. It has an area of about 3,450 square miles, and a sparse population. In many places the soil is rich and productive, the chief crops being corn, cotton and sugar-cane, with a variety of vegetables. The timber is of the mesquite variety, with a moderate percentage of other kinds. The prairie lands are devoted to stock raising, and this is the principal industry of the county. The Rio Grande river runs along its southern border, and forms the dividing line with Mexico. Brownsville is the county seat, and is in the extreme southern part of the county. Fort Brown is at this point, a description of which may be found in the chapter upon Military Posts, and in which are mentioned the rain-fall and temperature of the county. Mr. Adolphus Glaweck is the county clerk.

CAMP COUNTY.

Camp county was formerly a part of Upshur county, from which it was detached, and organized in 1874. It contains one hundred and eighty-six square miles, about one-eighth of which is under cultivation, the remainder with a fine growth of timber of the various kinds, including pine, oak, ash, hickory, walnut, etc. It is the second county west from the eastern line of the State, about forty miles west of the Texas & Pacific Railroad running from Texarkana to Marshall, and about thirty-five miles north from the main line of the same road running from Shreveport to Fort Worth. The county is well watered, and the soil—a dark sandy loam—is extremely productive, and well adapted to the cultivation of cotton, cane, corn, and all descriptions of small grain. The different varieties of fruits also do well here. The eastern portion of the county is broken, and among its hills are numerous inexhaustible beds of fine iron ore. It being about 400 feet above the level of the sea, the air is pure and bracing, and the climate is unusually healthy. The county has a population of 6,500, while Pittsburgh, the

county seat, contains about 1,000 inhabitants, three fine churches, four schools, one Masonic lodge and one grange. There are schools and churches in nearly every neighborhood in the county, and the citizens as a rule, are refined, energetic and industrious. A railroad is graded through the county north and south, and when completed it will add much toward developing its agricultural and mineral resources. A. S. Huly is the county clerk.

CHAMBERS COUNTY.

This county is situated between the 29th and 30th degrees of latitude north, and the 17th and 18th degrees of longitude west, and is bounded by Galveston Bay, and its tributary, East Bay, upon the south, and has also a border of five miles upon the Gulf of Mexico. Like all of the coast counties of Texas, its climate is mild and delightful, and like the summer, its sea breezes are perpetual. The mean temperature is about 70 degrees, and the average rain-fall about 40 inches. The soil is partly of the black-sticky and partly of sand-loam. It is covered with a good quality of grass, and sufficient timber for domestic purposes, and for the shelter of stock. This county was organized in 1858 by a division of Liberty county, and was named in honor of Gen. T. J. Chambers. It has an area of 990 square miles, only a small portion of which is in cultivation, it being almost exclusively devoted to stock raising. Hence, immigration has thus far been limited, although all kinds of garden vegetables can be produced in abundance, and with little labor. A ready and never failing market for these crops can be found at Galveston at all seasons of the year. The soil is also adapted to the production of cotton, sugar cane, and fruit of every variety. The county is well watered, Cedar Bayou flowing along the west border, and Old river through the center; East Bay Bayou, Double Bayou and Oyster Bayou flow through the eastern portion, while there are several smaller streams traversing different sections of the county, all of which afford a great variety of fish, among them the red fish trout, sheep-head and flounders. In the bayous are inexhaustible quantities of large oysters. During the winter season there is an abundant supply of water fowl. It is carefully estimated that there are 50,000 cattle in this county, valued at \$275,000; 3,000 horses, valued at \$45,000; 2,500 sheep, valued at \$1.50 per head. The cultivated lands average from \$3 to \$20 per acre, and the unimproved lands from 25 cents to \$5 per acre. The population numbers about 2,000, and the people are supplied with several public schools, churches, etc., such as are usual in sparsely settled counties. As an evidence of the morality of the community it may be stated that the highest number of indictments ever found at any one term of the County Court was eight. The county seat is at Wallisville, and we are indebted to Mr. Hugh Jackson, clerk of the court of that county, for many of the foregoing facts.

CHEROKEE COUNTY.

The organization of Cherokee county was perfected by an act of the Legislature, on the 11th of February, 1846. It is located on the 18th degree of longitude west from Washington, and on the 32d degree of latitude north. It has an area of 986 square miles, and a population of about 13,000, one-fifth only of whom are

colored, and about evenly distributed throughout the county. The topography of the county is hilly, and in its northern section somewhat mountainous. It lies in a timbered region, although there are large portions of it arable, rich and fertile. The timber consists of the usual varieties to be found in Texas; among them white, post and red oak, hickory, black-jack, walnut, pine, cypress, sycamore, elm, holly and mulberry predominate. The timber is in sufficient quantities for building, fencing and other domestic purposes. The southern portion of the county is the best timbered, and pine lumber can be bought for \$10 per thousand feet. The soil is also in great variety, including the chocolate, the gray and black sandy loam, the black stiff bottom lands, and the red soil. It is very rich, fertile and easily cultivated, and the larger part of it very productive. The principal crops are cotton and corn, while wheat, rye, oats and the smaller grains are now being successfully raised. As a fruit region, Cherokee county is second to but few in the State. There is also a generous yield of sorghum, sugar cane, tobacco, and all kinds of vegetables. Grapes are an abundant crop. The county is well watered with streams that flow through it, and with numerous springs of clear freestone water. Within the vicinity of Rusk, the county seat, there are several mineral and chalybeate springs, which are possessed of excellent medicinal qualities. The climate is mild and delightful, the summers long and winters short, while the general uniformity of the weather is largely productive of health. The rain-fall is of good average, and hardly during a generation does vegetation suffer from a drouth. While in the southern portion of the county there are numbers of lumber mills, in the northern section rich mines of iron ore abound, and several furnaces are in operation. The grasses are prolific and nutritious, thereby affording an excellent pasturage for all kinds of stock. The unimproved lands, capable of being made to produce from 30 to 50 bushels of corn, one bale of cotton, or 4,500 pounds of tobacco, per acre, can be bought at from \$2.50 to \$5, and upon the most favorable terms. The I. & G. N. Railway traverses the northern portion of the county, and Jacksonville is the chief railway station. It is about 15 miles above Rusk, which is at present connected with it by a wooden tramway. There are several other flourishing towns in the county, and all of them are well supplied with schools, churches, Masonic and Odd Fellows' lodges, which are well supported. The inhabitants are industrious, cultivated and cordial, and the many advantages of the county are great inducements to those looking for new homes in Texas. Mr. W. L. Byod is the county clerk, and furnished many of the material facts connected with this county.

COLEMAN COUNTY.

This county is situated west of Brown county, the Colorado river forming its southern boundary, and in latitude 32 degrees north, and longitude between the 21st and 22d degrees west from Washington. Urania, Dodds, Home and Clear creeks are tributaries of the Colorado river, and water the southern portion of the county, which is a high, rolling prairie, while the northern section is broken and mountainous, and abounds in creeks and springs. The soils are black and sandy loams and very productive, the crops being corn, wheat, rye, oats, cotton, and all of the vegetables. There is plenty of timber for fencing and building purposes. The grasses are excellent, and the county is finely adapted to stock

raising. It is specially adapted to sheep raising, and this industry is rapidly expanding and becoming one of great profit. The elevation of the county above the Gulf is about 2,200 feet, and the climate is salubrious and healthful. The rain-fall has a good average, and the temperature a range from 30 to 90 degrees. Coleman, a thriving town, is the county seat, and Mr. L. C. Williamson is the county clerk.

COLORADO COUNTY.

This county is bounded on the north and east by Fayette and Austin counties, and on the south and west by Wharton and Lavaca counties, the Colorado river traversing its centre from northwest to southeast. It has an area of nine hundred and five square miles, its south line being about sixty-four miles from Matagorda on the Gulf coast. The Galveston, Harrisburg & San Antonio Road traverses the county diagonally from southeast to northwest, which affords it most excellent transportation facilities.

On the line of the above named road, on the west bank of the Colorado river, is situated the delightful, growing city of Columbus, the county seat of Colorado county. Here one sees all of the taste and enterprise displayed in beautifying the town usually witnessed in Northern towns and cities. Along the streets and public walks are rows of beautiful shade trees of different varieties, while the public buildings, business houses and dwellings are most attractive. Columbus has a population of nearly or quite 4,500, while that of the county is about 21,000, about one-third of which are blacks.

As an index to the prosperity of the county, it is only necessary to state that it is entirely free from debt, with an assessed valuation of property of three and a quarter million dollars. The citizens of the county take a lively interest in its educational and religious advantages, and school houses and churches are multiplying rapidly. The white population of Columbus have four fine churches, and the blacks three. We also noticed a fine four-story brick college building, located in one of the most delightful portions of the city. The people of Colorado county fully appreciate the fact that free schools and churches are the sub-structures on which to erect that moral, religious and law abiding structure, so necessary to the advancement and development of all civilized communities. They not only have ample facilities for educating their own sons and daughters, but they are prepared to accommodate those from other localities less favored with college advantages.

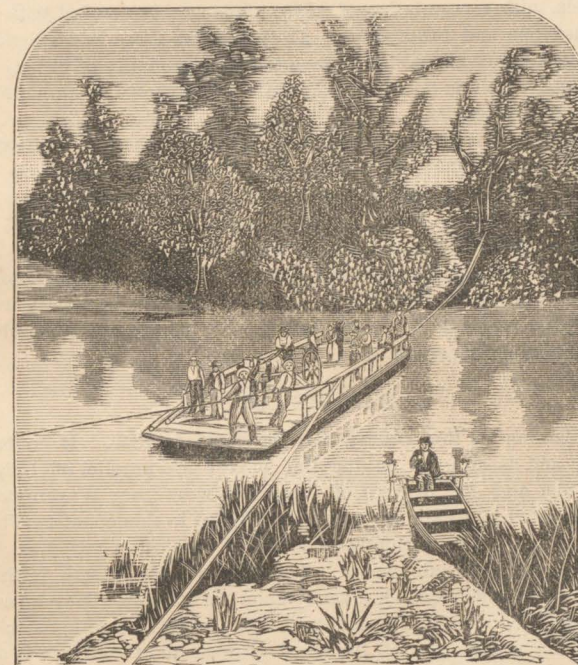
The health of this county, like most other counties contiguous to the Gulf, is excellent. Being always favored with a Gulf breeze, the summer days are relieved of their oppressiveness, while the nights are cool and invigorating. Shattered constitutions are here restored, and the wan cheek of many a consumptive patient regains a healthy glow.

The face of the country throughout the county is undulating, with a gradual decrease toward the south, the rivers and creeks running gulf-ward, affording ample drainage, hence pools of stagnant water are not usual to this section. Although the county is fully three-fourths prairie, there is an abundance of timber for building, fuel and fencing purposes, consisting of post oak, water oak, burr oak, live oak, black-jack, hickory, pecan, cypress, elm, ash, walnut, etc. The bottom lands in this county are admirably adapted to the cultivation of

cotton, corn and cane, while the uplands produce all descriptions of grain to a most bountiful extent. Besides the Colorado river, the county is watered by the Navidad river, and Harvey's, Cummins, Skull, and Sandy creeks.

Unimproved lands in this county, a large amount of which are owned by non-resident speculators, are worth from one to twelve dollars per acre according to location and quality, while cultivated farms range at from fifteen to forty dollars per acre, those contiguous to Columbus selling at outside figures. Being nearly equi-distant from Houston, San Antonio and Austin, and in the center of one of the richest belts of country in the State, the prospective outlook for Columbus is most flattering.

COMAL COUNTY.



FERRY, COMAL RIVER.

The situation of this county is immediately north of Bexar county, in longitude 21 degrees west, and latitude 30 degrees north. It is upon an elevated plain, and at the beginning of the vast section of high table lands that stretch away to the north and west of Texas. The climate is delightful and tempered with the genial breezes from the Gulf. The altitude of the county above the sea level is about 750 feet; the southern portion is undulating with occasional hills, while the surface of the northern section is made up of extended table lands and moderate valleys. The soil is a black loam and very rich, especially along the valleys.

It has an area of 575 square miles, which is divided as follows: one-third timber and two-thirds prairie.

The products are in great variety, and all kinds of cereals, vegetables, fruits, etc., are produced in abundance, while a large section of the county is devoted to stock raising. The timbered portion is covered with live oak, post oak, mesquite, etc.

The rivers flowing through this county are the Guadalupe, Cibolo, Blanco and the beautiful Comal. They have abundant quantities of clear water both for domestic and milling purposes. The Comal and Waco springs are the finest in the South, and attract wide attention. The health of this county is greatly owing to its excellent waters.

At the confluence of the Comal and Guadalupe rivers is situated the city of New Braunfels, with a population of 2,500. It is mostly peopled with Germans who are industrious and progressive. At this point there is a splendid water privilege, with a fall of fifteen feet and a never failing supply of water. It is but partially utilized with one flouring mill, while its capacity is ample for several mills and manufactories.

The population of this county is about 5,600; the assessed valuation of its city and town lots is \$294,380, and of its acreage, \$523,944; while the total assessed valuation of its real and personal property amounted, in 1877, to \$1,230,940. In the county there are 4,152 horses, valued at \$75,225; cattle, 12,972, valued at \$68,784; sheep, 1,518, valued at \$1,500; and 362 hogs, valued at \$465. There are also six churches and nineteen public schools. Comal is one of the finest counties in Western Texas, and its population is rapidly increasing. Mr. H. E. Fischer is the county clerk, and to him we acknowledge obligations for many of the foregoing statistics.

COMANCHE COUNTY.

The organization of this county was perfected in 1857. It contains 1,050 square miles, and is situated on the line of the 32d parallel of latitude, and between the 21st and 22d degrees of longitude west from Washington. The prairie and timbered lands are about equally divided in this county. The timber consists of post oak, pecan, cottonwood, mesquite and other varieties. It is in quantities to supply domestic wants. The soils are black loam, in the bottom lands, and chocolate, black and white sandy upon the uplands. They are easily cultivated and very productive. The county is finely adapted to either stock raising or farming. The grasses are of luxuriant growth, and the supply is abundant for stock either summer or winter. The products are chiefly wheat, rye, oats, corn, sugar cane, barley, and all kinds of vegetables. The average yield of corn is twenty-five to thirty bushels per acre; oats, fifty to sixty bushels; wheat, fifteen to twenty bushels; and cotton from one-half to a full bale per acre. It is also a good fruit country, although but little attention has thus far been devoted to that product. The county is well watered, the south and north forks of the Leon river traversing its entire length, and with numerous springs and tributary creeks, there is an abundant supply. The amount of land under cultivation is about 50,000 acres, and the price of that which is improved ranges from \$3 to \$20 per acre, while the unimproved is valued at from \$1 to \$3 per acre.

Purchases can be made upon favorable terms either for small amounts or in large bodies. There is plenty of good building stone in the county, and considerable coal and copper. The mean temperature is less than 70 degrees; the elevation about 2,000 feet; the rain-fall is a full average with adjoining counties; the climate is delightful and healthy; the people are industrious, and immigrants are cordially welcomed. Mr. J. D. Bonner is the county clerk.

CONCHO COUNTY.

This county is situated east of Tom Green and north of Menard counties, between the 31st and 32d degrees of latitude, and the 22d and 23d degrees of longitude west from Washington. It has a high altitude, about 2,100 feet, and the surface is a grand rolling prairie, only one-fifth of which is timbered, consisting of live oak, hickory, pecan and walnut. It took its name from the Concho river, which traverses its northern section, and which, with its branches, afford a fair supply of water. In the southern part of the county are the celebrated Kickapoo springs.

The county has an area of 900 square miles, and, as yet, a very sparse population. The soils are of a red loam, and produce fine grasses for the support of stock. Sheep raising is the chief industry, and is found to be quite successful. There are several good water privileges on the Kickapoo creek and Concho river, which could be utilized to advantage. There is fine sandstone and limestone throughout the county for building and fencing purposes. Land ranges in price from 50 cents to \$1.50 per acre. The assessed valuation of the county is about \$300,000.

The El Paso stage and mail route traverses the county, and at no distant day this section of the State will be supplied with the facilities of railroad transportation. The rain-fall and temperature are noted in the chapter on Military Posts.

COOKE COUNTY.

This county is situated between the thirty-third and thirty-fourth degrees of latitude, and between the ninety-seventh and ninety-eighth degrees of longitude, being one of the northern counties of the State, and contains a population of 13,000. Gainesville, a thriving and rapidly growing town of 1,800 inhabitants, located on a beautiful plateau, between Elm and Pecan creeks, is the county seat, and being about the center of the county it affords a convenient market for all sections of the county. The inhabitants are chiefly from the Eastern and Middle States, and as a rule they are industrious and enterprising, and through their industry and judicious system of business the varied resources of the county are being rapidly developed. The religious and educational advantages of the county are excellent, there being a large number of churches and school houses, with many others springing up all through the county. There is one Masonic lodge, one grange and one temperance organization in the county. The supply of pure living water is abundant. Three branches of the Trinity river flow through the entire county, from north to south, while numerous small creeks of clear water traverse the county in different directions. There are also a large number of springs, producing the very best drinking water. In most instances

an adequate supply of well water can be obtained at a depth of from fifteen to thirty-five feet. Few counties in Texas offer larger agricultural or sanitary inducements to immigrants than does Cooke county. Gainesville is in a due west direction from Sherman, distance about forty miles, and about sixty-five miles in a southwesterly direction from Denison. The uncompleted branch of the Texas & Pacific Road, running from Sherman to Fort Worth, touches the southeast corner of this county. The Red river forms the boundary line between it and the Indian Territory to the north, along which stream, as also along the various other water courses that traverse the county, there is an abundance of timber, embracing the different varieties usually found in that latitude. In brief, there is no want of timber for fencing and building purposes. There is also an abundance of fine magnesian limestone, gray and red sandstone in different parts of the county. The county is about four-fifths prairie, with a variety of soil, all admirably adapted to grain and cotton growing. These lands can be bought for from two to five dollars per acre, according to location as to railroads and markets. Improved farms are selling at from ten to twenty-five dollars per acre, while improved farms are leased at from three to four dollars per acre, or for one-fourth of the crops, the lessee furnishing everything. The climate is all that could be desired; there is neither extreme heat nor cold to be encountered, the temperature in summer usually ranging from 80 to 90 degrees, and from 20 to 35 degrees in winter. E. F. Bunch is the county clerk.

CORYELL COUNTY.

Between the 31st and 32d degrees of latitude north, and the 20th and 21st degrees of longitude west from Washington, is situated Coryell county. It contains an area of 900 square miles, about two-thirds of which is tillable, and the balance adapted to stock ranges. The county is finely watered; the Leon and Cow House rivers, with numerous branches, running through it from north-west to southeast, with a great number of springs, and opportunities to obtain good well water at from ten to forty feet in depth in any part of the county. The surface of the county is undulating, two ranges of hills extending through the county, which, in many places, are from 100 to 200 feet in height, affording ample drainage. A portion of the county is lightly timbered, but sufficiently so for the purposes of fencing and domestic uses. The soils range from a rich black prairie to productive bottom lands; and yield large crops of cotton, corn, oats, wheat, potatoes and all kinds of vegetables, and considerable fruit and grapes in abundance. The grasses are plentiful and nutritious, affording support for stock at all seasons of the year. Along the streams there are advantageous opportunities for small farmers to cultivate from 20 to 100 acres of land, and in addition have a stock range that will yield substantial profits. The climate is desirable, being uniform in temperature, healthy and invigorating from the Gulf breeze. It has an elevation of about 900 feet, and the rain-fall has a good average. Gatesville is the county seat, and is beautifully situated on the Leon river, near the center of the county, and has an enterprising population of about 800. It is forty miles west from Waco, and has excellent schools, several churches, and other advantages usual to towns of that magnitude. Coryell City, Jones-

boro and Eagle Springs are smaller towns in other sections of the county, all of which have good educational advantages, and are rapidly growing. As an evidence of the agricultural capabilities and opportunities of Coryell county it may be safely stated that its population has increased threefold since 1870; and is composed of immigrants from all of the older States and largely from the Southern States. The people are intelligent and progressive, and cordially welcome the new comer who seeks a home among them. With the exception of a small balance on the new court house, which cost \$25,000, the county is out of debt, and for the year 1878 the taxes will not exceed twenty-five cents on \$100 assessment. The prices of improved lands range from \$8 to \$20 per acre, and unimproved from \$1 to \$10 per acre. They can be bought on easy and favorable terms. Mr. M. L. Allen is the county clerk.

CROCKETT COUNTY.

This is one of the vast unorganized counties of Western Texas, and took its name from David Crockett. It is situated south of the 31st degree of latitude, and between the 23d and 25th degrees of longitude west from Washington. The Rio Pecos river flows along its western boundary, and with its tributary creeks and other small streams that section of the county is fairly watered. The surface of the county is undulating, and in some sections hilly and mountainous. The soils are of a black sandy quality, and along the streams quite fertile. Hardly any of the 16,000 square miles of this county are under cultivation. There is little if any timber, and its principal value will be for grazing purposes. There is found plenty of lime and sandstone, which will supply the need for building and fencing. The altitude above the Gulf will average 2,000 feet, and the climate is delightful, dry and healthy. The mean temperature is about 60 degrees, and the rain-fall will not average over 16 inches.

DE WITT COUNTY.

On the 29th degree of latitude north, and the 20th degree of longitude west from Washington, is situated De Witt county, and contains an area of 900 square miles. It is partially timbered with oak, pecan and other varieties. The soils are very productive along the prairie bottoms, and so luxuriant is vegetation that the uplands are preferred for farming. Corn and cattle were formerly the chief production, but of late years wheat, oats and all of the smaller grains have been successfully cultivated. Vegetables in great variety, and many kinds of fruit are produced. The Guadalupe river and many creeks and springs furnish a supply of water, while well water is easily attainable at a moderate depth.

This county is adapted to stock raising, and its citizens are taking great care in improving their stock by an infusion of the blooded breeds among the natives. The sheep stock has been greatly improved in this way, and that industry is becoming the most valuable and important in the county. It is estimated that the wool clip and increase of stock pays, at least, a net profit of 30 per cent. The Colorado grasses have a wonderful growth, and the stock is soft and very nutritious. It is much sought after, and when harvested commands from \$18 to

\$20 per ton at the Gulf town of Indianola. Hogs thrive and fatten upon the abundant mast that is found upon the bottom lands, and that industry pays liberally because of the nominal cost of raising them.

Cuero is, perhaps, the most important town in the county, it being the terminus of the Gulf, Western Texas & Pacific Railway. By this means of transportation the county is supplied with plenty of pine lumber for fencing and building purposes, at a moderate cost, and a market for its surplus products. Clinton is a thriving town and is the county seat. The people are industrious and hospitable. They support schools and churches, and are prosperous. The climate is healthy and delightful. The temperature is uniform and tempered by the trade winds from the Gulf. The rain-fall is a full average of that section of the State, and the elevation of the county above the level of the Gulf is sufficient to secure good drainage. It is rapidly increasing in population, and developing in a like ratio its agricultural resources. Robert Thomas is the county clerk

DIMMIT COUNTY.

This is another of the southwestern counties that almost touch the sandy banks of the Rio Grande. It is in latitude 28 degrees 30 minutes north; and east of the 23d degree of longitude west. It has an area of about 900 square miles, and its northeastern section is traversed by the Nueces river and tributaries. Upon its northern border are Espantosa and Forked lakes. The county is fairly watered for that section of the State, and along its streams and surrounding its lakes can be found a moderate growth of timber. Much of this land is quite productive and yields average crops. Stock raising has been its chief industry, and as immigration shall flow into it there will be a decided improvement both in production and the arts that follow civilization. The climate is warm, but not unhealthy, the temperature being toned by a prevailing sea breeze. The rain-fall is moderate, and the elevation above the Gulf only gradual.

DUVAL COUNTY.

This county contains an area of about 1,600 square miles, and is situated directly west of Nueces county, on and south of the 23d degree of latitude, and between the 21st and 22d of longitude west from Washington. The surface of the country is almost an unbroken prairie, with a fair growth of light timber along the bottom land. It is watered by several creeks, and well water can be obtained in almost any section of the county. The soil is productive, the principal crops being corn and cotton, while of late years the farmer has been directing attention to the production of wheat and other small grains. The chief industry, however, is stock raising, and this is made to be profitable because of the abundant grass crops and the genial climate. Like other counties in this part of the State, the rain-fall is moderate, and the temperature is invigorated with a Gulf breeze. Lands can be purchased at moderate prices and upon favorable terms.

EDWARDS COUNTY.

The western boundary of this county joins Crockett, and it is upon the 30th degree of latitude north, and between the 22d and 23d degrees of longitude

west. The south fork of the Llano river penetrates its northern section, and branches of the Nueces river its southern portion. The county contains about 1,000 square miles of excellent land, which is wholly undeveloped. It is adapted to a large variety of productions, and at some future time will become one of the most prosperous of Western Texas counties. It has an elevation of about 800 feet, and a healthful and charming climate. The rain-fall is fair, and the county abounds in springs and creeks. The lands are at present held at nominal prices, and offer a good investment.

EL PASO.

In 1620 the Jesuits settled in the valley of El Paso, which extends a distance of 140 miles, and has an average width of about six miles. Along this valley the soils are alluvial, very rich and productive. The county of El Paso is yet without a civil organization, but was surveyed and bounded in 1850 by Major R. S. Neighbors. On the west and south the county is bordered by the Rio Grande river, for a distance of over 100 miles, and on the southeast by Presidio and Tom Green counties. Its northern boundary is the 32d degree of latitude, and divides it from New Mexico. The elevation of this county above the Gulf level is nearly 4,000 feet, and the surface of the country is broken and mountainous in many sections. Excepting in the valley, there are no productions of consequence without irrigation. The climate is dry and delightful, the rain-fall is slight and the temperature even. The population are Mexicans and number about 4,000, all of whom are settled along and in the valley country. The extension of railway facilities to El Paso, and thence to the Pacific coast, will do much toward changing the character of the inhabitants, and much toward developing the rich land in El Paso valley.

ENCINA COUNTY.

This is one of the dry undeveloped counties of Southwestern Texas. It contains an area of about 1,600 square miles, and is situated on the 22d degree of longitude west, and between the 27th and 28th degrees of latitude north, mostly south of the latter. The surface of the county is level, the soil is comparatively light, the productions are fair, and upon its northern border it is watered by numerous branches of the Nueces river. There are also several creeks in its southern section that flow into the Rio Grande river. Along the streams there is a moderate growth of timber, which is enough to supply a domestic want. Stock raising is the chief industry. The temperature will average over 70 degrees and yet it is moderated by a pleasant breeze from the Gulf. The rain-fall has a low average, and the elevation of the county above the sea level is but gradual. The contemplated railway from San Antonio to Laredo is surveyed through the northwestern section of this county.

ERATH COUNTY.

This county lies just north of the 32d parallel of latitude, and on the line of the 21st degree of longitude west from Washington. It is in the northern central portion of Texas, and contains 950 square miles, and a population of about 15,000.

The surface of the county is of a rolling character, about equally divided between timber and prairie. The timber is of the variety and character usually found in this portion of Texas, and in quantity is ample for fencing and domestic uses. The county is well watered by numerous creeks and streams, while in every section good well water is obtainable at a moderate depth. The soils are of a black waxy, post oak and black sandy. It is very rich and fertile, and after the first "breaking up" is easily tilled. It will bear cultivation for a long series of years without the need of fertilizing, and the crops will increase in quantity. The chief productions are corn, cotton, wheat, rye, oats, barley, potatoes, every variety of vegetables, fruits and grapes. It is also a splendid grazing country, and stock raising is a profitable industry. The grasses grow luxuriantly, and are sweet and nutritious. The elevation of the county is about 2,000 feet above the level of the Gulf, the southern breeze tempers the atmosphere, and renders the climate exhilarating and delightful. The mean temperature is about 67 degrees, and the rain-fall will average about 32 inches. It has an assessed valuation of about \$2,000,000. The schools and churches are well supported, and the inhabitants thrifty, law abiding and intelligent. The population is rapidly increasing, and the immigrant finds a hospitable and cordial welcome. Stephenville is an enterprising and important town, with a population of 1,200. It is situated in the central portion of the county, and is the county seat. Its inhabitants are equal in intelligence and cultivation to those of any other town in the country. They are also peaceable, temperate, and rigidly maintain the laws. Mr. John S. Hyatt is the county clerk.

FALLS COUNTY.

This county is located in the central portion of the State between the 31st and 32d degrees of latitude north, and the 20th degree of longitude west from Washington, about 220 miles from the Gulf. It has an area of 900 square miles and a population of 14,500. Marlin, the county seat, is situated near the center of the county, on the line of the Waco & Northwestern Railway, a branch of the Houston & Texas Central, and has a thriving population of about 1,500. The Brazos river runs through the county from north to south, dividing it into nearly two equal parts, and furnishing a belt of bottom lands which are unsurpassed in richness and fertility by any other lands in the United States; the belt varying from three to six miles in width. The other sections of this county are of high and healthful rolling prairie. The soil ranges from a black sandy to a black sticky in quality, and is of great fertility, yielding, in an uncultivated condition, a luxuriant pasturage for all kinds of stock, and when cultivated immense crops of corn, cotton, wheat, all of the smaller grains, vegetables in large quantities, and fruit in abundance. Its geographical position and uniform climate offer equal advantages for the growth of cotton and the cereal crops. In addition, the county has been exempt from the damages of the cotton worm, which is so destructive in the more southerly sections of the country. Nearly one-fourth of the county is well timbered, consisting of post oak, pin oak, hackberry, hickory, ash, cedar, elm and cottonwood. In almost every community there is a free school, and others are constantly being organized under the liberal provisions of the school law existing in the State. In the town of Marlin there are several

churches representing the Methodists, Presbyterians, Baptists and Catholics. The morals of the people are excellent; they are industrious and intelligent; and altogether the county of Falls offers many inducements to the immigrant, where he can secure for himself and family the comforts of a good home and find hospitable and kind neighbors. M. H. Curry is the county clerk.

FAYETTE COUNTY.

This county was organized in January, 1838, and has an area of 975 square miles. It is located in longitude 20 degrees west, and latitude 30 degrees north, upon the line of the Galveston, Harrisburg & San Antonio Railway. The rain-fall is about 30 inches, and the mean temperature about 69 degrees. The Colorado river passes through the county from northwest to southeast, and there are also twenty creeks traversing different portions of the county, which afford an ample and inexhaustible supply of water for stock and domestic purposes. The names of the several creeks are suggestive of the country and its products, and are known as follows: Peach, Live Oak, Pin Oak, Buckner, Bartow, Cedar, East and West Navidad, Mulberry, Rocky, Middle, Williams, Criswell, Rabbs, Jones, Cedar No. 2, Clear, High Hill, Cummins, Owl, and Haw creeks. There are two lakes: Primms and Crownover. The surface of the county is rolling, and is about equally divided between prairie and timber land. The timber is principally post oak, although there is a limited variety of other kinds. The quality of the soil is black and sandy loam, and what is known as "waxy." It is very rich and productive, and bears the highest cultivation. About one-half of the county is tillable prairie, one-fourth tillable timber, and one-fourth first-class timber land. The land under cultivation ranges in value from \$5 to \$35 per acre, and the uncultivated land from \$1 to \$15 per acre. In addition to the G. & S. A. Railroad, there is in operation through this county the H. & T. Central Railway; and the proposed Western Narrow Gauge and Hurley's Narrow Gauge will be constructed at no distant period. These excellent facilities for transportation add considerable to the value of the land, and render this county one of the most desirable in the State. The climate is mild and healthy. The principal agricultural products are cotton and corn, which yield excellent crops, the cotton averaging over one-half bale to the acre, and corn 30 bushels to the acre. The stock-raising interests of this county are important, as shown by the following table:

Number of Cattle,	34,194;	valued at \$	8.00	each.
" " Sheep,	4,136;	" " "	1.50	"
" " Hogs,	19,144;	" " "	1.50	"
" " Goats,	132;	" " "	1.00	"
" " Mules,	3,865;	" " "	50.00	"
" " Horses,	7,731;	" " "	30.00	"

The assessed valuation of real and personal property for 1877 was \$5,195,475. The county has an intelligent and enterprising population of nearly 30,000. There are in the county 50 churches, 98 schools, 6 Masonic lodges, 2 I. O. O. F. lodges, 1 Knights of Honor, and about 20 Granger lodges. There are also thirteen villages, viz: La Grange, county seat, population, 3,000; Fayetteville,

population, 250; Ehlinger, population, 100; Round Top, population, 200; Warrenton, population, 150; Ledbetter, population, 150; Rutersville, population, 100; Winchester, population, 250; Cistern, population, 150; Flatonina, population, 800; New Prague, population, 150; Schulenburg, population, 1,000; and High Hill, population, 150. This county is attracting a large immigration because of the richness of its soil, its genial and healthful climate, its many streams of pure water, its opportunities for marketing its productions, and the excellent and progressive character of its industrious inhabitants. We are under obligations to Thomas Q. Mullen, Esq., clerk of the County Court of the county, who resides at La Grange, for many of the important facts connected with the description of Fayette county.

FORT BEND COUNTY.

This county is north of Brazoria county and south of Harris county, in longitude 18 and 19 degrees west, and in latitude 29 and 30 degrees north. It is only one county removed from the Gulf coast, and its general topography and climate corresponds with that of Brazoria county. In 1870 it had a population of 7,114, which has been greatly increased, and a fair proportion of its lands brought under cultivation. The Brazos river traverses a "crooked way" through this county, and its rich alluvial bottom lands are nearly six miles wide and from ten to twelve feet in depth. Oyster creek is also one of the noted streams in this county, and the lands adjoining it are exceedingly fertile, and produce large crops of sugar cane and cotton. The timbered sections of the county are along the river bottoms, and are heavily covered with oak, elm, pecan, ash, mulberry, cottonwood, etc. Away from the river valleys is an extensive prairie country, the lands of which are of a light sandy loam, easily cultivated and fairly productive. The grasses are fine and very nutritious, the stock finding ample sustenance both summer and winter, while the timber along the river affords shelter and protection from the occasional "northers." Fort Bend is a good average of the southern counties of Texas, and its inhabitants are intelligent and industrious. Richmond is the county seat, and H. S. Somerville the county clerk.

FREESTONE COUNTY.

Freestone county is situated on the Austin branch of the International & Great Northern Railway, on the west of the Trinity river. It is in latitude $31\frac{1}{2}$ degrees, and contains a little over 900 square miles. This county is not as well watered as could be desired, nor is it as well adapted to agricultural pursuits as many of its sister counties. Situated on the dividing ridge between the Brazos and Trinity rivers, the face of the country, although generally level, is sufficiently undulating to prevent accumulations of surface water. The population of the county numbers about 12,500, one-third of which are blacks. As relates to educational and religious advantages the county will compare favorably with any other of a like population in the State, there being some twenty churches of the different denominations, with a like number of school houses. Fairfield, a thriving town, the county seat, is situated near the center of the county, about thirty-five miles southwest from Palestine, one of the best market centers in that part of

the State. The land is largely of a light sandy loam, which for years past has been devoted to the growing of cotton and corn, although small grains have met with good results in some portions of the county. About one-fourth of the county is prairie, the remaining three-fourths being timbered with the usual varieties, including pine and cypress. There are a large number of cotton gins, and also an adequate number of flouring and saw mills in the county. The average price of unimproved land is about \$3 per acre, or from \$1.50 to \$6; while improved farms range at from \$3 to \$15 per acre. F. W. Sims is the county clerk.

FRIO COUNTY.

This county is southeast from San Antonio, in longitude 22 degrees west from Washington, and latitude 29 degrees north. It has an area of 1,050 square miles, and is largely composed of dry, undulating prairie lands. The soils are fertile and very productive under a system of irrigation, but without it farming is a doubtful experiment. However, there are a few clear and beautiful mountain streams flowing through the county, and along the valleys the products are varied and abundant.

The Rio Frio river courses southeasterly in the county; while the Leona river traverses its southwestern section, forming a junction with the Rio Frio in the southern portion of the county. In addition, there are the Seco, Hondo, Black, Francisco, Deer, Todos, Santos, and Tehuacana creeks, all of which are small, clear streams, and furnish a good supply of water. As in this county the rain-fall is nominal, irrigation becomes necessary, and the expenditure of money for that purpose is justified, because of the excellent and productive quality of the land, the charming and healthful climate and uniform temperature. Along the streams there is some timber which supplies in a degree domestic wants. There is already organized and in operation in this county, the "Leona Irrigation and Manufacturing Canal Company." The company have a tract of 35,000 acres of land, which is of a deep black sandy soil, and under irrigation will produce wheat, rye, oats, corn, sugar cane, vegetables, fruits, etc. It also furnishes opportunities for stock raising, which industry is very successfully prosecuted.

Frio City is the county seat, and is situated on the banks of its namesake stream. It is a beautiful, thriving town, and its advantages are rapidly increasing. John B. McMahan is the county clerk.

GALVESTON COUNTY.

The Island of Galveston is situated on the Gulf of Mexico, between the 29th and 30th parallels of latitude north; and on the 18th degree of longitude west from Washington. It is about thirty-two miles long, with an average width of from two to five miles. The soil is sandy and barren, and except within and about the city of Galveston, there are no productions of any consequence. Its elevation above the sea is from two to ten feet, and the trade winds from the Gulf render the warm climate invigorating. As the city is practically all that there is of general interest attaching to that county, the reader is referred to its description on another page. Charles T. McMahan is the county clerk.

GILLESPIE COUNTY.

In the 22d degree of longitude west from Washington, and between the 30th and 31st degrees of latitude north, is situated Gillespie county. It contains an area of about 1,000 square miles, and as yet has a sparse population which is gradually increasing. The surface is high and rolling, and in the northeastern section there are abrupt hills, among them Mount Hudson. The county is watered by numerous streams, creeks and springs, and along the valleys there is a variety of timber, in quantities for fencing and for supplying other domestic wants. A large portion of the county is prairie, and sustains fine grasses for grazing. The soils are generally of a sandy loam, and in many sections very productive. The crops consist of wheat, corn, rye, oats, cotton, vegetables in great variety, including Irish and sweet potatoes, grapes, plums, and fruits to a limited extent. Although fruits have not as yet been generally cultivated, the soil and climate are both adapted to their successful culture. This county lies directly west from Austin, a distance of about sixty miles, and has a temperature averaging about 68 degrees, and an average rain-fall of about 34 inches. Its elevation above the Gulf is about 800 feet, and the climate is healthy and delightful, being tempered with the southern winds. It is a fine stock-raising region; the people are intelligent and thrifty, and cordially welcome the industrious immigrant. Lands can be purchased at low prices, and upon the most favorable terms. Fredericksburg is a prosperous town situated just east of the center of the county, and is the county seat. Mr. H. Bierschroal is the county clerk.

GOLIAD COUNTY.

This county is situated in Southern Texas, between the 20th and 21st degrees of longitude west, and the 28th and 29th parallels of latitude north. It is one of the old counties, having been organized in 1841, and has an area of about 600,000 acres. Its history is connected with the heroic events of Texan independence, but our purpose is only a description of its agricultural capabilities. The surface of the county is undulating prairie, about one-fourth of which is lightly timbered, consisting chiefly of oak and pecan. The sale of pecans is a very profitable industry, the price being from \$2 to \$5 per bushel. The elevation from the Gulf is gradual, and while the eastern section is well watered and timbered, the western section is principally prairie, having a rich and fertile soil. Along the streams, and especially the valley of the San Antonio river, the soil is of an ash loam and its productions are abundant. The San Antonio river flows through the county from northwest to southeast and has many creek branches. The Perdidio, Menahuilla and Coletto creeks furnish a good supply of water. The products are of the variety usual in that section of the State, and the crops large and profitable. Especially is Goliad county adapted to fruit and grape culture. The grapes are an extraordinary crop, and grow spontaneously. They make an excellent quality of claret wine, and this industry is increasing. Goliad is the county seat, situated on the east bank of the San Antonio river, near the center of the county, and has a population of about 2,000. Upon the opposite side of the river from that town is the old mission of La Bahia. It was the scene of the slaughter of Col. Fannin and his brave men in 1836. The population of the

county is over 5,000; and the schools and churches are well maintained. Improved lands are worth from \$1 to \$5 per acre along the river courses, while prairie lands are selling at from 50 cents to \$1. Rentals can be had on favorable terms. The climate is delightful and healthy, and a Gulf breeze tempers the atmosphere.

GONZALES COUNTY.

This ranks among the finest agricultural counties in the State, and with a population of 16,000, which is rapidly increasing, its immediate future looks most promising. Gonzales county is a little less than sixty miles in length, and about twenty-five miles in width, and contains 1,100 square miles. There is quite a diversity of soil and scenery in so vast a body of land, hence we shall not attempt to give more than a general outline of their characteristics.

There are few counties in the State that are better watered. The Guadalupe and San Marcos rivers, Peach, Plum and Sandies creeks, and numerous branches and rivulets flow through it, which afford an abundant supply of good water. There are also several fine lakes that never fail, even in the driest seasons. In all portions of the county a liberal quantity of well water is found by digging from twenty to ninety feet. Most of the wells and springs and both rivers contain live water, cool, healthy and very palatable after a short use of it. Some of the wells and springs are sulphur, and some sour; but even in the neighborhood of these there is generally found plenty of lime water and occasionally free-stone. There is a greater percentage of fine productive land in this county than in most in the State.

The land upon the rivers and large creeks is generally a rich alluvial soil, covered with a fine growth of black walnut, burr and Spanish oak, hackberry, mulberry, pecan, cottonwood, elm, ash, willow, sycamore, alder, etc., and a dense undergrowth of black and red haw, buckeye, wild China and plum, dogwood and dogberry, and other small vines. The mustang grape vines twine about almost every tree, and swing in graceful festoons from their boughs. Most of the vines in summer are heavily laden with rich clusters of grapes. The winter grape is also found in abundance.

Bordering on these rich bottoms we find a little higher ground, consisting of level prairie land. Here Nature has lavishly endowed the soil with extraordinary richness and fertility. These prairies, in a natural state, are indeed lovely to contemplate, being covered with a fine growth of native grasses, some green in winter and others in spring and summer, thus affording constant pasturage. Touching on these prairies are found the uplands. They are well timbered with post oak, live oak, black-jack, hickory, and grape vines. Now and then in passing through the uplands we strike undulating prairies, with rich, black, sticky soil, covered with mesquite grass and mesquite timber. This being the most durable timber, is unequaled for fence posts. There are three well defined varieties of soil on these uplands. First, a stiff black soil about two feet deep, with almost no sand, which becomes in a dry spell very hard and cracks open. Second, a loose jet black prairie soil, very productive, about from one to four feet deep, and very easy of cultivation. Third, a deep sandy soil of various shades of color, some red, some white and some black; the black is the most valuable, and the white the least so. Nearly everything that can be raised in the Southern States will grow here.

The lands in this county vary in price from one and a half to five dollars per acre for unimproved, and the improved lands are sold with regard to the value of the improvements. Corn, cotton, oats, rye, wheat, millet, tobacco, sorghum, ribbon cane, melons, peas, beans, and all kinds of garden vegetables, can be raised in abundance. The yield of corn is from twenty-five to fifty bushels per acre, oats from fifty to eighty bushels, wheat from fifteen to twenty-five bushels, cotton from one-fourth to one bale per acre, and the yield of melons, Irish and sweet potatoes and sorghum, is immense. Peaches, all kinds of grapes, plums, pears, figs, apples, and apricots, grow here; but this is indeed the home of the peach, pear and fig. Peaches raised here will compare favorably with any ever seen in New Jersey or Delaware. The grass is usually sufficient to support the horses, cattle and sheep, and generally we have an abundant supply of post oak, pin oak and black-jack, mast or pecans that are amply sufficient to fatten the hogs. This is certainly the home for the poor man to live independently, or the place for the capitalist to increase his wealth. There are few healthier spots on the globe. It is a rare thing to meet with a sallow, chill-stricken individual in this part of the country, unless he is "fresh from the States." The climate is mild and pleasant, the thermometer rarely getting higher than 96 degrees or lower than 25 degrees. During most of the summer, soft, healthy gulf breezes render the country pleasant, and the winters are generally mild. An enormous crop of corn has been raised this year, and corn is expected to be worth about twenty-five cents per bushel. Heavy crops of wheat have also been produced this year.

Gonzales, the county seat, is situated on the Guadalupe river, about a mile below the mouth of the San Marcos river. It has about 2,000 inhabitants, a fine stone court house, three very neat church buildings, a large college building, with excellent teachers, and many fine stores, residences, hotels, etc. The Galveston, Harrisburg & San Antonio R. R. passes through the northern portion of the county. The nearest railway station, Harwood, is about twelve miles from the town of Gonzales. Waelder, another station on this road, is about eighteen miles from Gonzales, and Cuero, the terminus of the Gulf, West Texas & Pacific R. R., is about thirty miles distant. These railroad towns are at good striking distances from all parts of the county. Lumber can be produced in any amount at reasonable prices, at any of these stations, and building can be done cheaply. We have tried to give an impartial condensed description of this county, and we ask the immigrant what more he could desire. First, we have rich marvelously productive land, that can be bought cheap, either for cash or on time; second, we have health; third, a good class of inhabitants, fine schools in all parts of the county, and good churches; fourth, markets are near; fifth, we never have any famine or strikes. A man is just as secure here in person or property no matter what his politics, religion, color or condition may be, as in any Northern State. If you wish to rent land here, everything necessary to make the crop will be furnished you and you get one-half of what you make, or you furnish everything and give the land owner one-third and one-fourth of what you make, or \$3.00 per acre money rent. If you wish to buy land, you can get the best in this county at from \$1.50 to \$5.00 per acre. If you wish your children to grow up healthy and independent, this is the place. We invite you to come in all sin-

cerity. Come and help us develop the mighty resources of this God-favored spot. We do not claim that you can make money here without work, for the primitive curse, "In the sweat of thy brow shalt thou eat bread all the days of thy life," will follow you here, but we do claim that a man's labor is as richly rewarded by mother Nature here as in any place in America.

GRAYSON COUNTY.

The northern border of this county is the beautiful Indian Territory, and it embraces both the "Gate City" of Denison, and the rapidly expanding city of Sherman. Its situation is between the 19th and 20 degrees of longitude west from Washington, and is south of the 34th parallel of latitude. It contains an area of about 950 square miles, and has a population of over 35,000, increasing from 14,000 in 1870 to this amount, which is a sure and flattering indication of its rare advantages. The surface of the county is level, and the soil is chiefly of the black waxy, which is from five to twenty feet in depth, and will sustain cultivation for a century without exhaustion. In many sections of the county the character of the soil is various, but all of it is very fertile and productive. Grayson county is emphatically in the center of the great wheat and grain producing region of the Southwest, and although the crops are enormous in quantity and superior in quality, not yet one-third of its rich soil is under cultivation. Numerous clear streams and springs afford an ample water supply, while at a depth of from 20 to 50 feet in every section of the county an abundance of wholesome well water can be obtained. In addition to the cereals, tobacco, cotton, all kinds of vegetables and fruits are successfully and profitably cultivated. There are no swampy lands, and hence the health of the county is good, being comparatively free from malaria. Its elevation above the Gulf is about 1,700 feet, and the climate partakes of the lovely character that renders the Indian Territory famous. The temperature hardly exceeds an average of 63 degrees, and the rainfall is a full average of that section of the State. The inhabitants are progressive and hospitable, ready and open-handed to welcome the industrious immigrant, schools and churches abound in every section, and unoccupied lands can be bought at nominal prices, and upon easy terms. In another chapter the cities of Denison and Sherman are described, the latter being the county seat. Mr. G. A. Dickerman is the county clerk. The county of Grayson has rare advantages for transportation, the M., K. & T., the H. & T. Central, and the Texas & Pacific Railways traversing it, and forming a junction near its center, at the city of Sherman.

GREGG COUNTY.

The situation of Gregg county is in the northeastern portion of the State, between the 17th and 18th degrees of longitude west from Washington, and between the 32d and 33d degrees of latitude north. It has an area of about 300 square miles, and a population of 9,000. The surface of the country is rolling, and splendidly timbered, especially along the valley of the Sabine river. Pine and oak are in abundance, while hickory, cherry, birch, sweet gum, walnut, white oak, ash and many other varieties afford an ample supply for the purposes of manufacture and husbandry. There are about thirty steam saw mills constantly in opera-

tion, principally devoted to the cutting of pine lumber for the market. The soil throughout the county is generally fertile and productive, the principal crops being cotton and corn, the cereals and ribbon cane; vegetables and all of the esculent roots produce abundantly, while tobacco and fruits, in considerable variety, are raised with success. This county is finely watered, and in some sections are to be found valuable mineral springs. Its mineral productions are iron ore, and an abundant supply of cannel coal. The stock ranges are not so extensive as in several other sections of the State, but they are good, especially in summer for cattle and in winter along the streams for hogs. The lands vary in price, according to quality and location, from \$1 to \$10 per acre for unimproved, and can be purchased upon most favorable terms. Schools and churches are well supported in Gregg county, and the people are intelligent and enterprising. The climate is mild and healthful, and the average rain-fall is ample for agricultural purposes. Longview is the principal town in this county, having a population of about 2,500. Its situation is at the junction of the I. & G. N. and Texas & Pacific Railways, while it is the terminal point of the Longview & Sabine Valley Railway which is now being constructed. Among its other commercial industries is the average daily shipment of lumber to the West, which reaches about fifty car loads; the annual value of that production reaching about \$750,000. Its annual shipment of cotton will aggregate from 18,000 to 20,000 bales. Kilgore, Summerfield, Peatown and Gladewater are other settled towns in the county, which are rapidly growing. R. B. Levy is the county clerk.

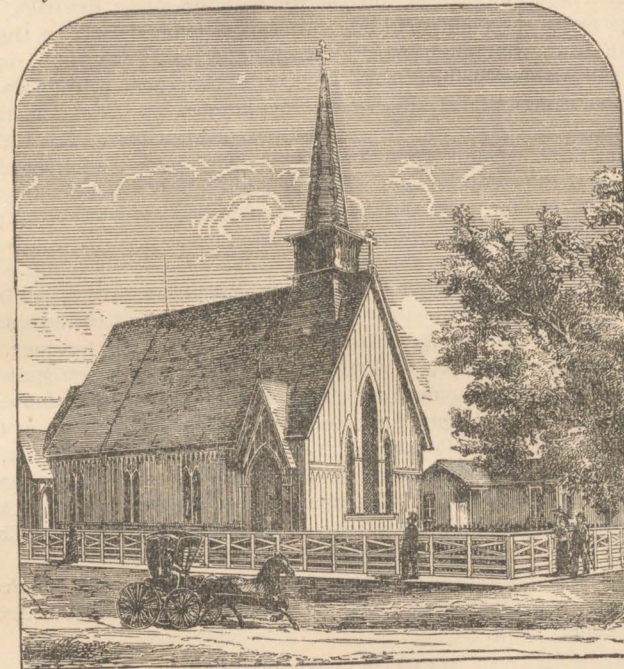
GRIMES COUNTY.

In longitude 19 degrees west, and in latitude between the 30th and 31st degrees north, is situated Grimes county. It is included in the timber belt east of the Brazos river, and has a population of about 18,000. It is watered by the Brazos, Navasota, and local tributaries, and by numerous creeks and lakes. The Piedmont and Kellum's springs are both celebrated for their mineral and curative qualities. About one-eighth of the county is prairie and the remainder timbered with oak, pine, ash, elm, hickory, pecan, cedar, black-jack, hackberry, etc. Anderson is the county seat, with a population of about 800. Navasota has a population of 1,500; and Courtenay has 500 inhabitants. The smaller towns are Iola, Retreat, Plantersville and Prairie Plains. The value of lots in towns and villages ranges from \$20 to \$500. The area of the county is 900 square miles. The value of land is from \$1 to \$20 per acre. In the towns and villages lots are valued from \$25 to \$500. In this county there are 12,000 horses and mules, valued at \$300,000; cattle, 15,000, valued at \$75,000; and swine, 20,000, valued at \$40,000. There are also forty churches, sixty-two schools, five Masonic lodges, four I. O. O. F. lodges, and eight granges. This county is rapidly advancing in population, and its material growth is in corresponding ratio. The total taxes for the year 1877 amounted to only \$31,669.06, which is much less than a moderate sum for a county of this population, magnitude and wealth. J. L. Dickson, Esq., is the county clerk, and from him we are favored with the principal items regarding this county.

Rain-fall during the last sixteen years in this county averages over 42 inches.

GUADALUPE COUNTY.

On the 21st degree of longitude west from Washington, and between the 29th and 30th degrees of latitude north, is situated Guadalupe county. The beautiful San Marcos river forms its northeastern boundary, the clear and placid Cibolo runs through its western section, while the Guadalupe river traverses its central portion, forming one of the most charming and productive valleys in all of Texas. The surface of this county is undulating and diversified, and the soil ranges from a rich black sandy loam or gallaceous quality of the mesquite lands, to a light sandy soil which is easily tilled and yet of great productive strength. Along the streams the sandy loams have a large per centage of *humus*, and are of great fertility.



CHURCH AT SEGUIN.

Springs and creeks abound in every section of this county, and it is therefore supplied with an abundance of water. Woodland and prairie about equally divide the county, which is comprised within an area of about 800 square miles and contains a thriving and intelligent population of over 10,000. Its elevation above the Gulf is 700 feet, the mean temperature averaging about 69 degrees, and the rain-fall reaching 34 inches. The products are cotton, corn, oats, rye, wheat, a great variety of vegetables and fruits, and grapes in abundance. The average yield of cotton is from half to three-quarters of a bale per acre; corn, 35 to 40 bushels; wheat, 25 bushels; and oats, 50 bushels. The cotton product, as far back as 1873, was over 10,000 bales, but since then a less acreage has been

cultivated, and the cereal crops have been greatly enlarged. In 1876 the wheat crop alone exceeded 25,000 bushels, and the present season will probably exhibit an increase to 60,000 bushels.

Timber is of moderate growth, but in sufficient quantities for fencing and domestic purposes. Along some portions of the Guadalupe river, there are sections of fine oak and black walnut timber. The unimproved lands range from \$2 to \$10 per acre, and the improved from \$8 to \$25 per acre, depending, of course, upon location and quality.

Seguin the county seat, is a flourishing town of 2,000 inhabitants, situated upon the north bank of the Guadalupe river, on the line of the Galveston, Harrisburg & San Antonio Railway, 35 miles east of San Antonio. The town is built upon a beautiful plateau, interspersed with spreading live oaks, beneath which are many clear and sparkling springs. A tributary of the Guadalupe traverses the town, which is spanned by two neat bridges. The public buildings are large and comfortable, and there are several handsome private residences. There are ten church organizations and eight churches, two of which, the Episcopal and Presbyterian, are elegant and tasteful structures. The Guadalupe College and the Guadalupe High School are located here; the former under the management of the Jesuit Fathers. The Episcopalians contemplate the erection of two colleges, one for males and the other for females, and when completed the educational advantages of Seguin will be largely increased.

In and near Seguin there are three water mills and one steam mill. Two of the water mills furnish power for ginning cotton, flouring, sawing lumber, and gristing. The settlements upon the south bank of the river have access to the town over Miller's iron bridge, which spans the river, is 200 feet long, 50 feet high, and constructed at a cost of \$20,000. At many points near Seguin on the Guadalupe river, there are some fine water privileges which offer great inducements for the location of machinery for manufacturing purposes. West of Seguin, four miles, and one mile below the railroad bridge, is a fall of $9\frac{1}{2}$ feet, and a natural race, where 200 horse power might be utilized to great advantage and profit, and at moderate cost. The surrounding country from Seguin is a fertile and well watered region, and besides its great agricultural capacities it offers rare inducements to stock raisers, which are being rapidly improved.

The climate is delightful and healthy, and there is hardly a county in the country that combines so many advantages for those seeking new homes. C. L. Arbuckle, Esq., is the county clerk.

HAMILTON COUNTY.

This county is situated in the central portion of the State, on the 21st degree of longitude, west from Washington; and between the 31st and 32 degrees of latitude. Its northeastern section is watered by the Leon river, and its numerous upper branches; and the southwestern portion is supplied by Cowhouse, Lampasas, Ben and other creeks. The area of the county is about 950 square miles, and is an elevated rolling prairie. There is considerable timber along the margins of streams, consisting of pecan, mesquite, a variety of oak, and other kinds, sufficient in quantity for domestic uses. The soils are sandy and chocolate loams, with sections of the black and alluvial soils, which are rich and yield abundantly under cultivation.

The productions are corn, wheat, rye, oats, cotton and a variety of vegetables. Fruits and grapes do well when cultivated, and, indeed, every kind of production is adapted to this county. The prairies yield abundantly of nutritious grasses and offer a wide range for stock, which is the chief industry and very profitable. The elevation of the county above the sea level is about 1,650 feet, and the temperature uniform, averaging about 65 degrees. The average rain-fall is about 34 inches, and the climate is one of the most healthy and delightful in the State of Texas.

The projected western branch of the Houston & Texas Central Railway traverses this county, and will open up excellent communication with various markets. Hamilton is a thriving town nearly in the center of the county, and is the county seat. Mr. I. H. Stein is the county clerk.

HARDIN COUNTY.

The situation of Hardin county is in the southeastern portion of the State of Texas, just north of the 30th parallel of latitude, and between the 17th and 18th degrees of longitude west from Washington. The county has an area of about 900 square miles, and an estimated population of 1,500. It is comprised within the heavy timber belt of Eastern Texas, and only one-tenth of its area is prairie, which is the southwestern portion of the county. The larger portion of the timber is a fine quality of yellow pine, which has a rank growth and is of great value. There is also a great variety of oak timber, hickory, beech, walnut, holly, etc. All of these timbers have a great value because of the facilities for floating them to Beaumont, in Jefferson county, where there are a large number of saw mills in successful operation. The prairie lands have a fair average of production and in many sections are quite rich and fertile, producing one bale of cotton to the acre. The pine timbered lands have a foundation of chocolate clay with a covering of eighteen inches of mellow soil, which is easily cultivated and yields abundantly. The price of unimproved lands ranges from twenty-five cents to \$2 per acre, while the improved lands have a greater value according to location and quality. The chief productions are corn, sugar cane, cotton, peas, both Irish and sweet potatoes, vegetables in great variety, and peaches, apples, figs, nectarine, pomegranate, pears, plums, and other varieties of fruits. The climate is enjoyable, and invigorated by the Gulf winds. There is an abundant supply of water from clear, swift running streams and creeks which flow into the Neches river, and are of sufficient volume to float the heaviest timber to the mills at Beaumont. The Neches river is the dividing line between Jasper and Hardin counties, forming the western boundary of the one, and the eastern boundary of the other. As this river finds an outlet into Sabine Lake, it affords a direct connection with Sabine City and the Gulf of Mexico. One of the valuable and interesting features of Hardin county is "Sour Lake," widely celebrated for the medicinal quality of its waters, and visited by invalids from every section of the Union. This lake contains an area of about two acres, and in its immediate vicinity there are numerous wells, all of which yield mineral waters. There are twenty-seven different qualities of these waters, which are used both for bathing and as a beverage. These wells yield an oil, in many instances, upon the surface of the water, which is used for the cure of cutaneous diseases, and is regard-

ed as a specific for all eruptive and humorous difficulties. The lake is only seven miles distant from the line of the Texas & New Orleans Railway, and is therefore easily accessible. In some sections of the county there are strong indications of coal and oil deposits. As the Texas & New Orleans Railway runs within three or four miles of the southern boundary of Hardin county, it affords ample facilities for transporting the products to good markets, where they find a ready sale and good prices.

The valuation of the county, as it appears upon the assessment books for 1877, is as follows:

589,477 Acres of Land.....	Valued at	\$331,787
107 Vehicles.....	"	4,450
881 Horses.....	"	20,773
5,261 Cattle.....	"	26,321
3,673 Hogs.....	"	5,393
439 Sheep.....	"	490
Merchandise.....	"	4,390
Miscellaneous Property.....	"	35,260
Cash on hand.....		1,870
Total.....		\$430,734

There are several thriving towns in the county, among which is Concord, a shipping point on Pine Island Bayou. Hardin is the county seat, and contains an intelligent population of about 150. Mr. John P. Work is the county clerk, to whom we are under obligation for many of the facts descriptive of Hardin county.

HARRIS COUNTY.

Upon the 30th parallel of latitude, and between the 18th and 19th degrees of longitude west from Washington, is the situation of Harris county. It contains a population of about 40,000, and an area of 1,832 square miles, which is about three-fourths prairie, and the remainder covered with a heavy growth of timber, which stands along the margins of the streams in the eastern portion of the county. There is considerable variety of soil, but chiefly the black waxy and sandy loam. These soils are very rich and productive under cultivation, and can be tilled for a generation without deteriorating in strength and quality. The principal productions are cotton, corn, sugar cane, many of the cereals, a great variety of vegetables, and an abundance of fruit.

As every portion of the county is contiguous to a good market, all of the crops can be readily sold and at good prices. The lands of Harris county when subjected to thorough cultivation, are among the most productive in the State, while the broad, undulating prairies in its western portion supply, in great abundance, the sweetest and most nutritious grasses for the support and fattening of stock. These prairie regions offer a wide range for cattle which support themselves the whole year through, and in addition the stock-raiser has the advantages of a superior market. The unimproved prairie lands range in price from \$1 to \$2.50 per acre; while the timbered sections are valued at from \$3 to \$5

per acre. Improved farming lands are becoming very valuable, because of their abundant productions; which clearly demonstrates the available worth of improvements.

Besides the city of Houston, there are several progressive towns in the county, among which we mention Pierce Junction, which is located southwest from Houston, at a distance of six miles. It is the original eastern terminus of the Galveston, Harrisburg & San Antonio Railway, which at that point is intersected by the International & Great Northern Railway, and is an important live-stock shipping point.

The thriving town of Spring is located 23 miles north of Houston, on Spring creek, and at the verge of the great timber belt of Eastern Texas. It is an important station for the shipment of lumber, and contains churches and schools, which are well supported.

As there are eight railways traversing Harris county, and all centering in the city of Houston, the facilities for the transportation of products can hardly be equaled in the country. The inhabitants of this county are industrious and thriving, and they extend a cordial and hospitable welcome to the immigrant who comes to share their growing prosperity. As we have given a full description of the city of Houston, we refer to it for such facts as the temperature, climate, rainfall, elevation above the sea, etc. Mr. R. D. Westcott is the county clerk.

HARRISON COUNTY.

The eastern boundary of Harrison county is the line of Louisiana, and the Texas & Pacific Railway traverses nearly its center from east to west. It is situated just west of the 17th degree of longitude, and between the 32d and 33d degrees of latitude, and contains an area of about 1,100 square miles. The surface is undulating, and heavily timbered with oak, walnut, black-jack, ash, hickory, and other varieties. This county has an ample supply of water. Upon the east is the beautiful Caddo Lake, on the north is Cypress Bayou, and in the south flows the Sabine river with many affluents. Some sections of the county are hilly and thickly wooded, although not mountainous. The soil is in great variety, and fairly productive. The valley lands are very rich, and the crops are corn, cotton, all of the smaller grains, vegetables of every kind, and fruits and grapes in abundance. Tobacco is also an excellent crop and of fine quality. There are several springs in the county of considerable celebrity, notably among them the Iron Mountain Springs, about six miles from Marshall. They are attracting public attention and becoming a favorite resort for those in pursuit of health or pleasure. The population of the county is about 24,000, and it is made up of intelligent, thrifty people. Immigration is adding largely to the number of inhabitants, and lands can be purchased at moderate prices and upon favorable terms. The railroad facilities of the county are excellent. The Texas & Pacific connecting the east and the west, and furnishing communication to the north and St. Louis; while another line extends to Shreveport, the principal shipping point upon the Red river. There is also a projected road to Mansfield, and a narrow gauge to extend to Sabine Pass. With all of these advantages the people of Harrison county are prosperous and contented. The aggregate assessment of

real and personal property will reach about \$3,000,000. The climate is healthy and salubrious, the mean temperature ranging from 62 to 67 degrees, the elevation above the Gulf being several hundred feet, and the rain-fall plentiful. Schools and churches are in every part of the county, and well supported. Marshall, the chief town and county seat, is situated at the junction of the railways that traverse the county. It is an important and prosperous city. Mr. J. L. Garrison is the county clerk.

HAYS COUNTY.

The organization of this county was perfected in 1848; it took its name from Col. Jack Hays, the famous Texan ranger. It is situated on the 30th parallel of latitude, and on the 21st degree of longitude west from Washington. The beautiful San Marcos river, with its many creek tributaries, waters the southern and eastern portions of the county; while in every section there are springs and creeks affording an ample water supply.

San Marcos and Blanco rivers, Bear and Onion creeks, are the principal streams. The San Marcos springs from a mountain side in a volume sufficient to carry the machinery of a State, and its clear waters are the health-giving currents of that section of the country. "Jacob's Well" is a noted spring in the northern section of the county, and its waters flow into and follow the Blanco river to the Gulf.

The area of Hays county is about 750 square miles, and its population exceeds 6,000. Nearly two-thirds of the county is mountainous and hilly, but well timbered with Spanish and live oaks, pecan, elm, mesquite, cedar and other varieties. The wood is in quantity ample for all domestic purposes, and these sections of the county produce an excellent supply of nutritious grasses. The remaining one-third of the county is prairie, and the soils are very rich and productive. The products are, all of the cereal crops, cotton, vegetables, grapes, and fruits in abundance. Indeed the variety, quantity and quality of the productions of Hays county will equal any section of the State of Texas. The improved lands can be purchased at from \$5 to \$50 per acre, while the unimproved sections of the county range from \$1 to \$10 per acre. It is an excellent stock-raising region of country, having a bountiful supply of pure water and sweet grasses. The geographical situation of the county gives it prominence in the State, it being situated on the traversed road from Austin to San Antonio.

The town of San Marcos is upon the banks of its namesake stream, about one-half mile from its source, thirty miles from Austin, and fifty from the ancient city of San Antonio. It is only eighteen miles from Kingsbury, on the line of the Galveston, Harrisburg & San Antonio Railway, and is accessible by stage. It is the county seat and a growing town; contains five churches, the Coronal Institute, several private schools, stores, markets, and other branches of industry that combine to make a thrifty population. There are several other flourishing towns in the county, all of which give promise of healthy progress.

The climate is invigorating and delightful, and no other county in the State is more healthy. The temperature is uniform, hardly exceeding 67 degrees on the average, and the rain-fall is about 37 inches. The people are hospitable and industrious, and accord a generous welcome to the immigrant seeking a new home in the largest State in the Union. The county clerk is Mr. E. J. L. Green.

HIDALGO COUNTY.

This is one of the extreme southern counties of Texas, bordering upon the Rio Grande, in longitude 21 degrees west, and in latitude 26 degrees and 27 degrees north. It was organized in 1852, and contains 3,750 square miles. It is watered by the Rio Grande on the south and by several lakes in different sections of the county, among them two large salt lakes, the Sal Del Rey and Sal Veijo, which would produce salt enough for the entire State if properly utilized. The population is about 5,000, and Hidalgo, the county seat, is the only town of importance in the county, and has about 300 thriving and industrious inhabitants. The county is about equally divided between prairie and timber land, and the soil in many sections is very rich and productive. In the southern part corn, cotton, sugar cane and potatoes are successfully cultivated, and yield abundant crops. All kinds of vegetables are raised in great varieties and quantities along the river valley; and fruits and grapes are a profitable production. The timber is mostly mesquite, ebony, guisache, lignum-vitæ, elm, ash, hackberry, and tepehuage, live oak and Brazil wood.

The northern section of the county is almost exclusively prairie and devoted to stock raising. The value of timber lands ranges from 15 cents to 25 cents per acre, and prairie lands from 10 to 70 cents per acre. The assessed valuation of the county is about \$200,000. Number of horses and mules is 15,000, valued at \$90,000; cattle, 18,000, valued at \$50,000; sheep, 18,000, valued at \$7,200; and hogs 5,000, valued at \$2,500.

There is one Catholic chapel, and in different parts of the county there is preaching by missionaries of the Protestant churches, conspicuously the Methodist. There are also three public school buildings and six public schools in operation. The population is largely Mexican.

This is a large county and has an immense quantity of unoccupied and fertile lands which can be purchased at nominal rates, and which offer rare inducements to honest and industrious people who are seeking homes in the genial climate of Southern Texas, and who desire to lay the foundation of a comfortable fortune. We are indebted to Mr. N. H. Evens, clerk of Hidalgo county, for these interesting facts.

HILL COUNTY.

One of the best and most productive sections of Texas is embraced in Hill county. It is north of McLennan county and west of Navarro county, in latitude 32 degrees north, and in longitude 20 degrees west from Washington. It contains an area of about 900 square miles, and the surface is a splendid rolling prairie, only about one-eighth of which is timbered. The timber is of the varieties usual in this part of the State, and conveniently distributed along the margins of the streams, affording a supply for all domestic purposes. There are numerous creeks, streams and springs in every section of the county, and the water supply is abundant. The soil is black waxy, and sandy loam, very fertile and productive. The crops consist of cotton, corn, all of the cereals, vegetables in great variety and abundance, fruits, grapes, tobacco, and, indeed, every product that is adapted to the State of Texas. The grasses are nutritious and plentiful, and the range for stock is hardly equaled in any other section of the State. The popula-

tion is about 10,000, and rapidly increasing. The inhabitants are industrious and hospitable, and support schools and churches in every section of the county. The projected Northwest Branch of the Houston & Texas Central Railway extends from Waco northwest through the county, and the Brazos river forms its southwestern boundary. The lands of Hill county are held at moderate prices, and can be bought upon easy terms. The climate is healthful and charming, the elevation above the sea is considerable, the rain-fall abundant, and the mean temperature about 66 degrees. Hillsboro is a thriving town, situated nearly in the center of the county, and is the county seat. Mr. J. M. Duncan is the county clerk. The productive capacity, excellent climate, beautiful scenery, and other advantages of Hill county, render it second to no other in the great State of Texas.

HOOD COUNTY.

This county is east of the 21st degree of longitude, and between the 32d and 33d degrees of latitude. The Brazos river traverses its entire length from north to south, and with its many creek tributaries furnishes a good supply of water. There are several mineral springs in this county, which are visited by invalids, from which they derive great benefit. It has an area of 450 square miles, and is somewhat broken and undulating. There is an abundance of timber, of the usual varieties, for all domestic purposes. The soil is rich and productive, yielding large crops of corn, wheat, rye, oats, barley, cotton, sugar cane, every kind of vegetables, fruits and grapes. In the northern section of the county there is plenty of building stone, and in other portions there is considerable iron ore and coal. The educational facilities of Hood county are excellent, and the schools liberally maintained. There is an academy at Acton, and one at Granbury, and a flourishing college at Thorp's Springs. Churches of various denominations are located in every section of the county, and the population are cultivated, moral and industrious. The grasses of the county are nutritious, and afford an ample support for all kinds of live stock. This industry is very profitable. The timbered lands range in price from \$1 to \$4 per acre, while the cultivated lands command a price corresponding to location and improvements. The climate is delightful and healthy, the mean temperature ranging about 66 degrees, and the rain-fall plentiful. The county seat is Granbury, a growing town of about 500 population. It is situated upon the Brazos river, in the northern section of the county, and near the line of the projected Northwest Branch of the Houston & Texas Central Railway. Mr. J. R. Morris is the county clerk.

HOUSTON COUNTY.

This county has an area of 1,090 square miles, a population of about 14,000, and is located upon the line of the International & Great Northern Railway, in longitude 18 degrees west, and latitude 31 degrees and 32 degrees north. Crockett with a population of 1,500, is the county seat. The other prominent towns are, Lovelady, with a population of 300; Grapeland, population 100; and Augusta, with a population of 100. The value of lots in Crockett is from \$50 to \$250; in Lovelady from \$10 to \$250, and in Grapeland from \$10 to \$250. The average value of lands throughout the county is from 50 cents to \$5 per acre. The land is about one-sixth prairie, and five-sixths timbered. The improved prairie lands

are valued at from \$3 to \$10 per acre, while the timbered country can be purchased for a moderate price.

The climate is warm and yet salubrious, and the average health of the county is good. The soil is in considerable variety, and like the larger portion in this section of Texas is very productive. The staple crops are corn and cotton, while every variety of vegetables and fruits can be raised in great quantities. The county is well watered; the Trinity river, the Neches, and many creeks running through it. The lakes and springs are, Patterson, Blue and Clear.

The number of horses is 4,322, valued at \$15,500; number of cattle, 16,000, valued at \$84,000; sheep, 1,000, valued at \$1,300; hogs, 16,000, valued at \$28,000. The assessed valuation of real and personal property for the year 1877 is \$2,000,000. In the county there are four Masonic lodges, one of Odd Fellows, about 1,000 members of granges, forty churches, and about fifty good public schools. The people are industrious and prosperous, and hold a high average of morality. The churches are well sustained and attended, and the immigrant seeking a home in this county will find a cordial reception and encouragement. Mr. O. C. Aldrich, clerk of the county, furnishes the material facts of this article, and to whom we are under obligation for them.

JACK COUNTY.

Just north of the 33d parallel of latitude, and on the 21st degree of longitude west from Washington, is the situation of Jack county. It is among the northern counties of Texas, and has an area of 900 square miles, which is divided between prairie and timbered lands in about equal proportions. Its population is about 6,000. The surface of the county is undulating, and in sections somewhat broken. The hilly portion of the county is about one-eighth of its area, the valley lands comprise about one-fourth, and the balance is upland prairie, partially covered with timber. The timber is of the usual variety found in Northern Texas, and is sufficient in quantity for all domestic purposes. The soils are exceedingly rich and fertile, and will sustain continuous cultivation. The products are cotton, corn, and all of the smaller grains, a great variety of vegetables, while fruits of some kinds are successfully produced, and a considerable variety of grapes. The climate and soil are peculiarly adapted to the culture of these products, and at an early day the product will be abundant. Jack county is finely watered by many clear creek tributaries of the West Fork of the Trinity river, and also of the Brazos river. It is estimated that the water courses of the county extend a distance of nearly three hundred miles. As the altitude of the county is about 1,350 feet above the sea level, there is an excellent drainage, and necessarily no miasms. The general health compares favorably with any other section of Texas. The stock range has the advantages of prairie and timbered lands, which afford a luxuriant growth of fine mesquite grasses, while the timber affords a shelter for stock during the winter. In sections there is a bountiful supply of mast, and the hog product is becoming profitable. Although there are, as yet, few sheep in the county, the opportunities offered for sheep husbandry can hardly be over-estimated. That industry would pay a clear profit of at least 33 $\frac{1}{3}$ per cent. The unimproved lands are valued at from \$1 to \$3 per acre, while those under cultivation will bring a higher price, according to improvements and location. The

assessed valuation of real and personal property is about \$800,000. The school fund of Jack county embraces 17,000 acres of fine lands, and ultimately the educational advantages will be excellent. Jacksboro is a growing town of 300 population, is the county seat, and situated on the west bank of Lost creek, a clear and beautiful stream. Mr. Edward Walffarth is the county clerk. The mean temperature is 63.58 degrees, and the annual rain-fall about 19 inches. It is proper to add that the projected Northwest Branch of the Houston & Texas Central Railway extends through Jack county, from southeast to northwest, and will, when completed, open splendid facilities for transportation to every market in the country.

JACKSON COUNTY.

This county contains 800 square miles, and has a population of 3,200. The land is of a most fertile character, and is admirably adapted to cotton, as also to all descriptions of grains and vegetables. The county is about two-thirds prairie, and the remainder timbered, consisting of oak, ash, elm, hickory, mulberry, etc. Texana, the county seat of Jackson county, is a thriving town of some 300 inhabitants, and is rapidly increasing. The county is traversed by the Lavaca and Navidad rivers, and the following creeks: East and West Caranchaw, Mustang, Sandy, Golden Rod, Chicotel, and Aramosa—all living streams. This county is bounded on the south by Matagorda Bay and the county of Calhoun, on the east by Matagorda county, on the west by Victoria county, and on the north by Wharton county; the distance from Texana, the county seat of the county, to Indianola being about fifty miles, and about seventy-five miles from Eagle Lake, on the Galveston, Harrisburg & San Antonio Railroad. Wild lands in Jackson county average about \$1.25 per acre, ranging at from \$1 to \$6 per acre as to quality and location. The total assessed value of the real and personal property in this county for 1876 was \$10,460. Number of horses and mules in the county, 4,155; cattle, 70,800; sheep, 779; hogs, 4,289. There are two Masonic lodges in the county, one Odd Fellows', one grange, seven churches, and nine schools. Being so near the Gulf, the climate is delightful, and fruits of all descriptions can be most successfully cultivated. J. R. Sanford is the county clerk.

JASPER COUNTY.

In longitude 17 degrees west from Washington, and between the 30th and 31st degrees of latitude, is the situation of Jasper county. Upon the east it is bounded by Newton county, and the Neches river flows along its western border. The many affluents of that river afford an ample water supply. Its area is about 900 square miles and its population is nearly 5,000. The surface of the county is considerably broken, but heavily timbered with yellow pine, with some other varieties upon the margins of the streams. Lumbering is the leading industry, the pine timber being of large growth and excellent quality. It is floated along the streams, and thence by the Neches river toward the Gulf coast, where it commands a good price and ready sale.

The soil is of a black sandy character and fairly productive in many sections. The crops consist chiefly of cotton, corn, vegetables, etc. The prices of lands are low, and they can be obtained upon easy terms. The influx of immigration will

largely enhance the valuation of the county and open up many new and profitable industries. The climate is good, and will gradually improve as the resources of the county become more developed. The rain-fall is abundant, and the temperature is uniform, with an average of about 67 degrees.

There is a projected railway extending the entire length of the county, having its southern terminus at a point on Sabine Lake. Jasper is a town of some importance, and the county seat. Mr. W. H. Truet is the county clerk.

JEFFERSON COUNTY.

This is an eastern Gulf county, south of Hardin county, west of Sabine Lake, and in longitude 17 degrees west, and latitude 30 degrees north. Its area is nine hundred square miles, and its population, 2,500. About three-fourths of the county is prairie, and the remainder timbered with every variety of oak, hickory, pine, cypress, magnolia, etc. It is well watered with the Neches river and its tributaries, and with Taylor's and Pine Island Bayous. Beaumont is a small town on the Neches river, and the county seat. It has a population of about 1,000, and building lots are valued at an average of \$50. Sabine City has a population of about 300, and lots are valued at about \$25. Vessels drawing eleven feet of water can navigate Sabine Pass, and it has a depth of eight feet to Beaumont, which is eleven miles from the Gulf; and small steamers and vessels go to and from that point. The Texas & New Orleans Railway will pass through the town of Beaumont. A large portion of this line is already constructed and in operation. The soil of this county is rich, and adapted to the production of cotton, corn, potatoes, rice, and all kinds of vegetables in great abundance. The prairie lands yield a nutritious and rich grass, and are a splendid stock-raising section of country. The climate is warm, and tempered with the Gulf breezes. The average value of lands is about 50 cents per acre. In this county there are 6,206 horses and mules, valued at \$81,948; cattle, 52,925, valued at \$268,349; sheep, 830, valued at \$976; and hogs, 977, valued at \$1,015. The total assessed valuation of the county is \$690,992. There are also in the county five churches, six schools, two Masonic lodges, and two granges. The people are generous and hospitable, and particularly courteous to strangers. Mr. W. F. Gilbert is clerk of the County Court, and furnished the facts relating to this county.

KARNES COUNTY.

This county is situated in one of the most favored sections of Southern Texas, southeast of Wilson county and north of Bee county, in longitude 21 degrees west, and latitude 29 degrees north. The climate is most delightful, the summer heat being tempered with cooling breezes from the Gulf, and very healthy. Helena is a thriving town situated on a branch of the Medina river, in the eastern portion of the county, and is the county seat. Mr. T. K. Bailey is the county clerk. It has an area of 700 square miles, and is divided between timber lands and prairie. It is watered with the Medina river which flows in a southeasterly direction through the county, and has several affluents. The timber is of the usual variety found in that section of the State.

The prairie lands are of good quality and afford a rich and ample pasturage

for stock. The value of town lots is \$34,535; and the assessed value of acreage is \$498,208. The number of horses and mules in the county is 8,073, valued at \$107,305; cattle, 25,379, valued at \$124,230; and sheep, 40,966, valued at \$94,945. The population of the county is about 3,000; the number of churches ten, and the number of schools twelve. The people are industrious and enterprising, and evince a desire to encourage immigration. D. B. Butler is the county assessor.

KENDALL COUNTY.

The situation of this county is upon the gradual rise of the magnificent table lands of Western Texas, in latitude 30 degrees north, and between the 21st and 22d degrees of longitude west from Washington. It is north of Bexar county and northwest from San Antonio. Its organization was perfected in 1860, and it took its name from Geo. W. Kendall, the former celebrated editor of the *New Orleans Picayune*. It has an area of 585 square miles and is as yet sparsely settled, although rapidly gaining in population by the influx of industrious immigrants. The population is largely composed of Germans, and numbers about 3,000. The surface of the county is high and rolling, and in sections broken by abrupt hills and mountains. One-third of the county is prairie, and the balance fairly timbered with black-jack, cedar and live oak, with some mesquite in the mountainous regions; and along the streams and valleys black walnut, cypress, post oak and other varieties abound. The timber is sufficient for domestic purposes. Few counties in Western Texas are better watered. The Cibolo and Guadalupe rivers traverse the county, and are both clear and beautiful streams. The Sabina, Balconies, Joseway and other creeks afford an excellent supply of water, while from the mountains numerous springs gush forth and flow away in rivulets until they mingle with the rivers. The soils are of chocolate and black loams, while in sections the black waxy prevails. Especially are the valley lands very fertile and productive, and they have an average width of about two miles. The crops are cotton, corn, wheat, rye, oats, all kinds of vegetables, fruits and grapes in abundance, and the best of grasses. The stock range is ample, and affords a support for cattle, horses, hogs and sheep the year round. Stock range the hills during the summer and find shelter during the colder months in the valleys. Farming lands are valued at from \$3 to \$10 per acre, while pasturage can be purchased at from \$1 to \$3 per acre. The best improved sections of the county are held at higher prices. There is, perhaps, no healthier section of Texas than Kendall county. Its elevation above the sea level is nearly 1,200 feet, and the invigorating Gulf breeze tempers the climate, which is delightful and salubrious. The mean temperature has an average of about 63 degrees, and the rain-fall about twenty-seven inches. The county is so splendidly watered that the fear of a drouth is never entertained. The county seat is Boerne, a thriving town in the southern part of the county. It is proper to state that the assessed valuation of the county is \$400,000; and that the taxes for the present year will hardly exceed ninety-five cents on the \$100. The people are progressive and industrious, supporting schools and churches, and extending a hospitality to those who seek a home among them. The county clerk is Mr. Henry Theis.

KERR COUNTY.

Northwest from San Antonio, at a distance of sixty-five miles, and upon the 30th parallel of latitude, and the 22d degree of longitude west from Washington, is situated Kerr county. It contains an area of about 900 square miles, and its surface is highly diversified with hills, valleys and plains. The county has an ample supply of clear water, the Guadalupe river coursing through forty miles of its territory, and with numerous creek tributaries and clear springs that gush from the base of rock formations, there is a never failing supply of water. There is considerable timber scattered over the county, consisting of cypress, cedar, pecan, walnut, elm, sycamore, and several varieties of oak. It is in quantities sufficient for building and other purposes, while in many sections there is an abundance of fine building stone. The valley lands are fertile and productive, and the elevations covered with a luxuriant growth of nutritious grasses, providing for an excellent stock range. This is at present one of the chief industries of the county, and very profitable, although the lands along the margins of the streams are coming rapidly under cultivation, and the crops are in great variety. They consist of corn, wheat, oats, rye, cotton, potatoes, and all kinds of vegetables. Fruits and grapes can be successfully cultivated, and the character and quality of the products are excellent. The climate is very healthy, the atmosphere dry and invigorating, the mean temperature reaching about 67 degrees, with a fair average of rain-fall. The population is about 2,000, and is gradually increasing from the influx of immigration. The proposed extension of railway facilities from San Antonio and Austin, when accomplished, will add largely to the prospective wealth of the county, and rapidly develop its agricultural capacities. The prices of land range from \$1 to \$10 per acre, depending upon location and improvement. They can be bought upon advantageous terms. To the industrious seeker after a home and competence, Kerr county offers many inducements, and her people will extend a liberal hospitality to those who come to share their prosperity. Kerrville is a thriving town in the northeastern portion of the county, and has many of the industries that promote the comfort and prosperity of its inhabitants. Mr. A. McFarland is the county clerk.

KIMBLE COUNTY.

In 1876, Kimble county was organized, with an area of 900 square miles, and took its name from Geo. Kimble, an old and honored Texan. It is one of the extreme western counties of Texas, and lies east of Crockett county, between the 22d and 23d degrees of longitude west from Washington, and the 30th and 31st parallels of latitude. The Llano river courses through the center of the county, and its numerous tributaries afford an excellent water supply. The surface of the country is a rolling prairie, with broken hilly sections. There is some timber along the streams, and the soil ranges from a black stiff to a sandy loam. Upon the margins of the creeks it is productive, and the crops are of the varieties usual in Western Texas.

The population are but a few hundred, and scattered sparsely over the county. When a larger immigration shall follow in the track of railway facilities, and people this county with earnest and industrious laborers, its soil will yield satis-

factory results. At present the chief industry is stock raising, and for this purpose it offers rare inducements, especially in the line of sheep husbandry. Land in large or small quantities can be readily obtained in the county, and at nominal prices. The improved lands range from \$2 to \$5 per acre, and will yield from 20 to 45 bushels of corn; from 15 to 25 bushels of wheat; from 50 to 60 bushels of oats, and often one bale of cotton per acre. The mesquite grasses grow luxuriantly, and vegetables are an abundant crop when cultivated.

The elevation above the Gulf is 1,800 feet, and the climate is delightful. The mean temperature is about 62 degrees, and the rain-fall a full average. Denman is the county seat, and Mr. E. R. Kountz is the county clerk.

KINNEY COUNTY.

This is one of the far western counties of Texas, and is bounded by the Rio Grande river. It is situated between the 23d and 24th degrees of longitude west from Washington, and the 29th and 30th parallels of latitude. It is distant from San Antonio 125 miles west, and contains an area of about 1,350 square miles. It is almost exclusively a grazing county, and especially adapted to sheep husbandry; although by a system of irrigation there is considerable land under successful cultivation, which produces good crops of all of the usual products of Western Texas.

The surface of the county is broken in many portions, being divided into hills, plains, valleys and mountains. It is watered by numerous springs that flow from the base of limestone formations, by the Las Moras creek, and a branch of the Nueces river. The county was organized in 1874, and was named in honor of the gallant Col. Kinney. Its estimated population is not far from 1,500, and up to the present time the chief industry has been stock raising. The grasses are abundant and of good quality. Along the streams the soil is fertile, and farming is profitable. At the head of Las Moras creek is the town of Brackett, the county seat, and Fort Clark, a description of which will be found in the chapter on Military Posts. Gladesburg and San Felipe are growing towns, situated respectively west from Brackett, seventeen and thirty-two miles. They are located upon the valley lands, and by a system of irrigation are surrounded by a productive and beautiful country. West of San Felipe three miles, is the Mexican town of Cienegas, upon the north of its namesake creek and upon the west bank of the Rio Grande. The Nueces mountains contain several of the valuable ores, and their development is only a question of time. From the summit of these mountains can be seen the San Rosa elevations in Mexico, which are more than a hundred miles distant.

Upon the extension of railway facilities to Kinney county it will become of considerable importance as an agricultural section of the State of Texas. It has an elevation above the Gulf of 1,000 feet; its climate is delightful and healthy; the mean temperature being 70 degrees, and the average rain-fall about 27 inches. Mr. W. N. Cook is the county clerk.

LAMAR COUNTY.

Lamar is one of the northeastern counties of Texas, the Red river forming its northern boundary. It is situated between the 33d and 34th parallels of latitude,

and the 18th and 19th degrees of longitude west from Washington. It contains an area of 900 square miles, and a population of nearly 30,000. Its situation is upon the dividing line between the great forests of Northeastern Texas and the vast prairie regions that spread away to the west, and are only terminated by a range of giant mountains. It is about equally divided into prairie and timbered lands. The timber consists of all the varieties of oak, pecan, hickory, ash, walnut, etc. Along the Red river there is a belt of timber averaging in width from 10 to 15 miles, and extending through the county. On the south side of the county there is another belt of timbered land from five to six miles wide, which extends along the Sulphur Fork. The margins of the creeks are covered with timber, and the remaining area of the county is a rich and fertile prairie. The soil is generally of a black tinge, while in sections there is considerable gray and black sandy loam. Along the Sulphur Fork the alluvial deposits vary in depth from two to ten feet, and are very fertile, bearing cultivation for a long series of years without exhaustion or the need of being fertilized. The valley of the Red river is also very productive; is from two to three miles wide, and abounds in valuable timber. What is known as the second bottom lands of the Red river is a rich belt of black sandy loam, and bears a large growth of timber. The post oak and light sandy lands are productive, and admirably adapted to the cultivation of grapes and all kinds of fruits.

The prairies produce an excellent quality of grass, and afford a wide range for stock, which is a profitable and growing industry. The crops are chiefly corn, cotton, rye, oats, wheat, barley, all of the vegetables, and fruits of every description. The product is large, and with the use of improved modern and agricultural implements the farmer of Lamar county has an equal prosperity with those in any other section of the country. To the advantages of fertile soil may be added a genial and charming climate that admits of labor the whole year, seasonable rain-falls, a uniform temperature, and excellent and accessible markets. From east to west the trans-continental branch of the Texas & Pacific Railway traverses the entire length of the county.

Good unimproved lands range in price from \$2.50 to \$8 per acre; and improved lands can be bought at from \$5 to \$30 per acre. Only about one-eighth of the prairie lands are now under cultivation, and the county offers splendid inducements for those desiring new homes in the Southwest. Good schools and churches are scattered throughout the county, and the people are intelligent and progressive.

Paris, the county seat, is a growing and flourishing town situated in the center of the county upon the line of the Texas & Pacific road, a description of which will be found in another chapter. Mr. D. Ridley is the county clerk.

LAMPASAS COUNTY.

Upon the high rolling prairie, which constitutes the divide between the Colorado and Brazos rivers, in longitude 21 degrees west from Washington, and just north of the 30th parallel of latitude, is situated the county of Lampasas. The Colorado river traverses its western boundary, and the projected western branch of the Houston & Texas Central Railway runs through its center from north to

south. This county has an area of about 1,000 square miles, and a population exceeding 5,000, which is rapidly increasing through the influence of immigration. It is nearly evenly divided between timber, prairie and valley lands, while some portions of the county are hilly and mountainous. There is considerable timber along the streams and valleys, chiefly scrub oaks, which yield an abundant supply of mast. The other varieties of timber are in quantities for domestic and fencing purposes. The water supply is ample and excellent, the western section being traversed by the many tributaries of the Colorado river, while the Lampasas river flows through its eastern portion, having numerous creek affluents. Springs and wells abound throughout the county. The more notable among the springs is the White Sulphur, which are located in and around the town of Lampasas, and are celebrated for their healing properties. These springs are perhaps the largest of the kind in the United States, and offer a most desirable summer and winter resort. The soils range from a very productive alluvial to a light sandy, while in sections there is more or less of the black waxy and chocolate soils. The products are chiefly cotton, corn, and every variety of the smaller grains. Grapes and fruits do fairly well when cultivated, and vegetables are in abundant supply. The prairie lands produce an excellent quality of grasses, which are very nutritious and offer great inducements to stock raising, which is the principal industry, and is being greatly enhanced by the improvement in the breed of stock. The advantages for sheep husbandry are all that could be desired. The county has an elevation of 1,600 feet above the sea level, the temperature is uniform and has a yearly average of about 66 degrees, and the rain-fall is a good average. Lampasas is a growing and prosperous town, having a population of some two thousand; it is well supplied with schools and churches, which are liberally supported. The town is situated near the southern boundary of the county, northwest from Austin sixty-five miles, and fifty miles from Round Rock, a station on the I. & G. N. Ry. It is upon the Sulphur Fork of the Lampasas river, and, as has been stated, is surrounded by the famous Sulphur Springs. The society in this county is excellent, the people industrious and intelligent, and the immigrant is offered a hospitable welcome. Unimproved prairie lands are valued at from fifty to seventy-five cents per acre, and farming lands range from one to five dollars per acre, which can be bought upon easy terms, usually one-third cash and the balance in one and two years. There are about 20,000 acres at present under cultivation. The assessed valuation of the county in 1877, was \$1,115,466. Mr. D. C. Thomas is the county clerk.

LLANO COUNTY.

Llano county lies just south of the 31st parallel of latitude, and between the 21st and 22d degrees of longitude west from Washington. The Colorado river flows along its eastern boundary, and the Llano river through its center, having several creek tributaries. It has an area of 900 square miles, and a population of about 2,500. The county was organized in 1856, and until within a few years the only industry deserving mention was stock raising. Of late, however, the quantity of stock has decreased, and the inhabitants are turning their attention to the cultivation of the soil. The surface of the county is rolling and broken,

with but few abrupt elevations, and very little prairie land. Between the hills are broad valleys, and along the river courses the soil is rich and productive. There is considerable timber in the county for the supply of domestic wants. The soil is of a sandy loam and produces a rich pasturage for stock, and when cultivated yields from forty to fifty bushels of corn to the acre. The main products are corn, wheat, rye, sugar cane, vegetables of all kinds, and some fruits. Very little cotton is raised. Llano is the county seat, and is upon the south bank of the Llano river, which at this point is a wide stream of the clearest water, springing from the base of sandstone formations and affording an abundant supply. South of the town is situated the "Enchanted Rock," which is a granite elevation of many hundred feet; it rises abruptly upon a level plane sparsely timbered, and is a curious formation that attracts the attention of travelers. "Pack Saddle Mountain" is another famous elevation in the eastern portion of the county, and overlooking the muddy waters of the Colorado river. There are plenty of fish and game in the county, also quantities of sandstone for building purposes. The county has mineral prospects which may develop into great value. Traces of shafts used in the earlier days of the Spanish and Mexican occupation are yet visible. Copper and other baser ores are found, with flattering prospects of silver and gold. The climate of this county is very healthy and delightful, the temperature uniform, the elevation grand above the Gulf, and the rain-fall moderately good. The lands are cheap, and can be purchased for one dollar and less per acre. In the county there is one Masonic lodge, one Odd-Fellows' lodge and one Grangers' lodge. There are also 5 churches and 10 schools. Of horses and mules there are 2,880, valued at \$68,063; cattle, 17,688, valued at \$92,953; sheep, 12,048, valued at \$22,333; hogs, 10,294, valued at \$16,838. Total valuation of real and personal property, \$653,997. Mr. E. R. Beeson is the county clerk.

LA SALLE COUNTY.

Away in the southwestern portion of Texas, in longitude 22 degrees west from Washington, and between the 28th and 29th parallels of latitude, is situated La Salle county. It is a vast rolling prairie of about 1,200 square miles, and is mostly adapted to stock raising, which industry is successful. The Rio Frio river flows through its northeastern section, and the Nueces river traverses its central and southeastern sections, having numerous creek tributaries. Old Fort Ewell is situated near its southern boundary, not far from the junction of Salada creek and the Nueces river.

There is a slight growth of timber along the margins of the streams, while the mesquite wood is scattered over the prairies. The soil is of a good quality, and the bottom lands fertile and productive. The grasses are nutritious and abundant for the support of stock. The climate is warm, and yet a tempering Gulf breeze renders it healthful and charming.

The elevation above the sea level is about 300 feet, and the rain-fall moderate. Population small at present, but this county will share in the general growth and development of Southwestern Texas. It is unorganized.

LAVACA COUNTY.

The county of Lavaca is bounded by seven counties, and in this respect exhibits the irregular geographical "lay out" of the southeastern section of Texas, although this county is some distance west of the Colorado river. Upon the north it borders Fayette county; upon the northeast Colorado county; upon the southwest Wharton and Jackson counties, while its southern point notches into Victoria county; on the southwest it has a boundary upon DeWitt county, and on the northwest and west it is bounded by Gonzales county. A county surrounded by so many that are rich in soil, delightful in climate and wonderfully productive, could hardly be less than fertile and possessed of great agricultural capabilities. It is in longitude 20 degrees west, and between the 29th and 30th degrees of latitude north. Its area is 950 square miles, pleasantly diversified with prairie and timber lands. In sections the timber is dense and heavy, while in other portions of the county it has a thin growth and is combined with the prairie. The soil is strong and varied from the black sticky to the black and sandy loam. Much of the land will bear a long succession of crops without deteriorating, and continue to produce a corn crop of from thirty to sixty bushels to the acre, and a cotton yield of ginned lint of from 300 to 500 pounds. Vegetables are produced in great quantities, oats and rye yield well, fruits can be grown abundantly and grapes in marvelous quantities. The county is finely watered with living streams flowing from never failing springs, while at a moderate depth the purest of refreshing water can be obtained from wells. The unimproved lands are valued at from \$1 to \$7 per acre, while cultivated farms range from \$3 to \$15 according to locality. It may be said that the inhabitants are a genuine conglomerate of nearly all migrating nations, and are less progressive than they would be if the county was supplied with railway facilities for transportation of crops to market. Immigration, however, is gradually increasing, and at an early day this county will rank with those that are at present more greatly favored. Throughout the county there is being manifested a great interest in the subjects of religion, education and temperance. Churches are rapidly springing up and are well sustained, temperance organizations are being formed, over fifty public schools are now in active operation, and everywhere there is a spirit and energy exhibited for the promotion and spread of morality and intelligence. The people are well disposed and generous, and among them the immigrant will find a cordial greeting. Hallettsville is the county seat, and has an industrious and progressive population of about 700. W. W. Allen, Esq., is the county clerk.

LEON COUNTY.

In longitude 19 degrees west, and between the 31st and 32d degrees of latitude north, and upon the line of the International & Great Northern Railroad, is situated the county of Leon. Geographically its location is desirable, and the climate is at once healthy, mild and invigorating. The rain-fall is plentiful, and the mean temperature is about 66 degrees. Its elevation above the level of the Gulf renders it comparatively free from miasm, although but a moderate portion of the county is under cultivation, while its population is about 16,000, and constantly increasing from immigration. It has an area of 1,300 square miles, one

hundred of which is prairie and the remainder timber lands. The timber consists of post oak, hickory, pecan, burr oak and black-jack upon the uplands, and along the river valleys cottonwood, maple, elm, locust, walnut, hackberry, mulberry, and every variety of oak. Its soils are sandy loam and "black waxy," so called, with a variety of other kinds natural to Texas, all of which have remarkable strength and productiveness. The soil and climate support productions of great variety, which include cotton, corn, sugar cane, all of the smaller cereals, fruits of every kind in abundance, while garden vegetables and grapes have a prolific growth. There are two rivers flowing through the county, the Trinity upon the eastern boundary and the Navasota along the western boundary, affording a bountiful supply of water; while there are several small lakes in other sections. Stock raising is an interest of considerable value, but of course is limited to the prairie section, with the exception of hogs which can be fattened in the timber country upon pecan and other nuts. The number of horses and mules in the county are 4,140; cattle, 9,225; hogs, 9,150. The improved lands are valued at from \$5 to \$15 per acre, and the unimproved from \$1 to \$3 per acre. When the quality of the soil, the value of the timber and transportation advantages are taken into consideration, these prices are regarded as very low. The villages and towns within the county are as follows: Centreville, having a population of 400, and is the county seat; Jewett, population 400; Buffalo, population 400; Marquize, population 300; Leona, population 200; and Oakwood with a population of 250. The prices of unimproved lots in these towns range from \$50 to \$100. There are in the county, churches of the Methodist, Baptist and Campbellite denominations which are well supported; a good system of public schools which draw of the public money this year (1877) \$11,000; four Masonic lodges; Odd Fellows, one; and seven granges. The total assessed valuation of the county is \$1,624,850. We obtained a large number of the facts regarding this county from Mr. Walter A. Patrick, county clerk.

LIBERTY COUNTY.

This is one of the southeastern counties of Texas, and situated on the 18th degree of longitude west from Washington, and between the 30th and 31st parallels of latitude. It has an area of 1,100 square miles, and a population of about 4,500. The surface of the county is level, with about three-fifths prairie and two-fifths timber. The timbered sections are in the northern and eastern portions of the county, and consist of pine, oak, cypress and other varieties. The county is well watered, the Trinity river traversing nearly the center of the county from north to south, and navigable to Galveston at all seasons.

The soil is generally of a sandy loam, while in sections there is considerable of the black waxy. It is strong and fertile. The productions are principally sugar cane, cotton, corn, potatoes, rice, and all kinds of vegetables. The farming lands are among the finest in the State, while large quantities make an excellent pasturage. There are about 5,000 acres under cultivation, and the balance is awaiting the improvements of husbandry to yield large and profitable crops. The lands can be purchased at moderate prices and upon favorable terms. The elevation of the county is about 200 feet above the Gulf, and being swept with

a sea breeze the climate is uniform and delightful. The mean temperature is 68 degrees. The summer averages 82 degrees, and the winter 54 degrees. The average rain-fall is 45 inches. The schools and churches are well supported, and the inhabitants industrious and orderly.

Liberty is a thriving town of about 400 inhabitants, and is the county seat, and situated upon the Trinity river and the line of the Texas & New Orleans Railway which extends through the county from west to east. Mr. B. F. Cameron is the county clerk.

LIMESTONE COUNTY.

The situation of this county is between the 20th and 21st degrees of longitude west from Washington, and the 31st and 32d degrees of latitude north. It is, therefore, nearly in the central portion of Eastern Texas, although located considerably beyond the verge of the timber belt. Its area is 900 square miles, and its inhabitants number about 12,000. The Navasota river courses through the center of the county, and with its tributaries and numerous creeks and springs it is well supplied with water. The surface of this county is almost exclusively prairie, and yet there are wooded belts furnishing a sufficient quantity of timber for fencing and domestic purposes. The soil is chiefly of a dark and light sandy loam and easy of cultivation. There is considerable black waxy soil in the northwestern section of the county, and it is very strong and productive. Nearly four-fifths of the land is arable, and susceptible of a high state of cultivation. The chief crops are corn, cotton, wheat, rye and oats, while all other productions suitable to the climate are raised in great abundance, including vegetables and fruits. The health of Limestone county is excellent, its uniformity of temperature is delightful, being tempered by the Gulf breezes in summer and mild in winter, all of which contributes to large productions, especially cotton, which in this county yields an average of 10,000 bales.

The unimproved lands range in price from \$2 to \$10 per acre, while the improved lands are worth from \$10 to \$25. As a stock-raising region this county has many advantages, although it is less devoted to that industry than the region of Southwestern Texas. The mean temperature is about 67 degrees, and the average rain-fall about 38 inches.

The transportation facilities are excellent, the Houston & Texas Central Railway traversing the center of the county from south to north, while the International & Great Northern Railway runs in a northeasterly direction along its southeastern boundary.

The people are hospitable and industrious, supporting schools and churches with considerable zeal. The county supports three newspapers: the *Mexia Ledger*, the *Era* of Groesbeck, and the *Rising Sun*. Groesbeck is the county seat. S. D. Walker is the county clerk.

LIVE OAK COUNTY.

This county has a population of about 2,000, and contains an area of 900 square miles, which is divided as follows: about two-fifths prairie, and three-fifths timber. The soil upon the average is fertile and productive, and in quality has

a great variety. The principal kind of timber is live oak, although there is considerable mesquite, elm, cottonwood, hackberry, pecan, etc. It is proper to state that the timber has an immense growth, and especially the live oak, which is valuable.

The county is watered by the Nueces river which traverses the central portion, and its tributaries, the Frio and Atascosa rivers. Several creeks and springs in other sections of the county supply it with water. Oakville is the county seat, with a population of about 350, and is situated on the west bank of Sulphur creek, in the northerly section of the county. Lagarta is another town with about 300 population, and Gussettville with about 100 inhabitants. Town lots average in value about \$25. Lands are valued at from 75 cents to \$2 per acre. Stock raising is one of the leading industries of this county. The stock subsist and fatten upon the rich grasses the year round. In this county there are 13,223 horses and mules, valued at \$66,115; cattle, 31,772, valued at \$127,088; sheep, 49,407, valued at \$1 each; and hogs, 1,621, valued at \$1 each.

The climate of this county is peculiarly adapted to sheep raising, and this stock can be rapidly increased. There are in the county six public schools, three churches and one Masonic lodge. The crops are generally good, and the health of the county excellent. It is situated west of Bee county, in longitude 21 degrees west, and between the 28th and 29th degrees of latitude north. Mr. F. H. Church is the county clerk, from whom we obtained many of the foregoing facts.

MADISON COUNTY.

This county is upon the 31st parallel of latitude, and the 19th degree of longitude west from Washington. It is south of Leon county and north of Grimes county and in the character of its soils, productions and climate, is like the counties named. It has an area of about 500 square miles and a population of over 5,000. The surface of the county is a rolling prairie and largely timbered with ash, pecan, walnut, hickory, the several varieties of oak, cedar, cypress, and other kinds, in ample quantities for fencing and domestic uses. The Trinity river flows along its eastern boundary, having numerous creek tributaries. Bedias creek courses its southern border and Caney creek flows through its center. The county is, therefore, well watered. The character of the soil ranges from a rich black to a sandy loam, and yields abundantly of cotton, corn, all of the cereal crops, vegetables, fruits, etc. The prairie lands produce a fine quality of grass, and offer a good range for stock. The climate is genial and delightful, and the temperature invigorated by the southern breezes. The rain-fall is seasonable, and the general health of the county is good. Schools and churches abound and are well supported. The people are industrious and hospitable, and cordially welcome the stranger that comes to find a home with them. Lands can be purchased upon easy terms, and at moderate prices. Madisonville, the county seat, is a prosperous town, situated in the southern portion of the county. Mr. W. W. Viser is the county clerk.

MARION COUNTY.

South of Cass county, in Northeastern Texas, and just west of the line of the 17th degree of longitude, and about equi-distant from the 32nd and 33d parallels

of latitude, is situated Marion county. It has a population of about 16,000, and an area of 500 square miles, which is principally timbered. The surface of the county, the soil and the productions, are much like those of Cass county. There is everywhere an abundance of water. The county seat is Jefferson, an important and growing city of 7,000 inhabitants, situated on the line of the Texas & Pacific Railway, which traverses the county from north to south. In addition to its advantages as the county seat, it contains all of the industries of a progressive city. It is also the head of navigation on Cypress Bayou, which flows into the Red river, thereby securing water communication with New Orleans. The East Line & Red River (narrow gauge) Railway forms a junction with the Texas & Pacific Railway at Jefferson, and the shipment of cotton from that city during the season of 1877, amounted to about 40,000 bales. The people of Marion county are progressive, and support with a liberal hand the schools and churches that are found in every neighborhood. The climate is warm and uniform, the general health is a full average of that section of the State, the temperature averages about 67 degrees, and the rain-fall is abundant. Marion county offers many inducements for the investment of capital. Its wealth of iron ore is being utilized, and four miles west of Jefferson is situated Kelley's extensive furnace and foundry, where hollow ware, stoves, car wheels, plows and other agricultural implements are manufactured. Mr. P. F. Brinck is the county clerk.

MASON COUNTY.

Mason county has an area of 900 square miles, and is in longitude 22 degrees west from Washington, and just south of the 31st parallel of latitude. It has an elevation above the Gulf of about 1,000 feet. The seasons are uniform and the rain-fall moderate. During the past fifteen years there has not been a single failure of crops. The soil is a chocolate loam and very productive, yielding immense crops of corn, and other products usual in this section of the State. It is perhaps the best timbered county in Western Texas, and affords an ample supply for domestic purposes, and for fencing and building. There is also a large amount of building stone, which is mostly used in the construction of stores and dwellings.

The Llano river courses through its center from west to east, and having a large number of creek tributaries affords a plentiful supply of excellent water. The San Saba river flows along its northwestern boundary. The surface of the county is considerably broken and the scenery is charming. The prairie lands yield a bountiful supply of excellent grasses, and for sheep husbandry it has hardly an equal in Western Texas. That industry is rapidly increasing in magnitude and becoming a source of great profit.

Mason, the county seat, is situated in the central portion of the county, upon a branch of the Llano river. It is a growing town of 500 population, contains two good hotels, and several wholesale stores, among which is the large two-story stone store of W. P. Lockhart, dealer in general merchandise and frontier supplies. As the population increases, schools and churches are being organized and well sustained. The health of the county is excellent, and the people hospitable.

A daily line of coaches runs from Austin and San Antonio to Mason, and it

will in a few years, probably, enjoy the advantages of railroad facilities. Land can be bought at moderate prices, and upon easy payments. Mr. W. Hess is the county clerk.

MATAGORDA COUNTY.

This is one of the Gulf counties, and situated on Matagorda Bay, in longitude 19 degrees west, latitude 29 degrees north, directly east of Jackson county. It has an area of 800 square miles, about three-fourths of which is prairie and one-fourth timbered. The rivers traversing the county are the Colorado and Trespalacios. The creeks are Live Oak, Caney, Prairie, Cottonwood, Wilson's, Big and Little Boggy, Linneville, Turtle, Cedar, Juanita and Blue, all of which furnish an ample supply of water for stock. The climate is warm, and softened by the Gulf winds.

The variety of timber consists of the several kinds of oak usually found in Texas: pecan, cottonwood, red and white elm, holly, wild china, prickly ash, mulberry, mesquite, and cedar. The prairie lands have a good soil, and produce abundantly of grass. They are mostly devoted to stock raising, although they produce fruits, every variety of vegetables, grapes, sugar cane, etc. The unimproved prairie lands are valued at from 25 cents to 50 cents per acre, while Caney lands sell from \$2.50 to \$5 per acre, and the unimproved on other streams are valued at from \$1 to \$2 per acre. Improved Caney lands from \$5 to \$10, and the same on other streams from \$2.50 to \$5 per acre.

The number of horses and mules 4,970, valued at \$99,400; cattle 63,000, valued at \$315,000; sheep 6,000, valued at \$12,000; hogs 2,500, valued at \$7,500. Assessment of real and personal property for the year 1877, amounted to \$1,239,772. In the county there are six churches, eight schools, and one Masonic and one Odd Fellows' lodge.

The population numbers about 3,300; and the principal town, which is the county seat, is Matagorda, with a population of 400. The foregoing facts in connection with this description of the county, were furnished by John L. Croom, Esq., clerk of the County Court.

MAVERICK COUNTY.

This county borders on the Rio Grande river, between longitude 23 and 24 degrees west, and between the 28th and 29th degrees of latitude north. It is a large county, containing 1,600 square miles, and only about 4,000 population. Eagle Pass is the principal town, and has a population of 1,800, the majority of whom are Mexicans. This town is one hundred and fifty miles west of San Antonio, and has a large Mexican trade. It is now reached from that city by stage, but there is in contemplation the extension of railway facilities to this point. Just south of and in the vicinity of Eagle Pass, is Fort Duncan, a most important military post, described in the chapter relating to the military department of Texas, in which the topography, mean temperature and rain-fall of this county is given. Like all of the counties bordering upon the Rio Grande, its agricultural capacities and advantages are limited. The climate is warm and yet of average health, and the soil is sandy. It produces, however, some excel-

lent and rich grasses, and the general character of occupation is stock raising, although the border troubles with the Mexicans have greatly discouraged this industry. A more dense population will soon determine and settle these differences, and afford complete security against marauding bands and cattle thieves. There are several creeks in this county, and notably Las Moras creek. The only river of note, excepting the Rio Grande, is the Tecasquite, the only running stream in the county. There are a few springs, all flowing from one range of hills, about seventeen miles north of Eagle Pass. About seven-eighths of this county is prairie land, and there is scarcely any timber along the streams, and none for building purposes. There is an abundance of limestone rock, and this is the chief or only building material. Coal and iron are found in some parts of the county, and are claimed to be in quantities sufficient to induce mining. The average value of land is from twenty-five cents to five dollars per acre. The total assessed valuation of real and personal property is about \$300,000. In the county there are no horses and mules raised for market, and only about 400 which are used by the inhabitants. The number of cattle is about 6,000, and valued at \$30,000. Number of sheep, 40,000, valued at \$100,000. There are also three public schools, and a Catholic church. A. Tierpe, Esq., is the county clerk.

McLENNAN COUNTY.

In the central portion of the State of Texas, between the 31st and 32d parallels of latitude, and on the 20th degree of longitude west from Washington, is situated McLennan county. It contains an area of 614,000 acres, which is about equally divided between prairie and timber. The timber is of good growth and in quantity sufficient for fencing and other domestic requirements. It consists of pecan, ash, cedar, cottonwood, elm, hackberry, black walnut, and several varieties of oak. There is an abundance of mast that is utilized for fattening hogs, and which is consumed by hogs ranging in the woods. The county is splendidly watered, the Brazos river coursing its entire center, into which numerous creek tributaries flow. Good well water can be obtained at a depth of from fifteen to fifty feet in any part of the county. The soils are in great variety, ranging from the black alluvium of the bottom lands, to the black and light sandy, all of which is fertile and productive. Much of it will bear cultivation for half a century without the need of fertilizing. Wheat and cotton grow side by side; oats, corn, rye, barley, vegetables of all kinds, fruits, grapes, etc., are all good crops. The yield of cotton per acre will average about one bale, while corn and other cereals have a high average of production. About one-sixth of the county is under cultivation, and there is yet remaining over 500,000 acres of fertile land awaiting the hand and energy of industry to make it yield its unmeasured bounty in fruits and grains, and all else that supplies the demands of a market. Improved lands are valued at from \$7 to \$20 per acre, and the unimproved lands from \$1 to \$5 per acre, according to location and quality. These lands can be purchased upon easy and most favorable terms. The stock range is excellent, and the grasses abundant and nutritious. The grade of stock is being gradually improved, and to raise an ox, horse or cow in McLennan county costs hardly more than it does to raise a goose in New England. The advantages are being realized by the

large numbers that are seeking homes in Texas. The elevation of the county above the sea level is nearly 700 feet, and because of its excellent drainage, the tempering breezes from the Gulf, and an invigorating atmosphere, it is comparatively free from miasms, excepting along the bottom lands of the Brazos. The temperature is uniform, having a mean average of about 68 degrees, and the annual rain-fall is about 37 inches. The population is probably over 20,000 and rapidly augmenting, and the assessed valuation over \$5,000,000. Waco is the county seat, a description of which may be found elsewhere in this volume. Mr. H. L. Guffey is the county clerk.

McMULLEN COUNTY.

The situation of this county is in Southwestern Texas, north of Duval county, west of Live Oak county, and south of Atascosa county, between the 21st and 22d degrees of longitude, and the 28th and 29th degrees of latitude north. The M., K. & T. R'y propose an extension of their line through this county to the Rio Grande, at some future time. The general surface of the county is undulating prairie, the soil is good, grasses nutritious, and the principal industry stock raising. It has an area of 1,176 square miles, three-fourths of which is prairie, and the remainder along the river courses is heavily timbered with pecan, elm, hackberry, ash, mesquite, live oak, etc. The rivers are the Nueces and Rio Frio, with several tributaries. There are also eight to ten creeks in the county, and among the lakes are the Alligator, Calf and Maynard's. Many smaller lakes are distributed in different sections of the county, all of which furnish an ample supply of water. Tilden is the only town in the county, has a population of about 300, and is the county seat. Lots are valued at from \$25 to \$100. The population of the county is only about 800. There is an abundance of hard limestone rock, which is suitable for building purposes. The total assessment of real and personal property will amount to about \$500,000, and the value of the acreage ranges from \$1 to \$5 per acre. In the county the number of horses and mules are about 3,000, valued at \$15 each; cattle, 8,000, estimated, valued at \$6 each; sheep, 50,000, estimated, valued at \$1.50 per head; and about 1,000 hogs, valued at \$1.50 each. There are also one church and three public schools. Mr. T. W. Maynard is the deputy clerk of the County Court, and to him we are indebted for many of the above facts.

MEDINA COUNTY.

This county is situated west of Bexar county, on the 22d degree of longitude, and between the 29th and 30th parallels of latitude. It has an area of 1,175 square miles, and a population of about 5,000. The surface of the county is somewhat elevated and undulating prairie, and is in the region of the finest stock-raising country in Texas. It is splendidly watered; the Medina river, a branch of the San Antonio river, coursing its eastern section, while the Quihi, Chacon, Hondo, Verde, Geronimo, Rancho and Black Seco creeks flow through other sections of the county.

The soils are diversified, and range in character from the rich bottom lands along the margins of the streams to the lighter soils of the uplands. There

is about one-eighth of the county timbered, consisting of post oak and other varieties. Upon the prairies mesquite mostly abounds. The productions are of the varieties usual in this section of the State, and the crops are good. Especially is the grape product abundant. The grasses are excellent, being of the mesquite variety, and afford a good support to all kinds of stock. Sheep husbandry is especially profitable in this county, and this industry is increasing rapidly. There is an abundance of fine stone for building purposes, which can be quarried at moderate cost.

The county seat is Castroville, which was settled in 1844 by French and German immigrants under the direction of Henry Castro. It is 25 miles west from San Antonio, and on the stage road from that city to Eagle Pass. The dwellings, hotels, churches and business places of Castroville are mainly constructed of stone. It has a saw-mill, two grist-mills, Protestant and Catholic churches, and free schools. Ten miles west of Castroville is the town of Quihi, containing a Protestant church and school; there is a good school and Lutheran church at New Fountain; and at Dhanis, about 12 miles further west there is a prosperous school. There are also thriving towns on the Seco, Hondo and Francisco Perez creeks, all of which are supplied with churches and educational facilities. The people of the county are progressive, intelligent and hospitable, and are receiving large accessions from the flow of immigration to this section of the State. Good lands can be bought at from \$1 to \$5 per acre, upon favorable terms, and the advantages offered by this county to industrious laborers and farmers are many and hardly excelled in any other section of the State.

The elevation of the county is from 500 to 700 feet above the level of the Gulf, and as it receives the cooling breezes from the south the climate is delightful and charming. The health of the county is unexcelled, the mean temperature being about 68 degrees, and the rain-fall averaging about 32 inches. Mr. C. Scheidtmantel is the county clerk.

MENARD COUNTY.

This is one of the extreme western organized counties in Texas. It is situated north of Kimble county and south of Concho county, and the 23d degree of longitude west from Washington forms its western boundary. The 31st degree of latitude north extends through the northern verge of the county. Its elevation above the Gulf is about 800 feet, the temperature ranging from 20 degrees to 92 degrees, and the mean temperature being about 65 degrees. The average rain-fall is about 29½ inches, and the climate is all that could be desired. Situated upon the elevated table lands of Texas, the southern breezes from the Gulf tempering the atmosphere, its proximity to a mild northern clime renders the winters mild and delightful. The health of this region can not be surpassed.

The county of Menard contains 1,000 square miles in area, and as yet a sparse population of about 700. The soil is of a black sandy loam and very rich, producing corn, wheat, and all of the smaller grains, fruits, and vegetables of all kinds in abundance. The present markets for vegetables are Forts McKavitt and Concho. This county is splendidly watered, the clear and beautiful San Saba traversing the entire county from west to east, with numerous tributaries, among which is the sparkling Las Moras creek.

Menardville is the county seat, and contains a population of about 200. It is a thriving and growing town. Seven miles above Menardville is the beginning of an irrigable ditch, tapping the San Saba river, and already completed to that town. It is to be extended a distance of forty miles, and along its course is one of the finest producing regions of the State. The southern portion of the county is a grand rolling prairie, while the northern section is finely timbered, especially along the river courses. The source of Las Moras creek is a spring of wonderful volume and force, spreading into a beautiful stream a few rods from the fountain.

MILAM COUNTY.

This is one of the oldest and most important counties in the great State of Texas. Like Bexar, its original boundaries embraced a territory larger than many of the Eastern States. Milam is known as the "Mother of Counties," and from its original territory have been carved seventeen counties, all of which are productive, rich and prosperous. This county was named in honor of the hero who gave his life for Texan independence; and is situated on and south of the 31st parallel of latitude, and on the 20th degree of longitude west from Washington. The Brazos river flows along the northeastern portion of the county; the Gambriel river courses 22 miles within the county before mingling with the waters of Little river, while in every section of the county there are numerous clear creek streams, and good well water can be obtained at a depth of from 25 to 60 feet.

The county is divided between prairie and timbered lands, the variety and growth of the timber being sufficient to supply domestic wants. The soils range from the rich alluvial deposits of the Brazos bottoms, to the gray sandy loam and black waxy which prevail upon the prairies. The productions are cotton, corn, and the smaller grains, all kinds of vegetables, many of the fruits, grapes, etc. Cotton has an average product of three-fourths of a bale per acre, and corn is an enormous yield.

The International & Great Northern Railway traverses the county, affording excellent facilities for the transportation of surplus productions and live stock to the best markets in the country. The building of that road through the county has added largely to its wealth and population, increasing the demand for lands, and enlarging the opportunities of the industrial classes. It has now a population of about 23,000, which is largely increasing through the means of immigration. Churches and schools are well supported in every section, and the people exhibit the enterprise and intelligence to keep it in the front rank of the counties of Texas. It has an elevation above the sea level of about 700 feet, and the climate is healthy and delightful, being tempered, as all of that section of Texas is, with the Gulf breeze. The mean temperature is about 68 degrees, and the average rain-fall 39 inches. Land is valued at from \$1 to \$10 per acre, according to location and improvements. Unimproved land can be obtained cheap, and upon the most favorable terms.

Among the principal towns is Rockdale, upon the line of the International & Great Northern Railway, which has an enterprising population of about 2,000, and is rapidly increasing. It is an important shipping point for the products of

Milam and Bell counties. The quantity of cotton shipped from there annually reaches over 16,000 bales. Cameron is an old town of about 500 inhabitants, and is situated on Little river about fifteen miles from the railway. It is the county seat. There are several other advancing towns in the county, all of which exhibit thrift and enterprise. Mr. J. C. Rogers is the county clerk.

MONTGOMERY COUNTY.

This county is between the 18th and 19th degrees of longitude west from Washington, and the 30th and 31st parallels of latitude. It is north of Harris county, and south of Walker county. It has an area of about 1,100 square miles, about one-eighth of which is black prairie, and seven-eighths timbered. Montgomery county is situated upon the divide between the Trinity and Brazos rivers, and its eastern portion is watered by Peach creek, the San Jacinto river and its many tributaries. Lake creek courses through its western borders, while its central portion is watered by numerous streams. The timber is of large growth and very valuable, consisting of yellow pine, several varieties of oak, pecan, walnut, hickory and other varieties. The central and western portion of Texas first obtained its supply of lumber from Montgomery county, and the lumber interest still continues of importance and value. The soil in the timbered sections is black and sandy, and the prairie lands are a black and gray sandy loam, very rich, strong and productive. It endures the highest cultivation without fertilizing, and the crops are immense. They consist of corn, cotton, small grains, sugar cane, vegetables, all kinds of fruits in great abundance, and especially grapes and figs. It is an old settled county, and has an interesting history. It has a population of about 9,000, who are industrious and progressive. Willis is the principal town in the county, is located on the line of the International & Great Northern Railway, 47 miles north from Houston, and contains a population of about 1,200. At that point is located a large number of expanding industries, among them one of the largest stave, lumber and shingle manufactories in the Southwest. It has also an agricultural implement and wagon manufactory, two steam cotton-gins, two saw-mills, a broom factory, grist-mills, brick-yards, about ten first-class grocery and dry-goods stores, and all of the other industries that are required to supply the wants and comforts of a thriving people. There are also four Protestant church organizations, two public schools and one private, a lodge of Masons, and other societies. This town has had all of its growth since the fall of 1871, at which time it was laid off into building lots by the I. & G. N. Railway corporation. On account of the large quantities of splendid white oak and other timbers, Willis offers as many, if not more, advantages for manufacturing wagons, agricultural implements, staves, barrels, etc., than any other town in Texas. In addition it has the very best facilities for transportation, the I. & G. N. road traversing the entire length of the county from north to south, and opening the way to all the markets in the country. It is safe to observe that Montgomery county offers as many inducements to immigration as any other in the State. The richness and productiveness of its soil, its geographical location and nearness to market, its genial climate, and progressive intelligence of its people, all combine to make it prosperous and

wealthy. Its bottom lands will produce from 25 to 40 bushels of corn, or 1,200 pounds of seed cotton to the acre. It has an excellent range for stock, the grasses are luxuriant and nutritious, while there is a great abundance of mast for fattening hogs, which only cost the little care that is given to them. Throughout the county there are good schools, the churches are well sustained, society is good, and the people hospitable. The prices of lands range from \$2.50 to \$5 per acre, and can be obtained upon favorable terms. The health of the county is a good average, the rain-fall plentiful, and the mean temperature is about 68 degrees. Montgomery, a thriving town situated in the western part of the county, is the county seat. Mr. P. M. Yell is the county clerk.

MORRIS COUNTY.

The Sulphur river flows along the northern boundary, and the Black Cypress along the southern boundary of Morris county. These rivers, with numerous tributaries, furnish an abundant water supply. The county is on the 33d parallel of latitude, and between the 17th and 18th degrees of longitude west from Washington. It has an area of about 300 square miles, and a population of about 6,000. It is in the timbered region of Northeastern Texas, and is therefore a well-timbered county. The timber consists of pine, hickory, oak, walnut, etc., and is valuable. The soil is fertile, especially along the margins of the streams, and the products are all that are usually raised in that part of the State. The lands upon the uplands are worth from \$2 to \$6 per acre, while the cultivated bottom lands are held at from \$5 to \$20 per acre. There are several projected railways through the county, one of which is partially graded and ready to operate for a distance of five miles, which will afford good transportation facilities and enhance the price of lands. The general health is a full average, the rain-fall 40 inches, the averaged temperature about 66 degrees, and the climate warm and genial. Dangerfield is the county seat, and has a thriving population of about 500. Good schools and churches are well supported in every section of the county. Mr. B. F. Wood is county clerk.

NACOGDOCHES COUNTY.

This county is between the 31st and 32d parallels of latitude and the 17th and 18th degrees of longitude west from Washington. It is the oldest settled section of Eastern Texas, and the old fort, which is now in good preservation, is contemporaneous with the Alamo, in Southwestern Texas. The early settlers of Nacogdoches came from Natchitoches on the Red river in Louisiana; which was first settled by the French in 1692. They were Jesuits. From Natchitoches to old Fort Jessup, thence to Nacogdoches; to the Colorado river at Bastrop; to San Antonio, and on to Monterey and the City of Mexico, is what is known as a "bee line," and the old trail that was made along this line 200 years ago is still visible. As late as 1812 the valuable ores of Northern Mexico were transported over that route to the Red river country, and thence by river to New Orleans.

In the 17th century the Nacogdoches country was barren and treeless, with little water, and was described then, as the vast plains of Northwest Texas are described to-day. It is now heavily timbered with valuable yellow pine and other

varieties. Then it was occupied by warlike Indian tribes, and countless buffaloes roamed over the rolling prairie, subsisting upon gamma grasses; and now it is populated with an intelligent and thrifty people, and all of the arts of industry and civilization abound.

This county has an area of about 1,200 square miles, and a population of about 10,000. It is watered with numerous clear water creeks and streams, the Neches river traversing its entire southwestern boundary, and along their margins are the rich and fertile lands. The soil is generally red sandy and clay, and the products are all that are adapted to the State of Texas. Tobacco, cotton and corn are the chief crops, and they are abundant. All varieties of vegetables grow luxuriantly, and the fruits are as fine and delicious as can be produced in any part of the country. In this respect it rivals Anderson county; grapes are also grown in great variety and abundance.

The only petroleum ever discovered in the State is found in Nacogdoches county. The climate is genial and healthy. Its altitude above the sea level is about 500 feet, and the Gulf breeze tempers and invigorates the atmosphere. The rain-fall will average over 45 inches, while the mean temperature reaches about 67 degrees.

Nacogdoches, the county seat, is a flourishing town of about 800 population, and is situated nearly in the center of the county. There are numerous schools and churches in different neighborhoods which are well sustained. The people are cordial and hospitable, and welcome the stranger who comes to share their growing prosperity. Mr. G. B. Crain is the county clerk.

NAVARRO COUNTY.

In the central portion of Texas, between the Brazos and Trinity rivers, on the 32d parallel of latitude, and between the 19th and 20th degrees of longitude west from Washington, is situated Navarro county. It has an area of over 1,000 square miles, and a population of 20,000. The surface of the county is level and mostly prairie land, while along the streams there is plenty of timber for fencing and domestic uses. The timber consists chiefly of ash, hickory, elm, all varieties of oak, cedar, pecan, cottonwood, black-jack, willow, etc. For building purposes the lumber is brought from Eastern Texas, over the Central Railway, and can be obtained at reasonable prices. The best white pine is worth from \$25 to \$30 per thousand feet, and the yellow pine lumber can be bought at from \$22 to \$25 per thousand feet. The water supply is ample, the Trinity river forming its eastern boundary, and being navigable a portion of the year as far north as the northern limits of the county. In every section of the county there are large, flowing creeks, with smaller affluents, affording plenty of water for stock and for domestic purposes. The soil has a depth of from three to ten feet, ranging from the black wax to the black, chocolate and sandy loams, and is very fertile and productive. It will bear cultivation for a long series of years without the use of fertilizers, and although it is at first hard to subject to cultivation, it is afterward easily tilled and produces immense crops. The products are cotton, corn, all of the smaller grains, vegetables of every kind, and fruits, grapes, etc. Corn has an average of from 40 to 50 bushels per acre; wheat from 20 to 25 bushels; oats

from 50 to 100 bushels; barley from 40 to 70 bushels; sweet potatoes 300 bushels; Irish potatoes abundant; cotton from $\frac{3}{4}$ to 1 bale per acre, and all other productions in like proportion. The grasses are among the best in the State, and the stock-raising industry is prosecuted with great success and profit. Transportation facilities are excellent, the Houston & Texas Central Railway extending the entire length of the county from north to south, and affording direct communication with St. Louis and Chicago in the North, and the Southern markets of Houston and Galveston. Land is valued at from \$10 to \$30 under cultivation, and unimproved from \$2 to \$10 per acre. In the center of the county is Corsicana, the county seat, a progressive and vigorous town of about 4,500 population, with excellent schools, churches and hotels, which are well maintained. There are several smaller towns in the county, all of which are provided with good educational advantages and churches. The people are full of vigorous enterprise, and extend a cordial reception to immigrants. The climate is genial and healthy, and excepting along the rivers is quite free from malarial influences. The mean temperature has an average of about 66 degrees, the maximum reaching about 104 degrees, which is tempered with fresh breezes from the south. The average rain-fall is about 42 inches. Mr. S. H. Kerr is the county clerk.

NEWTON COUNTY.

This county is situated in the extreme eastern portion of Texas, bordering on the State of Louisiana, just east of the 17th degree of longitude west from Washington, and between the 30th and 31st degrees of latitude north. The Sabine river extends along its entire eastern boundary, and is navigable the larger portion of the year. The numerous tributaries of that stream, together with many creeks, afford an ample supply of water. Its area is about 950 square miles, and it has a sparse population of nearly 2,500. The surface of the county is low and level; the soil is of a black sandy loam, and in sections quite productive, the chief crops being cotton, corn and vegetables, which are grown along the margins of the streams. Upon the uplands there is a heavy growth of yellow pine which is very valuable, while nearer the streams there is considerable cypress. Lumbering is at present the chief industry, and the timber can be easily and cheaply floated to Orange, where it is manufactured into lumber and readily sold. The timber alone is of greater value than the price asked for the lands, which is very low, and the lands can be purchased upon the most favorable terms.

Newton is a thriving town in the north central portion of the county, and is the county seat. The climate is such as usually prevails through the eastern section of Texas, and the health of Newton county is a good average. Mr. John Moore is the county clerk.

NUECES COUNTY.

This is one of the Gulf counties, situated west and southwest of the Nueces river and Corpus Christi Bay, on the 20th and 21st degrees of longitude west from Washington, and between the 27th and 28th parallels of latitude. Its area is 3,450 square miles, and it has a population of about 3,500. The surface of the county is level, and partially covered with a small growth of mesquite timber. The vast

body of the land is chiefly devoted to pasturage, and yields excellent grasses for that purpose. The soil is of good quality, and produces cotton, corn, and all of the vegetable varieties. Corpus Christi is the county town, situated on its namesake bay, and is the chief sea-port mart of that section of the State. Its commerce is principally wool, hides, cotton, merchandise of a general character, and lumber. A line of Morgan's steamers sustains the carrying trade to Cuba and New York, and the trade of that town extends across the Rio Grande and into Mexico. Back of the town is an elevation of table-land, upon which there are many dwellings, and from which there is a beautiful view of the spreading bay. Nueces is a small town located upon the river of that name, and has been built and is sustained by stockmen. The celebrated ranche of Mr. King, who has an enclosed pasturage of ten miles square, is eight miles from Nueces. There are other stock raisers in the county who are possessed of lands in bodies of from 100,000 to 150,000 acres. This county forms a part of the disputed territory, lying east of the Rio Grande, and west of the Nueces river, which occasioned the war of 1846 between Mexico and the United States. There are schools and churches in various sections, which are well sustained by the inhabitants. The climate is genial and warm, and rendered delightful by the trade winds. The people are orderly and hospitable, and cordially give encouragement to those who come to share their fortunes. There are four papers published in Corpus Christi, two daily and two weekly, which are well edited. Mr. R. Halbien is the county clerk.

ORANGE COUNTY.

In the extreme eastern portion of the State, with the Sabine river along its eastern boundary, and the Neches river constituting its western and southwestern boundary, in longitude 17 degrees west, and in latitude 30 degrees north, is situated Orange county. It has an area of 500 square miles, and is about equally divided between prairie and timber lands. The soil is exceedingly rich and productive. The principal crops are cotton and sugar cane, which yield abundantly, while potatoes and all kinds of vegetables can be made to produce two crops a year. This county is famed for its fine fruits, especially peaches, oranges, figs, plums, etc., all of which have a luxuriant growth and abundant crops. Indeed, the farmers in this county are the most prosperous and independent of the population. Along the river valleys the supply of long leaf yellow pine and cypress timber is comparatively inexhaustible, and of the finest quality. The town of Orange has a population of 2,500, and is situated upon the Sabine river, ten miles from Sabine Lake, into which the river empties. In addition to the two rivers already named, there are several bayous and creeks, all of which empty into Sabine Lake. The Sabine and Neches rivers are navigable for one hundred miles above the lake during all seasons of the year, and at times of high water for a distance of five hundred miles. These facts render the city of Orange one of considerable importance; and when, in addition, we consider the advantages of the Texas & New Orleans Railway, which is already completed to this point from the city of Houston, and will be extended to New Orleans at an early day, it gives increased consequence and importance to the city that is growing rapidly both in population and wealth. The values of town lots in Orange

county range from \$75 to \$300 each. There are also several fine mills for making lumber in that city, having each a capacity of from twenty to twenty-five thousand feet per day; while the newly erected shingle mill will turn out one hundred thousand of choice cypress shingles daily. Terry is a new town on the T. & N. O. Railway, with a population of 200, and the unimproved town lots are already valued at from \$25 to \$100 each.

Sabine Lake, as already stated, is ten miles below the city of Orange, and is twenty-five miles long and from eight to ten miles wide, is navigable and connects with the Gulf. The county has a population of about 3,500. The unimproved lands have a valuation of from \$1 to \$1.50 per acre, and the improved lands range from \$2.50 to \$10 per acre, all of which can be bought upon most favorable terms. The present total assessment of real and personal property amounts to about \$400,000. In the county there are 2,000 horses and mules, valued at \$30 each; cattle, 9,000, value, \$5 each; sheep, 1,000, value, \$1 each; and hogs, 3,000, valued at \$1.50 each. There are also five public schools, and an active movement toward the building of a seminary, which will, when completed, receive a benefit from the Peabody fund; one Masonic lodge, two granges, and six churches, viz.: Methodist, Baptist and Presbyterian denominations. For these interesting facts regarding Orange county, we are under obligation to R. H. Smith, Esq., the present county clerk.

PALO PINTO COUNTY.

This county is situated west of Parker county, on the 21st degree of longitude, and south of the 33d parallel of latitude. The Clear Fork of the Brazos river traverses the county from northwest to southeast, and with numerous creek tributaries, and springs in every section of the county, furnish a good supply of water. It has an area of 980 square miles, and a present population of about 2,500, which is rapidly increasing, from the large immigration that is flowing into this section of the State. The surface of the county is somewhat broken by ranges of hills, but the valleys between these elevations contain a large amount of very rich and fertile lands. There is considerable timber in the county, which consists of the varieties that grow in this section of the State, and in quantities for all domestic wants. The crops are good, and embrace the cereals, vegetables and fruits. The lands range in price from \$1.50 to \$7 per acre, and can be purchased upon favorable conditions. The elevation of the county above the level of the sea renders the climate delightful and healthy. The rain-fall is an average of this section of the State; the mean temperature is about 65 degrees; and upon the extension of the Texas & Pacific Railway, it will have the facilities of transportation from east to west through the entire county. Palo Pinto is the county seat, and the only town of prominence in the county. It has a population of 200, and is increasing in numbers and prosperity. Mr. M. Metcalf is the county clerk.

PANOLA COUNTY.

Panola is one of the eastern border counties of Texas, the 32d parallel of latitude forming its southern boundary, and the 17th degree of longitude divid-

ing it from the State of Louisiana on the east. It contains an area of 700 square miles, and an industrious population of about 12,000. The surface of the county is undulating, affording excellent drainage, and covered with a heavy growth of timber, consisting chiefly of yellow pine, white, black, post and pin oak, hickory, ash, elm, sweet gum, cypress, and the beautiful magnolia. The pine forests are extensive, of large growth and great value. There is a moderate acreage of open prairie in this county. The county is well watered, as are all of the border counties of Eastern Texas. The Sabine river traverses its territory from northwest to southeast, and is the principal stream in the county. It is navigable a part of the year for small steamers, and many of the products of the county find an outlet to market by the way of Sabine Pass. The numerous tributaries of the Sabine river, and many springs and wells in all portions of the county, supply an abundance of water. The upland soils are gray loam and chocolate, while the black stiff soil is the character of the bottom lands. They are fertile, and under cultivation yield good crops of corn, wheat, oats, barley, rye, sorghum, ribbon cane, garden vegetables of all kinds, and fruits in variety, including peaches, plums, pears and apples. Indeed, the circle of the year blends beauty and blossom to bless the labor of the husbandman. Carthage is the county seat, and a prosperous town. It is situated nearly in the center of the county, and 30 miles from the line of the Texas & Pacific Railway. The projected Longview, Carthage & Sabine Valley Railroad is under construction, and when completed will add largely to the wealth of the county, as it will extend through it. Schools and churches can be found in every section of the county, and they are well sustained. The educational advantages, in addition to the primary schools, are several institutions of a higher grade in which a scholastic education can be completed. The people are enterprising, and extend a cordial welcome to strangers. The lands can be purchased at a moderate price and upon desirable terms. The altitude of the county above the sea level is about 400 feet, the climate is warm and pleasant, the general health is good, and the rain-fall abundant. The county tax is only 30 cents upon the hundred dollars, and one dollar poll tax on each male citizen. There is one weekly paper published at Carthage, the *Panola Watchman*, and it is not only well edited, but reflects the interests and progress of the county. We acknowledge the courtesy of Hon. H. Fyke, Judge of Panola county, for many of the foregoing facts. Mr. H. Pollard is the county clerk.

PARKER COUNTY.

This county is directly west of Tarrant county, and east of Palo Pinto county, between the 20th and 21st degrees of longitude west from Washington; the 33d parallel of latitude forming its northern boundary. The upper Brazos river flows through its southern section, and the South Fork of the Trinity through its central portion, while numerous creeks, streams and springs are distributed over the county, and furnish an excellent water supply. The surface of the county is a high rolling prairie, about one-fourth of which is partially timbered with the various kinds of oak, black-jack, and the varieties usual in this section of the State. The area of the county is 900 square miles, and its population is about

17,000 of industrious and energetic people. The soils are of a rich black waxy and sandy loam, and the products abundant. They consist chiefly of the cereal crops, cotton, vegetables, fruits and grapes, in great variety; and indeed every product that grows in a temperate clime. There is also an unlimited supply of fine building stone, and a superior quality from which grindstones are manufactured. In the northwestern section of the county is found an abundance of bituminous coal, which, at no distant day, will be utilized. The unimproved lands range in price from \$1.50 to \$8, and improved farms from \$5 to \$20 per acre. The native and cultivated grasses are of excellent quality, very nutritious, and afford a wide range for stock. The extension of the Texas & Pacific Railway is now under construction from Fort Worth to the city of Weatherford, the county seat of Parker county, and will soon be completed, affording ample facilities for transportation. A description of Weatherford is elsewhere given. The elevation of the county above the sea level is about 650 feet, the general health good, the climate genial and delightful, the rain-fall 39 inches, and the mean temperature about 67 degrees. The people are intelligent and hospitable. Schools and churches abound in every section of the county, and are well supported. Mr. R. W. Deeke is the county clerk.

POLK COUNTY.

In the vast timbered region of Eastern Texas, south of the 31st parallel of latitude and east of the 18th degree of longitude west from Washington, is situated the county of Polk. The Trinity river forms its southeastern boundary, the tributaries of the Neches river flow in its northern section, and in addition to these splendid streams there are over twenty clear spring creeks that traverse its different sections. The area of the county is 1,100 square miles, nine-tenths of which is grandly timbered, and the balance prairie. The timber consists of long leaf and yellow pine in immense forests, hickory, elm, maple, beech, walnut, cypress, cottonwood, sycamore, and every variety of large oaks. The timber is of large growth and of great value. There are twenty lumber mills in the county, twelve of which are moved by water, and eight by steam power. As the lumber finds a ready market this industry is remunerative, and adds largely to the wealth of the county.

The soils range from the stiff black to the sandy loams, and are fertile. The productions are chiefly sugar cane, cotton, sorghum, corn, rice, oats, all of the varieties of vegetables, fruits and grapes in great abundance, and the choicest quality of tobacco. The average corn crop per acre, is 30 bushels; oats 40 bushels; syrup 375 gallons, and seed cotton 1,500 pounds.

The population are industrious and hospitable, and number nearly 8,000. The educational advantages of the county are good, there being four high schools, and thirty free schools, all of which are supplied with competent and able teachers and liberally supported. There are also 25 churches in the county, 24 of which are Protestant, and they are all well maintained. Local option has thoroughly abolished the liquor traffic, and the people are all at peace and in the enjoyment of the industrial arts.

The transportation facilities of Polk county are good. During six months of

the year the Trinity and Neches rivers are navigable; the International & Great Northern Railway runs within 17 miles of the county, and the East and West Texas Narrow Gauge road will be completed the present year, and traverse the center of the county. Stock raising in Polk county is a profitable industry; the range is good, the grasses abundant and nutritious, the mast in great supply for fattening hogs, and the timber affords an excellent shelter during the short, mild winters.

Livingston is a thriving town of about 250 inhabitants, and is situated in the southwestern portion of the county. It has the importance of being the county seat, and is rapidly progressing. In the northeastern part of the county is situated the growing town of Moscow, having an active population of about 400. The climate of Polk county is healthy and uniform, and the refreshing breezes from the south temper the summer heat. The rain-fall is abundant, and the elevation is ample to secure good drainage and health. The values of unimproved lands range from 50 cents to \$5 per acre, and land can be purchased on most favorable terms. Mr. T. F. Meece is the county clerk.

RAINES COUNTY.

This county is situated south of Hopkins county, on the line of the 33d parallel of latitude and between the 18th and 19th degrees of longitude west from Washington. The upper branches of the Sabine river flow through the county, furnishing it with an abundant water supply. All that can be said of Van Zandt county, regarding its soil, products, climate and temperature, and all that appertains in these respects to Wood county, is equally applicable to Raines county. Its people are industrious, and therefore prosperous. They educate their children, support churches, promote the industries that result in comfort and prosperity, and hence they are contented and hospitable. Emory is a growing town in the southern part of the county, but a few miles from the Texas & Pacific Railway, and is the county seat. Mr. T. M. Allred is the county clerk.

RED RIVER COUNTY.

The Red river divides this county from the Indian Territory. Its southern boundary is the Sulphur Fork, and the Texas & Pacific Railway traverses nearly its center from east to west. The tributaries of these streams, and many small creeks and springs in every section of the county, afford an abundant water supply. It is on the 18th degree of longitude west from Washington, and between the 33d and 34th parallels of latitude. The soil is known as the "red land," and the bottoms of the Red river are especially rich and fertile. Its area is 1,015 square miles, and contains a population of about 14,000. The county is about equally divided between prairie and timbered lands, the timber consisting of the varieties usual in Northeastern Texas, and regarded as valuable. The arable lands comprise at least one-half of the county, and the soils being of excellent quality, produce large crops of cotton, corn, rye, barley, oats, wheat, tobacco, all kinds of vegetables, and fruits. The water supply is ample, and found in the many streams and springs in every section. Unimproved lands are valued at from \$3

to \$6 per acre, and the improved farming sections range from \$7 to \$20 per acre. The stock range is good, and there is considerable mast for the subsistence and fattening of hogs. Red River county is a full average in value and productiveness of the counties of Northern and Eastern Texas. Clarksville is a thriving town, situated nearly in the center of the county, on the line of the railroad, and is the county seat. It has a population of about 1,500, and contains all of the industries and advantages of a progressive town. Bennett's, Annona, and Bagwell's, are thrifty little stations along the railway, and will develop into places of importance as the county settles up. The people are energetic, and support good schools and churches in every neighborhood. The climate is mild and uniform, the mean temperature ranging about 62 degrees; the elevation is ample for good drainage, and the rain-fall plentiful. Mr. J. A. Bagby is the county clerk.

REFUGIO COUNTY.

The county of Refugio is south of Victoria and Goliad counties, in longitude 20 degrees west from Washington, and between the 28th and 29th degrees of latitude. It is one of the Gulf counties of Southern Texas, and especially adapted to stock raising, the grasses having a vigorous growth and being very nutritious. The area of the county is about 1,000 square miles, the surface is level, and along the streams there is considerable timber. It is watered by the Aransas, San Antonio and Mission rivers, and by the Willow, Chocolate, Blanco, Medio and other creeks. These streams furnish a bountiful supply of water for stock and domestic purposes. The chief industry is stock raising, and horses, cattle and sheep thrive, and are very profitable. Farming is also advancing, and the products consist of sea island cotton, sugar cane, corn and the smaller grains. Vegetables do well and thrive. The soil is of the black stiff, black sandy and loam, light post oak, and fertile bottom-land varieties. Lands range in price from fifty cents to one dollar per acre, and are usually purchased in large bodies for stock-raising purposes. Refugio is an enterprising town, situated fifteen miles from the Gulf, and upon the north bank of the Mission river. It has excellent schools, among them the College of St. Mary's and Lamar Academy. Methodist, Baptist, Presbyterian and Catholic churches are established and well supported. The people are cordial and intelligent. Refugio is the county seat, and Mr. P. P. Clarkson is the county clerk.

ROBERTSON COUNTY.

This county is situated on and north of the 31st parallel of latitude, and between the 19th and 20th degrees of longitude west from Washington. The Navasota river forms its eastern boundary, the Brazos river flowing along its western border. Numerous tributaries to these rivers, other creeks and springs, and good well water accessible at a depth of from twenty-five to fifty feet, afford an abundant water supply. The area of the county is 900 square miles, nine-tenths of which is finely timbered, and the balance is undulating prairie land. The timber consists of hickory, oak, black-jack, elm, cedar, walnut, pecan and other varieties, all of which have a sturdy growth.

The soil of the bottom lands is a rich alluvium, varying from a stiff red or black to a loose sandy, which is very deep and strong, and much of which has been under cultivation for over thirty years without any appreciable loss either in quality or strength. The uplands are of a fine gray soil of from 12 to 20 inches upon a clay foundation. These lands are also very productive and yield large crops. The Brazos bottom lands are famous for richness and fertility, and are hardly equaled in the world. The productions are cotton, corn, rye, oats, barley, Hungarian and other fine grasses; vegetables in great abundance and variety, fruits of all kinds, including peaches, apricots, apples, plums, figs, nectarines, pomegranates, etc., while grapes are easily and successfully cultivated. The trees and vines have a vigorous and healthy growth, and the fruits are large and delicious. Berries of all kinds grow spontaneously and in great quantities. This county has a vineyard only three years old that is now valued at over \$14,000. During the past ten years the average yield of seed cotton on the bottom lands has been 1,800 pounds, and 1,100 pounds per acre on the uplands. The staple is very fine and long, and the crop has not been damaged by worms or drouth for the past thirty years.

Robertson county is in the heart of the best cotton-growing region in the world. The average yield of corn is 50 bushels per acre on the bottoms, and 25 bushels on the uplands, and this is always a sure crop. The range for all kinds of live stock is excellent the year round, and there is a great amount of mast for fattening hogs. Horses and mules are worth from \$30 to \$150; milch cows from \$10 to 20; sheep from \$2 to \$3, and stock hogs \$1 per head. There are many thousands of acres of well timbered and finely watered lands for sale, which can be purchased at from \$5 to \$20 per acre for improved lands and from \$1 to \$10 for unimproved, upon easy and favorable terms. These lands are all rich and fertile, and offer great opportunities for the industrious immigrant. A large amount of lands can be rented, and when desired, teams and provisions will be furnished. Good farm hands are paid from \$15 to \$25 per month with board. Mechanics command from \$2.50 to \$5 per day. The railroad facilities of the county are ample; the Texas Central road traverses the county from north to south in its western section, and is intersected by the Waco Tap road. The International & Great Northern Railway runs through the entire length of the county from southwest to northeast, forming a junction with the Texas Central road at Hearne. There are four stations within the county on the line of the International & Great Northern Railway, and five stations on the line of the Texas Central.

The important towns are Calvert, the county seat, with a population of 3,000; Hearne, with a population of 2,000; Bremond, with a population of about 1,000; Englewood, Owens, and other towns of less note. All of these towns are progressive and flourishing, and are well supplied with schools, churches, manufacturing advantages, etc. Near Calvert there are large coal fields and extensive beds of iron ore, which are about to be utilized by companies formed for that purpose. The elevation of the county above the Gulf is a full average of that section of the State, the rain-fall is about 35 inches, the temperature has an average of about 68 degrees, and the climate is salubrious, being invigorated and tempered by the Gulf breezes. The inhabitants are industrious and enter-

prising, and extend a cordial welcome and helping hand to those who come to cast their fortune with them. Mr. T. J. McHugh is the county clerk.

ROCKWALL COUNTY.

This is a small county, east of Dallas county and south of Collin county, upon the line of the 33d parallel of latitude, and between the 19th and 20th degrees of longitude west from Washington. Although its area is about one-sixth of that of Dallas county, it has a fertile soil, and its productions are as varied and abundant per acre as its larger neighbor county. "Little Rockwall" has all of the elements of prosperity, and its schools and churches, climate and crops, rain-fall and riches, health and prosperity, are only equaled by other counties surrounding it. The Texas & Pacific Railway traverses Kaufman county near its borders, and affords it transportation facilities. Rockwall is a growing town, upon the southern border of the county, and is the county seat. Mr. W. B. Wade is the county clerk.

RUNNELS COUNTY.

Upon the east line of Tom Green county, just south of the 32d parallel of latitude, and on the 23d degree of longitude west from Washington, is the situation of Runnels county. It is one of the recently organized counties of Western Texas, and contains an area of 900 square miles, with a sparse population. It has a surface that is very high above the level of the Gulf, and somewhat broken. The Colorado river flows through the county from northwest to southeast, and with its many creek tributaries affords an abundant supply of water. The chief industry of Runnels county is stock raising, and it is specially adapted to sheep husbandry which is very profitable, averaging a net income of not less than 33 $\frac{1}{2}$ per cent. The grasses have a vigorous growth and are very nutritious. The soils are of excellent quality, and along the margins of the streams they are very productive, and the cultivation of the cereal crops, fruits and vegetables are successful. Upon the extension of the Texas & Pacific Road, this county will enjoy ample transportation facilities, and its lands come under general cultivation. The price of lands at present is moderate, and they can be obtained upon favorable terms. The climate is delightful and healthy, the mean temperature about 63 degrees, and the rain-fall a full average of that section of the State.

RUSK COUNTY.

North of Nacogdoches county and west of Panola county, on the 32d parallel of latitude, and east of the 18th degree of longitude, is the situation of Rusk county. It has an area of about 900 square miles, and is one of the oldest settled counties in the State of Texas. Its inhabitants are among the substantial and enterprising classes of the State, and extend a cordial welcome to those who are industrious and honest, seeking a home in the county. The surface of the county is somewhat broken, and well timbered with all the varieties usual in this region. The soils are of a red and gray sandy loam, and yield excellent crops of cotton, rye, oats, wheat, corn, tobacco, barley, sugar cane, buckwheat, vegetables and fruits.

Grapes are a prolific crop, and very profitable. The county is finely watered by numerous streams and springs, and good well water can be obtained at a moderate depth. The grasses are of excellent quality, and in abundance for the support of stock. There is a bountiful supply of mast, and upon it hogs fatten with little expense. At present there is only a moderate portion of the county under cultivation, and good unimproved lands can be bought at from \$2 to \$5 per acre. The improved land, of course, commands a higher price, and much of it can be rented upon favorable terms. The county is well supplied with schools and churches, and the people are law-abiding and peaceful in character. The transportation facilities of Rusk county are excellent. Through the northwestern portion extends the I. & G. N. Railway, and the Henderson & Overton Railway runs a distance of 15 miles between those two towns. At the junction of the I. & G. N. and the H. & O. Railways, in the northwestern portion of the county, is situated the town of Overton, with a thriving population of about 800. It contains schools and churches, and stores, Masonic and Odd Fellows' lodges, and many of the industries of a growing town. Henderson is an old town of about 1,200 population, and is located nearly in the center of the county. Being the county seat it has considerable importance. Among its educational advantages is Henderson College, a flourishing school, which has achieved a high character as one of the best schools in the Southwest. The people of Henderson are full of energy, and with their own means constructed and are operating the railway that extends to Overton. There are several flouring and grist mills in different sections of the county, and the opportunities for the investment of capital and energy in Rusk county promise safety and large returns. Mr. J. N. Stell is the county clerk.

SABINE COUNTY.

The population of Sabine county is about 3,000, and its area about 600 square miles. The surface of the county is broken, and has the general character of a high rolling prairie. Its eastern boundary is the Sabine river, which divides it from the territory of Louisiana. It is just east of the 17th degree of longitude west from Washington, and between the 31st and 32d degrees of north latitude. It is well watered by numerous creeks and streams, and very heavily timbered. The timber consists chiefly of pine and oak, and its growth being large and quality fine, it is very valuable. Lumbering is the chief industry, the lumber being mostly shipped to the South through the Sabine river. The soil is known as the "red lands," a name given to that section by the Indians. The land is of good quality, and the products consist of tobacco, cotton, corn and vegetables. The creek bottoms yield good crops, and when the county is more fully developed they will pay a handsome profit to the farmer. The climate is good, and the health of the county is a fair average of that section of the State. The elevation above the Gulf is about 300 feet, and the mean temperature will reach about 66 degrees. Milam is a thriving town, and is the county seat. Mr. M. Youngblood is the county clerk.

SAN AUGUSTINE COUNTY.

West of Sabine county and south of Shelby county, between the 31st and 32d degrees of latitude, and just west of the 17th degree of longitude, is situated

San Augustine county. It has an area of 700 square miles, and a population of about 5,000. The surface of the county is broken, there being very little prairie land. It is heavily timbered with pine, and lumbering is the chief industry. The Angelina river flows along its southern boundary, and having several tributaries, affords an ample water supply for that section. There are other large streams in the county, all of which flow toward the Gulf, and furnish means for floating the timber to good markets. The pine and other timbers are valuable, and when utilized will be profitable. The soils are of a gray and red sandy loam, and along the streams are very productive. The chief crops are cotton, corn, oats, tobacco, wheat, and vegetables of all kinds. There are some good ranges for stock. Good farms can be bought at from \$1 to \$5 per acre, and on favorable terms. There are good schools and churches in the county. San Augustine is the county seat, and is situated in the northeastern portion of the county. It has a thriving population of about 250, five churches, good schools, etc. Mr. E. A. Blount is the county clerk.

SAN JACINTO COUNTY.

This is one of the smallest counties in area in the State of Texas, not having more than 650 square miles, which is principally timbered with yellow pine, cypress and other varieties. The timber is excellent in quality and of large growth. The oak timber is of special value and very large. The location of the county is on the 18th degree of longitude west from Washington, and between the 30th and 31st parallels of latitude. Its northeastern portion is traversed by the Trinity river, which, together with its tributaries, supply that section of the county with an abundance of water, while Peach creek and several other streams water the southwestern section. The east branch of the San Jacinto river penetrates nearly to the center of the county, and is a wide, flat stream, extending through a swampy section, resembling the Wabash in Indiana, and easily overflows. The soils are of considerable variety, the uplands being of a sandy loam, while the river and creek bottoms are a rich alluvium. These soils are very productive and of great strength. They are adapted to the growth of cotton, sugar cane and corn. These crops are abundant and of excellent quality. Figs, peaches and all kinds of vegetables are good crops. It is destined to be one of the most productive sections of Texas. The climate is good, and the warm seasons are tempered by a Gulf breeze. The rain-fall is a full average, and the health of the county good. The county seat is Cold Spring, nearly in the center of the county, and Mr. G. Boyd is the county clerk.

SAN PATRICIO COUNTY.

This is a Gulf county, and its climate and soil correspond with the other counties along the seaboard of Texas. It is situated directly north of Nueces county, and south of Live Oak, Bee and Refugio counties, in longitude 21 degrees and 22 degrees west, and latitude 28 degrees north. Its eastern boundary is upon the Gulf of Mexico. Its principal towns are San Patricio, with a population of 250; Meansville, population about 250; Sharpsburg, Ingleside, and two or three smaller villages. San Patricio is the county seat; lots here range from \$50 to

\$100. The area of this county is 800 square miles, fully two-thirds of which is enclosed in pastures for stock raising. The rivers are the Nueces and Aransas. Popelotte, Cheltopin, and several smaller creeks tributary, with fresh water lakes in different parts of the county, furnish it with abundance of water. The timbered section is supplied with live oak, mesquite, ash, elm, cottonwood, hackberry, etc. There are no mineral developments in this county. The population is only about 800, and the value of land averages about one dollar per acre. The assessed valuation for 1877 is one million of dollars. Number of horses and mules 6,000, valued at \$120,000; cattle 75,000, valued at \$500,000; and 1,000 hogs, valued at about \$2,000. There are also one Masonic lodge, three churches, and four public and two private schools. The foregoing facts were furnished by Mr. A. McGloius, county clerk of San Patricio county.

SAN SABA COUNTY.

This county is situated just north of the 32d parallel of latitude, and east of the 22d degree of longitude west from Washington. The Colorado river flows along its entire northern and eastern boundary. The beautiful San Saba river courses in a northeasterly direction through the central portion of the county, emptying into the Colorado at its eastern boundary. The numerous tributaries of these streams, together with springs of clear water in every section, furnish a good supply. The county was organized in 1857, and has an area of 1,100 square miles. Its population is now about 6,000, and the surface of the county is high and rolling, it being at an elevation above the sea level of 1,200 feet. About three-fourths of the county is prairie, and the balance timbered with pecan, cedar, mesquite, white and post oak. The timber is in quantities sufficient for fencing and other domestic purposes, and is distributed chiefly in the north-western section of the county. The soils range from a black sandy to a brown loam, and are especially fertile and productive along the margins of the streams. The products consist of corn, wheat, cotton, sorghum, oats, rye, all of the vegetable crops, and considerable fruit. The yield of cotton is about one-half bale; wheat, 12 to 15 bushels; oats, 20 to 25 bushels; and corn, 20 to 30 bushels per acre. The sweet potato crop is very large. There are also deposits of coal and copper, iron and silver ores. The grasses are abundant and of fine quality, and the pasturage is among the richest in the State. Stock raising, particularly sheep husbandry, is very profitable. The prices of unimproved lands range from \$1 per acre and upward, while improved farms are worth from \$10 to \$20 per acre. At present there is under cultivation about 30,000 acres, and lands can be had in large or small quantities upon favorable terms. San Saba is a beautiful town, situated upon the bank of its namesake river, and is the county seat. It has a population of about 700, and throughout the county wherever there are settlements may be found schools and churches, which are well supported. The people are kind, hospitable and enterprising, and cordially welcome immigration. The climate is genial and healthy, the temperature ranging from 40 to 90 degrees. The scenery is charming, and the rain-fall a full average of that section of the State. Mr. J. N. Gauney is the county clerk.

SHELBY COUNTY.

This is one of the eastern counties of Texas, the Sabine river dividing it from Louisiana, and is situated south of Panola county, and just south of the 32d parallel of latitude, on the 17th degree of longitude west from Washington. It contains an area of 842 square miles, only about one-twentieth of which is under cultivation. The balance of the county is covered with timber, consisting chiefly of pine, hickory, ash, beech, sweet and black gum, cedar, walnut, the various kinds of oak, cypress and other varieties. The soil is of a gray, sandy loam upon the uplands, and a black, rich loam upon the bottom lands. These soils generally have a clay foundation, and are easily tilled. The crops are chiefly corn, cotton, sugar cane, sweet potatoes, wheat, rye, oats, rice, melons, peas, apples, pears, peaches, figs, all kinds of vegetables, and indeed all varieties that grow in a semi-tropical climate. It is claimed that from 500 to 700 pounds of lint cotton can be raised per acre upon the bottom lands; from 60 to 75 bushels of corn, and from 300 to 400 gallons of syrup. It is also stated that the uplands are nearly as productive, when properly cultivated. The prices of these lands, uncultivated, range from 50 cents to \$2 per acre, while the improved lands are held at a considerable advance, averaging from \$2 to \$4 per acre. They can be bought upon easy terms, and a large portion of them can be rented upon favorable conditions. In addition to the products the stock range is excellent, and hogs are easily fattened upon the abundance of mast that abounds in every section of the county. Good horses are worth from \$50 to \$75; cattle, from \$6 to \$12, and sheep, from \$1.50 to \$2. This is one of the best watered counties in the State. In addition to the Sabine river and its affluents, which water its eastern section, the Attoyac river divides the county from that of Nacogdoches, and with its tributaries afford an ample supply, with many excellent water privileges which should be utilized. From the hillsides, in every portion of the county, flow many clear water springs, which are cool, refreshing and healthful. The elevation of the county above the Gulf makes the climate genial and of average healthfulness. The temperature in winter ranges from 30 to 60 degrees, and in summer from 75 to 95 degrees. There are 75 organized schools in Shelby county, all of them well supported, and numerous churches, which are well sustained. The population number only about 8,000, and besides its agricultural and manufacturing advantages, there are beds of iron and fields of coal, which only need to be utilized to become of great value. In the general development of the county, railroad facilities will naturally come to it, and its inhabitants enjoy a deserved prosperity. The town of Center is the county seat, while Buena Vista, and East Hamilton, the principal shipping port on the Sabine river, are flourishing towns. Mr. J. M. Lucky is the county clerk.

SMITH COUNTY.

Upon the south line of the Sabine river, and east of the Neches river, in longitude 18 degrees west from Washington, between the 31st and 32d parallels of latitude, is the situation of Smith county. It is one of the finest timbered counties in central Eastern Texas, and the magnificent forests of pine, walnut, hickory, oak and other varieties, have a present real value far beyond the price of the lands. The county abounds in springs of the clearest freestone water, and wells

of an average depth of 20 feet, together with numerous creek tributaries of the Neches and Sabine rivers. These furnish an ample supply for all of the wants of a large population. It has an area of about 900 square miles, and a thrifty, enterprising population. The soil of this county is a gray and red loam, and splendidly adapted to the production of cotton, corn, oats, wheat, rye, barley, tobacco, all of the vegetables in abundance, and fruits of the finest quality. Indeed, the adaptability of the county for fruit culture attracts the attention of all who visit it, and it will ultimately rival, in this respect, the wonderful fruit productions of Anderson county. The average yield of cotton is 1,000 pounds in the seed; wheat, 15 to 18 bushels; oats, barley and rye, from 35 to 40 bushels; and corn, from 20 to 25 bushels, per acre. The bottom lands along the streams are among the richest in that section of the State, and when cultivated produce immense crops. There are also evidences of valuable coal fields, hematite and magnetic ore beds, which will be developed at no distant day, and yield a large wealth to those who may invest capital in them. In sections of the county there are valuable chalybeate springs which are celebrated for their medicinal qualities, and saline springs which produce an abundance of salt. The great amount of mast in the forests supplies to hogs all they need for fattening, and affords almost a clear profit for those who engage in that industry. There are several saw, grist and flour mills in the county, and as the I. & G. N. Railway traverses the county from north to south, the transportation facilities are unexcelled. Near the center of the county, in the midst of a rolling and well watered prairie, is located the town of Tyler, with a population of about 3,000. It has 22 dry goods and grocery stores, three good hotels, one broom factory, two grist mills, a foundry, machine shop, wagon factory, two planing mills, one bank, an insurance company, seven churches, five public schools, the East Texas University and Charnwood Institute, both having excellent facilities for advanced education, Masonic and Odd Fellows' societies, and, in addition, all of the industries that appertain to a vigorous, progressive town. The Federal, Circuit and District Courts, and the Appellate and Supreme Courts of the Eastern Division of the State, are all held at Tyler. It is upon the line of the I. & G. N. Railway, is very healthy, has the clearest and best of spring water, and the people are refined, cordial and cultivated. In the southern portion of the county, at the junction of the branch road to Tyler and Mineola with the main line, is the situation of Troupe, a town of 500 inhabitants, and which was first laid off into lots by the railroad company in 1872. Fifteen miles from Tyler, in the northern part of the county, is the town of Lindale, with a population of 100, which was settled in 1873. These towns have churches, schools, societies, and all of the industries of a progressive civilization, and the advantages of a railroad. Lands can be had at moderate prices and upon favorable terms, every acre of which will double in value in a few years. The health of the county is good, climate desirable, and rain-fall abundant. Tyler is the county seat, and Mr. W. H. Marsh is the county clerk.

TARRANT COUNTY.

On the 20th degree of longitude west from Washington, and just south of the 33d parallel of latitude, is situated Tarrant county. It is bounded on the

east by Dallas county, and has an area of 900 square miles, with a vigorous and thriving population of about 15,000. The surface of the county is a grand rolling prairie, about one-fourth of which is timbered with the usual varieties in this section of the State, and in quantities for domestic uses. The county is well watered from creeks, streams, springs and wells, and the soils are productive and very rich. A fertile black sandy loam is the prevailing soil, and the crops are very abundant, consisting of wheat, corn, cotton, oats, rye, barley, everything of the vegetable species, and fruits in great variety. The products of Tarrant county are so excellent in quality, and so abundant in quantity, as to attract the attention of thousands who are seeking new homes in the Southwest. Its situation upon the high table lands of Northern Texas, its uniform and delightful climate, and its present and prospective transportation facilities, give it special prominence. The Texas & Pacific Railway traverses from east to west the entire county, and the present western terminal point of that road is Fort Worth, the "beautiful city of the plain." A description of this town will be found in the chapter upon cities. The general health of Tarrant county is good, and its rapidly increasing population is infused with the best energies of the county. Unimproved lands range in price from \$2 to \$9 per acre, and improved farms command from \$10 to \$25 per acre. The city of Fort Worth, with its progressive population of about 10,000, is the county seat. Schools and churches are to be found in every populated section of the county, and all of them are well supported. Mr. J. P. Woods is the county clerk.

TRAVIS COUNTY.

Travis is one of the most important of the one hundred and sixty-eight organized counties of Texas, not only because the capital of that State is located within its borders, but because of its marvelous scenery, its fertile soil and abundant productions, its healthful and delightful climate, and access by rail to the best markets North and South. It is located south of the county of Williamson, between the 30th and 31st parallels of latitude and the 20th and 21st degrees of longitude west from Washington. It contains an area of 920 square miles, and a population of about 35,000. One-fourth of the county extending northwest from Austin is hilly and mountainous, diversified with beautiful valleys suitable for small farms. The mountains are covered with a growth of cedar and Spanish oak. South and southeast from Austin the county is generally a spreading prairie, of very rich and fertile soils. Along the streams there is considerable timber, consisting of elm and pecan, with a belt of post oak, which extends from above Webberville toward Elgin, and into the northern verge of Bastrop county. About five-eighths of the county is prairie land, the soils ranging from the rich black to a light sandy, and splendidly adapted to the culture of corn, cotton, rye, oats, barley, sugar cane, vegetables of all kinds, and fruits in great variety and abundance. The Colorado river courses through Travis county near its center from northwest to southeast. Upon the north side of that river its tributaries are Cypress, Cow, Cross, Walnut, Gilleland, Bull and Wilborgers creeks, furnishing an ample supply of clear water. Upon the southwest side of the Colorado are the Pedernales river and smaller creek tributaries. There are also three noted

springs : Bee and Barton's, west of the Colorado river, and Sieder's spring on the northeast side; all of which are located within three miles of Austin. The prices of lands range from \$1.50 to \$100 per acre, according to location and improvements. There are about 10,000 sheep in the county, and that is the principal stock industry and very profitable; although there is a large number of hogs and plenty of mast for their subsistence. The number of horses and cattle is not large, but sufficient for all domestic needs. The total assessed valuation of real and personal property amounts to about \$10,000,000. There are 22 churches and 32 schools in the county, all of which are well supported and in a prosperous condition. The people are progressive, and have a high standard of intelligence and morality.

Austin, the capital city of the State and county, is fully described in another chapter, in which may be found the temperature, rain-fall, elevation above the sea, and character of the climate of Travis county. Mr. Frank Brown is the county clerk. The transportation facilities of this county are equal to any other in the State, and will soon be extended south and west, by the I. & G. N. Railway Company, so as to secure railway communication with Mexico. That road already connects with Austin, and the H. & T. C. Ry. enters the capital from the east.

TRINITY COUNTY.

Upon the western border of the great timbered region of Southeastern Texas, in longitude 18 degrees west from Washington, and on the 31st parallel of latitude north, is situated Trinity county. It is at once a heavily timbered county, and very rich in prairie lands. The timber consists of pine, cypress, pecan, hickory, walnut, ash; red, white and pin oak, and other varieties. The great advantages of these valuable sections are that they are not only worth more than the price asked for the lands, but they await an industry that is immediately available, and upon which the immigrant can realize without the delay of planting and harvesting a crop. The crop of timber is already grown, and the ax is only needed to put it in a condition for market. Through this timbered region there are numerous sections of farming prairie lands, in bodies of 1,000 acres and less. Upon the east of the county the Neches river flows, while upon the southwest and west the Trinity river forms its boundary. Numerous tributaries to these rivers afford an abundant supply of water to the more central sections of the county, while springs of clear water, flowing from freestone formations, abound in all parts of the county. Along the margins of the rivers are broad belts of bottom lands, which extend a distance of nearly 100 miles, and although heavily timbered the soil is very rich and productive, ranging from a black waxy to a black sandy loam which is easily tilled and susceptible of the highest cultivation. The second bottom lands are also very fertile, and exceedingly remunerative under cultivation. The prairie or uplands have a good strong soil of gray and black sandy loams, and will bear cultivation for a long time without exhaustion. The grasses have a luxuriant growth, are of fine quality, and afford a splendid range for stock. The mast is found in great quantities, and, therefore, the cost of raising and fattening hogs is merely nominal. The price obtained for the hog crop is nearly all profit, as they

need little care and supply themselves with food. Upon the eastern border of the county, about 20 miles from the railroad, there are immense forests of long leaf yellow pine which have, as yet, been untouched by the woodman, and their value will largely increase as the demand for that lumber constantly increases throughout Central and Western Texas. The chief products are cotton, corn, oats, rye, barley, a great variety of fruits and vegetables, grasses and millet. Wherever it has been cultivated wheat is a good crop, and promises to be a leading product of the county. On the bottom lands the yield of corn is from 40 to 50 bushels, and of cotton about one bale per acre. The uplands produce from 20 to 30 bushels of corn, and of lint cotton from 175 to 350 pounds per acre. Lands in this county can be bought at very low prices, and the terms are as favorable as could be desired. The I. & G. N. Railway traverses the western section of the county from north to south, and affords excellent transportation facilities to all of the markets in the country. Trinity is a station upon that road, and laid out as a town in 1873. It contains five stores, a hotel, blacksmith shop, cabinet shop, drug store, one church, Masonic hall, and other buildings for residents, and such industries as appertain to a thrifty town of 150 population. The climate of Trinity county is genial, the summers uniform and tempered by the Gulf winds; the general health is good, the rain-fall is abundant, and the mean temperature about 68 degrees. The inhabitants are intelligent, and support churches and schools, and extend a cordial welcome to the immigrant. The town of Sumpter, in the southern central part of the county, is the county seat. Mr. J. T. Evans is the county clerk.

TYLER COUNTY.

This county is one of the southeastern counties of Texas, and its northern and eastern boundary is traversed by the Neches river, which, with its numerous branches and other creeks and streams, afford an ample water supply. Tyler county is west of the 17th degree of longitude, and just south of the 31st parallel of latitude. The area of the county is 1,240 square miles, and it has a population of about 6,000. It is nearly two-thirds timbered, and one-third prairie. The timber consists of pine, beech, oak, magnolia, walnut, ash, cypress and other varieties, which is all of fine quality and valuable. About 20,000 acres are now under cultivation. The soils are of various kinds. They consist of pine land, black, sandy and alluvial bottom soils. The bottom lands are very rich and productive. Generally the land is easily cultivated, and yields excellent crops. The prairie lands are not so valuable for farming purposes, but afford good pasturage. The productions are chiefly cotton, rice, corn, oats, potatoes, sugar cane, and all of the varieties of vegetables usually grown in that section of the State. The lands are moderate in price, and are sold upon favorable conditions. The elevation above the sea level is about 300 feet, and the trade winds of the Gulf render the climate genial and invigorating. The mean temperature is about 60 degrees, having an average during the summer of about 80 degrees. The rain-fall is ample for farming purposes. There are good schools and churches throughout the county, which are all liberally maintained. The people are generous and hospitable, and cheerfully assist the industrious immigrant who comes to share their

fortune. Woodville is a growing town of about 400 population, is the county seat, and situated nearly in the center of the county. Mr. W. T. Hyde is the county clerk.

UVALDE COUNTY.

"Rio Bravo" is the old Spanish name of this county, which is situated in Southwestern Texas, just east of the line of the 23d degree of longitude west from Washington, and between the 29th and 30th parallels of north latitude. It contains an area of 1,300 square miles, and a population of about 3,000, composed of Americans and Mexicans. The Frio, Leona and Nueces rivers run diagonally through the county, and take in mountain springs. With other small streams these rivers furnish the water supply. The valley lands are rich, and under a system of irrigation very productive. South and west of the mountain range there is considerable timber, in sufficient quantities for domestic purposes. In that section of the county about 2,000 acres of the valley lands of the Frio and Leona rivers have come under cultivation, producing corn, cane, wheat, oats, and vegetables in great variety. About 20 miles northwest from Uvalde an irrigating ditch is being cut, leading from the Nueces river, which will bring under successful and profitable cultivation from fifteen to twenty thousand acres of valuable lands. The chief industries of the county are stock raising, and farming which needs irrigation to be successful. A large New York company has been formed for the purpose of cutting a canal from the Nueces river, some ten miles west from Uvalde, which when completed will furnish water for over 20,000 acres of fertile soil. The town of Uvalde is situated in the southern central portion of the county, and has a thriving population of about 700. It is upon the banks and near the head of the beautiful Leona river, surrounded by a growth of elm, oak, hackberry and pecan, and therefore in the midst of a charming forest park. The surface of the county is considerably broken, the climate is dry and delightful, the rain-fall moderate, and the temperature averages about 69 degrees. Upon the construction of a railroad through this county west from San Antonio it will offer large inducements to settlers. The town of Uvalde is west from San Antonio 90 miles. Mr. N. L. Stratton is the district clerk.

VAN ZANDT COUNTY.

The situation of this county is upon the verge of the wooded region of Northeastern Texas, between the 32d and 33d parallels of latitude, its western boundary being the 19th degree of longitude. The head waters of the Neches river extend into this county, and numerous tributary creeks and springs furnish it with an ample supply of water. Its area is 950 square miles, and its population is about 9,000. The Texas & Pacific Railway extends through its northern section from east to west, furnishing transportation facilities. About one-third of the county is undulating prairie and is in the western portion, while the remainder is well timbered with the varieties that grow in any section of Northern Texas. The soils are of the "red land" variety, and quite fertile. In the timbered sections of the county the crops are a good average, and upon the prairie lands, which are chiefly of a black and red loam, the products are abundant. Corn,

cotton, all of the smaller grains, fruits and vegetables, and tobacco, have a large growth. The grasses are abundant, and the stock range excellent. This county offers good inducements to the industrious immigrant, and the lands can be purchased at moderate prices and upon favorable conditions. Unimproved lands can be bought at from \$2 to \$5 per acre, while the improved farms are valued at from \$5 to \$15 per acre. There are extensive salt manufactories at Great Saline Station, which manufacture large quantities for the general market. The most important town in the county is Will's Point, having a progressive population of 800, which is rapidly increasing. It is situated upon the line of the railroad in the northwestern part of the county, and surrounded with a fertile and beautiful country. The other railroad stations are Silver Lake, Edgewood, and Grand Saline. They are all growing places. In the central portion of the county, about 12 miles south of the railroad, is situated the town of Canton. It has a population of several hundred, and is the county seat. Wherever there is a population in Van Zandt county, there are schools and churches, and good social advantages. The health of the county is good; the people intelligent and hospitable; the rain-fall a full average; the mean temperature about 62 degrees, and the climate uniform and genial. Mr. W. A. Williams is the county clerk.

VICTORIA COUNTY.

This county is situated northwest from Calhoun, on the 20th degree of longitude west from Washington, and the 29th parallel of latitude. It has an area of 1,050 square miles, and a population of over 5,000. It was organized in 1837, and took its name from Ciudad Victoria, the principal town and capital of Tamaulipas, in Mexico. Its proximity to the Gulf renders the climate delightful and healthy. The surface of the county is level, and less than one-fourth of it is timbered with elm, pecan, mulberry; white, post and live oak, and other varieties. It is in sufficient quantities for domestic wants. The beautiful Guadalupe and San Antonio rivers flow through the county, and with their tributaries afford the water supply. The soils are alluvial, black prairie and sandy. Along the streams the soil is very productive. The crops are cotton, sugar cane, rye, wheat, oats, corn, and a variety of vegetables. Grapes are successfully cultivated, and an abundant crop. The grasses are of excellent quality, and furnish ample pasturage for horses, cattle, sheep and hogs, all of which thrive in this county. Stock raising is very profitable. Although the county lies near the Gulf it is healthy, and the climate is delightful, the atmosphere being tempered by the cooling trade winds. Good unimproved land can be purchased at from 50 cents to \$3 per acre. The improved farms range in price from \$5 to \$20 per acre. The present need of Victoria county is labor to develop its resources, and immigrants with moderate capital to occupy its unimproved lands. The people are enterprising and intelligent, and extend a cordial hand to the honest and industrious from every clime and country. Victoria is the county seat, and is a thriving town, situated in nearly the center of the county, upon the line of the Gulf, West Texas & Pacific Railway, which traverses the entire county from southeast to northwest, and has its terminus at Indianola. The county clerk is Mr. J. E. D. Moody.

WALKER COUNTY.

The situation of Walker county is north of Montgomery and south of Madison and Trinity counties, between the 18th and 19th degrees of longitude west from Washington, and the 30th and 31st parallels of latitude. The International & Great Northern Railway traverses the eastern portion of the county from north to south, with a branch from Phelps Junction to Huntsville. These lines afford ample transportation facilities, and add largely to the rapid development of its rich agricultural capacity. The county has an area of about 900 square miles, and an active, progressive and rapidly-increasing population. Its location is in the midst of the great forests of Eastern Texas, and the abundance of timber consists of red, white, pin and post oak, pecan, ash, walnut, hickory, cypress, cedar and other varieties. These timbers are of great value, and offer inducements for manufacturing agricultural implements, wagons, staves, etc. Capital would here find a safe and profitable investment. The county is finely watered; the San Jacinto river and its tributaries furnishing a full supply for the southern section, while the Trinity, upon its northeastern boundary, with numerous affluents, waters its northern section. In every part of the county there are clear, freestone springs of water, and many celebrated mineral springs. The soil ranges from the fertile black bottom land to the black and gray loam and sandy soil, all of which yield abundantly of corn, oats, sugar cane, cotton, every variety of vegetables, and some fruits. The yield of cotton on the bottom lands reaches 1,000 pounds, while upon the uplands 700 pounds is an average crop per acre. Wheat has been successfully cultivated, and corn is a bountiful crop. As about four-fifths of the county is timbered, there is an unlimited supply of mast, and thousands of hogs are fattened upon it at a nominal cost. There are in active operation in the county about a dozen saw mills, and the increasing demand for lumber must necessarily increase the number and capacity of the mills. From \$2 to \$5 per acre is the ranging price for good unimproved lands, and the terms are made as favorable as can reasonably be desired. The county seat is Huntsville, with a population of about 2,000. It was first settled in 1834, and is the present location of the State penitentiary. It has stores, and all of the industries connected with a progressive town. Its college and schools are notably excellent; its churches number five, and are liberally supported; it has Masonic and Odd Fellows' lodges, and the society is refined and intelligent. Waverly is a town of 150 inhabitants, and located on the International & Great Northern Railway. Dodge and Riverside are both thriving towns, and have grown up since the construction of the railroad. Altogether Walker county is one of the best in Eastern Texas. Its climate is genial, the general health is good, the rain-fall abundant, the mean temperature about 68 degrees, and the people are hospitable and industrious. Mr. W. B. Rome is the county clerk.

WALLER COUNTY.

In 1873 this county was organized from parts of Austin and Grimes counties. It contains 700 square miles, being about equally divided between prairie and timbered lands. The Brazos river forms its western boundary, while upon the east are Harris and Montgomery counties. It is situated in longitude 19 degrees

west, and in latitude 30 degrees north. The surface and soil of the county, and its various productions, are similar in character and quality to Austin county. The climate is salubrious and healthy, with the exception of the Brazos bottom lands, which are, like all other low lands, subject to chills. The wooded sections are chiefly along the river valleys, and the timber consists of the several varieties of oak, ash, elm, extra pecan, hickory, pine, walnut, mulberry and black-jack. The streams are the Brazos river, Pond creek, Clear creek, Cedar creek and Beasor's creek. There are also several springs in the county, known as Cuny Ranch and Sapp springs; and there are many small lakes from one to three miles long—all of which supply an abundance of water.

The Houston & Texas Central Railway traverses this county, the main line extending from Denison to Houston, and a branch line from Hempstead to Austin, the capital of the State. Hempstead is a wide-awake and enterprising town of about 3,000 population, and is the county seat, the value of unimproved lots ranging from \$25 to \$500. The other prominent villages in the county are Sunny Side, Jewett, Patterson, Waller's, and Fellas Store, ranging in population from 50 to 400. The value of the real estate in Waller county is about one million of dollars, and the total assessment of real and personal property for the year 1877 is \$1,865,420. The total population is 10,500, being about equally divided between the white and colored inhabitants. There are in this county 5,000 horses and mules, valued at \$107,505; cattle 9,700, valued at \$64,709; sheep 600, valued at \$800, and hogs 4,468, valued at \$8,291. There are also five Masonic lodges, one I. O. O. F. lodge, four granges, fifteen churches and chapels, and twenty public schools. The people are intelligent and progressive, and the county is now receiving large accessions, both in numbers and wealth, from immigration. Geo. G. Lester, Esq., is the clerk of the District Court, from whom we received many of the foregoing facts.

WASHINGTON COUNTY.

This county is one of the oldest, most prosperous, progressive and wealthy in the State of Texas. Its history from an uninhabited Province to a Mexican Municipality—from a county of the "Lone Star" Republic to a county of the State of Texas, and up to the present time, is full of interest and associated with all that is honorable, and all that imparts undying luster to the character and heroic energy of Texans. It was in this county where the first convention assembled to deliberate upon a plan of separation from Mexico, and from this county the proclamation of political Independence was issued. In this county also was held the last meeting of the Congress of the Republic of Texas, which performed the last official acts of a sovereign State preceding its union with the United States of America.

This county deserves a more extended notice than space will permit, and with reluctance its present description is all that can be accorded. Originally Washington county embraced all of the territory now included in the counties of Fayette and Lee upon the west, Burleson, Milam and Robertson on the north, and Leon, Brazos, Grimes, Madison and Montgomery on the east. The present area of the county is 630 square miles, and its population is about 30,000. It is

situated between the 19th and 20th degrees of longitude west, and the 30th and 31st degrees of latitude north; bounded upon the east by the Brazos river, and upon the north by Yegua creek, an affluent of the Brazos. The county is splendidly watered and timbered. The climate is salubrious and healthy; the summer heat is tempered with a delightful breeze from the Gulf, and the winters are mild and genial. In this respect the county is greatly favored, and elsewhere in the State there is hardly a more desirable location for those in search of homes in a Southern clime. The soil has a splendid average of excellence, and the larger portion is very rich and productive. Like other counties in this section of the State, it is about equally divided between timber and prairie. The products are chiefly corn, cotton, sugar cane, sorghum, wheat, barley, oats, Irish and sweet potatoes, and all kinds of vegetables. Fruits in great variety and of superior quality are produced in abundance. There are three extensive nurseries in the vicinity of Brenham, which supply a large section of the State with varieties of plum, apple, pear and peach stocks. The average yield of corn, when properly cultivated, is about forty bushels per acre, and the cotton crop is seldom less than one bale, and often two bales to the acre. The corn product usually commands fifty cents per bushel, and cotton about \$40 per bale.

Along the river valleys the timber is in great variety and heavy, and between the skirts of timber are the grand prairies, covered with rich and nutritious grasses, upon which stock of all kinds can feed the whole year. Unimproved lands are valued at from \$2 to \$7 per acre, according to quality and location, while cultivated farms range as high as \$50 and down to a moderate price per acre. Rentals can be secured upon the most favorable terms.

Brenham is the chief city, and county seat, with a population of nearly 5,000, and is situated seventy miles northwest from Houston, upon the western branch of the Houston & Texas Central Railway, which traverses the entire length of Washington county. The proposed Galveston & Santa Fe Railroad will extend to this city, connecting with the Texas & Pacific Railroad in the northern section of the State. Churches and schools are well supported in this city. From 20,000 to 30,000 bales of cotton are annually shipped by rail from this point. Washington, with a population of about 300, and at one time the capital of the Republic of Texas, is situated twenty miles east of Brenham, on the Brazos river. Independence is a scholastic town, of about 400 population, situated northeast of Brenham twelve miles. Baylor University and a flourishing female college are located here. Gay Hill has a population of about 100, and is situated in a populous section, about nine miles north of Brenham. It is the location of Live Oak Female Seminary, which is a prosperous and excellent school. Nine miles northwest from Brenham, and three miles east of Gay Hill, is Long Point; it has about 100 inhabitants. The population of Burton is about 250, and its location is fourteen miles northwest from Brenham, upon the line of the western branch of the H. & T. C. Railway. Berlin has about 100 inhabitants, and is about four miles west of Brenham. Chappell Hill is ten miles east of Brenham, on the H. & T. C. Railway, and has a population of about 800. Here is located the Soule University and a female seminary.

It is proper to state that there is annually shipped from Burton and Chappell Hill each, from 6,000 to 10,000 bales of cotton. The value of the property in this

county is about six millions of dollars, and the assessed valuation reaches about four and one-half millions. There are in the county six Masonic lodges, nine granges, about one hundred churches, and a large number of public schools. The people are industrious, chivalrous and hospitable. They welcome and encourage those who desire to labor for a home and its comforts. They support with genuine liberality the cause of education and the principles of the Christian religion. Thriftless and indolent men will find an uncomfortable abiding place among them. H. M. Lewis, Esq., is the county clerk.

WEBB COUNTY.

In the southwestern portion of Texas, and bordering upon the Rio Grande, on the 23d parallel of latitude and between the 22d and 23d degrees of longitude, is situated Webb county. It has an extensive area, and in sections is watered by the tributaries of the Rio Grande. In soil, climate and productions it has all of the characteristics of Maverick and Zapata counties. Laredo is its most important town, and its situation is upon the Rio Grande river, in the southern portion of the county. It is the objective point of the International & Great Northern Railway in its extension to Mexico. The inhabitants are mostly Mexicans, but this feature will rapidly change when the county is traversed by a railroad and opened up to immigration. Stock raising is the principal industry. The climate is warm, dry and healthy, and the rain-fall moderate. Laredo is the county seat, and Mr. Peter Stiffian is the county clerk.

WHARTON COUNTY.

Between the 29th and 30th degrees of latitude north, and on the 19th degree of longitude west, is situated Wharton county. It is south of Austin county and north of Matagorda, upon the line of the Galveston, Harrisburg & San Antonio Railway, which traverses its northern section. It was organized in 1846, and has an area of 900 square miles, and a population of about 4,000, 3,000 of whom are white. This county is finely watered, the Colorado flowing through its center, the old Caney and East and West Bernard rivers; the Peach, Middle Bernard, Lone Star, East, West and Middle Mustang, Pine Oak, Golden Rod, Sandy, Jones, Blue and Palacois creeks traversing every section of the county. The county is divided between prairie and timber land, and the rich alluvial soil of the valleys is not surpassed in productiveness by any other portion of the State, although there is only about one-fortieth of the county at present under cultivation. The timbered sections abound in every variety of oak, cypress, cottonwood, ash, pecan, elm, etc., and the quality of the lumber is equal to the best that is produced in the extreme eastern portion of the State. The bottom lands are exceedingly rich and productive, and the prairie is a fine stock-raising region. The crops are principally cotton, sugar cane and corn, the latter equal in quality and quantity to the best corn-producing fields of Illinois, while the cotton crops are not surpassed in the South. The warmth of the climate is tempered by Gulf breezes, the rain-fall plentiful, and the temperature about that of San Antonio. Improved lands are valued at from \$6 to \$25 per acre, while the unimproved sections are worth from \$1.50 to \$8 per acre. The number of horses in

the county is about 4,000, valued at \$20 each; cattle, 30,000, valued at \$6 each; sheep, 800, valued at \$1.25 each; and hogs, 5,000, valued at \$2 each.

The principal towns in this county are as follows: Wharton, the county seat, located on the Colorado river, with a population of 500, and is rapidly improving. The Brazos & Colorado Railroad will soon be completed to this point. Spanish Camps has a population of 100; and New Philadelphia, on the Galveston, Harrisburg & San Antonio Railway, mostly settled by Pennsylvanians, was recently laid out in a splendid location, and is constantly increasing in population. In the county there are nine churches and twenty-one schools.

Wharton county offers great inducements to immigrants, having facilities for marketing products, and a soil and climate to produce them in unlimited quantities. The people are industrious, steady and moral, and are hospitable and courteous to strangers. Mr. H. H. Kirkpatrick is the county clerk, and furnished us much of the above information.

WILLIAMSON COUNTY.

In the central portion of Texas, and directly north of Austin, between the 20th and 21st degrees of longitude west from Washington, and the 30th and 31st parallels of latitude, is situated Williamson county, one of the best and most productive in that section of the State. It has an area of 1,100 square miles, and a population of 9,000. Two-fifths of the county is partially timbered with the several varieties of oak, pecan, cedar, elm, ash, hackberry, and many other kinds, all of which are valuable. The county is also finely watered with numerous streams and creeks, which flow eastwardly through its territory. The San Gabriel and Brushy rivers are the larger water courses, while in every section good well-water can be obtained at a moderate depth. The belts of timber extend along the streams, one of which, eight miles in width, extends nearly across the county. There is also considerable timber in the northwestern portion of the county. The prairies are undulating, and one of them has an area of twenty miles square. It is watered by several flowing streams, and the soils are as productive and fertile as any in the State. Even among the belts of timber there are charming spaces of prairie of exceeding richness. Along the river courses the alluvial soil prevails, while in the southeastern portion of the county the black sticky and black loam is found at a depth of from three to ten feet. It will bear long cultivation without fertilizing. In other sections there is black soil, inclining to chocolate, which is equally fertile. The crops embrace a great variety, and have a luxuriant growth. The leading products are corn, cotton, oats, wheat, barley, rye, sugar cane, sorghum, all of the vegetables and many varieties of fruit. The grasses are of excellent quality and growth, and millet is a large crop. Average yield per acre: 50 bushels of oats, 40 bushels of barley, two-thirds of a bale of cotton, 15 bushels of wheat, 20 bushels of rye, 30 bushels of corn, and other products in proportion; although in favored sections the crops are one-third larger than the amounts mentioned. The best unimproved lands can be bought at from \$4 to 10 per acre, while the improved lands command prices according to the improvements and location, and can be secured upon easy terms. Rentals are also to be had upon the usual conditions. The International & Great Northern Railway

traverses its eastern section, and affords splendid facilities for transportation to every market in the country. Upon or near the Mustang creek, and about equidistant from the San Gabriel and Brushy rivers, is located the town of Taylor. It is a station on the line of the International & Great Northern Railway, about fifteen miles from the eastern boundary of the county, and was laid off into town lots in 1876. It has already a population of 500, and is in the center of a fine stock-raising country. The quality of the stock is being rapidly improved, and the breed of all kinds will at an early day equal the best to be found in the country. The town has all of the industries that follow a growth of population, together with good schools, churches and societies. West of Taylor, seventeen miles, is the town of Round Rock, which was first settled in 1876, and has now an enterprising population of about 1,500. It is the principal station on the International & Great Northern Railway in Williamson county, and is alive with all of the industry and thrift of an advancing town. Its stores, manufactories, schools, churches and societies are all evidences of its prosperity. In its vicinity are large quarries of excellent building stone, which has been used in the construction of many buildings in that place. Round Rock already commands the trade of about ten counties, and is a central point that invites capital to profitable investment. The elevation of the county above the Gulf is 800 feet, the rain-fall an average of about 40 inches, the mean temperature about 68 degrees, and the climate is charming and delightful. The people are intelligent and full of energy, and their prosperity is substantial. Georgetown, an important and flourishing town nearly in the center of the county, is the county seat. Mr. L. Pennington is the county clerk.

WILSON COUNTY.

The situation of this county is about 90 miles from the Gulf of Mexico, in latitude 29 degrees north, and longitude 22 degrees west. It is about 30 miles from San Antonio, and 40 miles from Cuero, the present terminus of the Morgan line of railway from Indianola. Its elevation above the level of the Gulf is about 400 feet, and the climate is genial and healthy, being tempered with the sea breeze. The average temperature is about 63 degrees, and the rain-fall about 32 inches. The county is splendidly watered, the San Antonio river traversing nearly its center, affording grand water privileges, while the Cibolo and numerous smaller streams flow through different sections of the county. Springs are everywhere to be found, and no difficulties are encountered in supplying stock with abundance of water.

The surface of the county is neither level nor hilly, but is undulating to an extent that affords ample drainage. The soil is of a rich, sandy loam, susceptible of the highest cultivation, and yields an immense production, in great variety. Agricultural products consist of corn, which averages a yield of 30 bushels per acre; wheat, 20 bushels; oats, 40 bushels; cotton, in seed, per acre, 1,200 pounds; sweet potatoes, 200 bushels per acre; Irish potatoes, 100 bushels; rye, 20 bushels; and melons, pumpkins, squashes and all garden vegetables are successfully cultivated. The climate and soil are adapted to the production of fruits and vines. Among them are apples (of Southern origin), pears, peaches, plums, apricots,

nectarines, quinces, figs, grapes, strawberries, etc., all of which are easily cultivated. The grape is especially prolific in this county, and the principal varieties are the Black Hamburg, Black Prince, White Mercat of Alexandria, and the native Mustang. Many of the bunches of the Black Hamburg variety weigh two pounds and over, while an excellent table wine is produced in large quantities from the Mustang grape. This portion of Texas will soon equal the favored regions of California and the Rhine as a wine-producing country. There is considerable iron and lime mixed with the soil of this county, which renders it of great strength and fertility. About one-half of the county is well timbered with oak, hickory, and mesquite, and on the streams with live oak, pecan, cottonwood, hackberry and elm. The other half of the county is a splendid rolling prairie, covered with the finest mesquite grass, affording an ample support for all kinds of stock the year round. The pork crop is easily secured in smoke-houses at the proper season of the year. The rivers and creeks yield an abundant variety of fish, and game of every kind is plenty.

The prices of provisions average about as follows: corn, 30 cents per bushel; wheat, \$1.40; oats, 20 cents; flour, \$6 to \$8 per barrel; corn meal, 35 to 40 cents per bushel; pork, 5 cents per pound; beef, 2½ to 3 cents per pound; butter, 15 to 20 cents; eggs, 10 to 15 cents per dozen; potatoes, from 50 cents to \$1 per bushel; chickens, from 10 to 20 cents each; turkeys, 50 to 75 cents each; milch cows, \$10 to \$15 each, with calf; and good, native horses, from \$10 to \$25 each.

The unimproved prairie lands can be bought at from 50 cents to \$3 per acre, while the improved lands range from \$2 to \$10 per acre, according to locality, quality, advantages, etc.

The area of Wilson county is 670 square miles, or 576,000 acres. The amount of improved land is 150,000 acres, and of unimproved, 426,000 acres. Average valuation, \$1.67 per acre, making the valuation of the lands, \$961,920.

The valuation of city or town property is.....	28,277
Number of Horses, 9,495; value.....	121,548
“ “ Cattle, 16,721; “	83,998
“ “ Sheep, 9,927; “	17,828
“ “ Goats, 589; “	324
“ “ Hogs, 9,658; “	15,021
Estimated amount of money in county.....	37,708
“ “ “ merchandise.....	36,757
“ “ “ miscellaneous property.....	35,663
Total valuation.....	\$1,339,044

As per assessment roll for the year 1877. The tax rates are: State, 50 cents, and county, 65 cents on each \$100 of assessed valuation, to which may be added a dog tax of \$1 each, amounting to \$301. The population is 7,500; the number of voters, 1,250; school children, registered, 794; number of free schools, 31; and amount of public-school money to each scholar, \$3.50.

The principal villages in the county are as follows: Floresville, the county seat; Stockdale, Sutherland Springs, Lavernia, Graytown and Lodi, to which may be added the post towns of Fairview, Nockenut and Albuquerque. There

are churches in all of the villages, and other parts of the county where the population is sufficient to form one. The Protestant denominations are fully represented. In every part of the county labor is in fair demand. Farm hands are paid from \$15 to \$20 per month, with board. Good mechanics and skilled laborers are in constant request, especially wagon-makers, blacksmiths, wheelwrights, carpenters, etc. The health of the county is excellent, no epidemics at any season of the year, no chills and fever ever known, and but few bilious fevers or other sickness. The morals of the people are a full average of any of the communities in the older States, and the people are cordial and generous one to another, and especially so to strangers. For these valuable facts we are indebted to Mr. A. G. Pickett, a resident of Wilson county for over twenty years, and who now resides at Floresville, in this county, and who will take pleasure in answering all communications of inquiry addressed to him.

WOOD COUNTY.

This county is west of Upshur county and north of Smith county, between the 18th and 19th degrees of longitude west from Washington, its northern boundary being the 33d parallel of latitude. Its area is 418 square miles, and population about 8,000. It is splendidly watered by numerous streams, creeks and springs, and the soil, products and climate are similar to those of Smith county. The Sabine river divides it from the last named county. The surface of the county is generally level and well timbered. The products consist of wheat and the smaller grains, cotton, vegetables and fruits. The prices of unimproved lands range from \$2 to \$5 per acre, while good farms are commanding as high as \$12 and \$15 per acre. Mineola is now an important town, with a population of 1,200, and is the terminus of the northern branch of the International & Gt. Northern Railway, and the junction formed with the Texas & Pacific road. The last named road extends from east to west through the northern section of the county, and its transportation facilities can hardly be excelled. Hawkins is a small town on the line of the Texas & Pacific Railway, and has a trade of considerable importance. Fourteen miles north of Mineola is the county town of Quitman, with a population of about 900. It has all of the industrious thrift of a busy town. Good schools and churches are scattered throughout Wood county, and are well sustained. The people are good people, and they are kind and generous one to another. It is a fine county for immigrants to settle in. The mean temperature is about 60 degrees, the rain-fall plentiful, the climate genial, and the general health good. Mr. T. J. Worthy is the county clerk.

ZAPATA COUNTY.

In the extreme southwestern portion of Texas, upon the Rio Grande river, and about 180 miles above Brownsville, on the 22d degree of longitude west from Washington, and the 27th parallel of latitude, is situated Zapata county. Its area is 669,394 acres, and its sparse inhabitants are Mexicans, with the exception of a very few. As the people have little industry and enterprise, the county is practically undeveloped. The Mexicans of the county still use the primitive

plow for breaking up the soil, which is simply a crooked stick with an iron point. Corn is the only product of any consequence, and this is raised in but limited quantities, although in some sections of the county there are some good farming lands. Probably about seven-eighths of the county is covered with a scanty growth of mesquite timber, and other varieties found in that section of the State. The assessed value of the lands is \$126,931. Number of horses and mules, 8,975, valued at \$69,330; cattle, 13,168, value, \$71,044; sheep, 119,583, value, \$86,309; goats, 300, value, \$225. Merchandise, valued at \$5,140; miscellaneous property, valued at \$29,366. These amounts are probably considerably less than the actual facts. There is a limited supply of water, but enough for the stock. The climate is hot, dry and healthy, and the temperature will range over 70 degrees. The county seat is Carrizo, a small Mexican town in the southwestern portion of the county. Mr. D. A. Seely, of that town, has furnished us with many of the foregoing facts.

BOWIE COUNTY.

This is the extreme northeastern county of Texas, and its eastern boundary is the 17th degree of longitude west from Washington. It is midway between the 33d and 34th parallels of latitude, the Red river flowing along its northern border. The Sulphur Fork of the Red river is the line of its southern boundary. With numerous creek affluents of the rivers named, flowing through every section of the county, together with clear water springs and wells at a moderate depth, the supply of water is abundant. The pine forests of Bowie county are very valuable, and the lumber commands good prices for shipment into Western Texas. This is one of the counties in which the value of the timber exceeds the price asked for the lands, and which supplies a cash income without waiting to market a crop. The county contains 892 square miles, and a busy and thrifty population of about 6,000. The soil is chiefly of the red and gray loam, and especially along the bottoms of the Red river it is exceedingly rich and fertile. The crops are cotton, corn, some of the smaller grains, peas, potatoes, and every kind of vegetables, fruits in great variety, and grapes in abundance. These products command a cash value, because of the excellent facilities for transportation to market. The prices of unimproved river lands range from \$3 to \$5 per acre; the uplands are valued at from \$1 to \$3 per acre, while in large bodies these lands can be purchased at lower prices. The Transcontinental Railway extends from east to west through the county, commencing at Texarkana and running west to Sherman in Grayson county. Through the southeastern section of the county the Texas & Pacific Railway extends, connecting at Texarkana with the St. Louis, Iron Mountain & Southern Railway. The proposed extension of the Tyler Gap Road will traverse the southern part of the county and make connections at Texarkana. These roads add largely to the opportunities of Bowie county, and afford facilities for its rapid improvement and development. It is a section of Texas which should attract the inquiry and attention of those seeking new homes in the Southwest, and for the investment of a moderate capital it offers rare inducements. Boston is the county seat, and is situated nearly in the center of the county. It is a thriving town, and has all of the advantages of schools, churches

and good society. Throughout the county there are churches and schools in every neighborhood, and the people are intelligent and hospitable. Mr. A. R. Hoskins is the county clerk.

CASS COUNTY.

In the northeastern portion of Texas, south of Bowie county and north of Marion county, on the 33d parallel of latitude, and between the 17th and 18th degrees of longitude, is situated Cass county. It has an area of 900 square miles, and a population of about 15,000. It is abundantly watered with numerous streams and springs, and is almost exclusively a timbered county. The timber consists of pine forests, oak and other varieties, all of which are valuable. The soil is what is known as the "red land," and although not as productive as the prairie lands, or the rich bottoms of the Brazos or Colorado rivers, it produces good crops of cotton, fruits, vegetables, corn and other grains. The Texas & Pacific Railway runs through this county from north to south, connecting Texarkana and Marshall, and furnishes a medium of transportation to all of the markets in the North and South. The prices of lands range from \$1 to \$8 per acre, which is less than the value of the timber they bear. Queen City, Atlanta and Kildare are the principal railway stations, at which the surplus productions are received for shipment to market. There are also numerous saw mills in the county, and many along the line of the road, for manufacturing the timber into lumber. The people are hospitable and prosperous, support schools and churches, and deal generously one with another. The general health is good, the rain-fall plentiful, the climate genial and uniform, and the mean temperature about 68 degrees. Linden is a town with a population of about 400, is situated in the central portion of the county, about eight miles west of the railway, and is the county seat. Mr. J. L. Whittle is the county clerk.

COLLIN COUNTY.

Collin county is just north of the 33d parallel of latitude, and between the 19th and 20th degrees of longitude west from Washington. Grayson and Fannin counties form its northern boundary, and its soil, products and surface partake of the characteristics of those counties. It has an area of 870 square miles, and a population of about 25,000. The surface is a rolling prairie, about one-fourth of which is wooded with the varieties usual in Northern Texas. The county is well watered with many streams and springs, and good water can be obtained from wells at a moderate depth. The soils are of the black waxy and black loam, which are very strong and productive, yielding immense crops of cotton, corn, oats, barley, rye, wheat, millet, Hungarian grass, vegetables and fruits. The average crops are 45 to 60 bushels of barley, 20 bushels of wheat, three-fourths of a bale of cotton, 25 bushels of corn, and 60 bushels of oats, per acre. The prices of unimproved lands range from \$3 to \$7 per acre, while good improved farms are worth from \$8 to \$20 per acre. The county is entirely free from debt, and has a surplus in the treasury, which indicates the thrift and prosperity of its people. The H. & T. C. Railway runs through the county from north to south, and opens to it the markets of the country. Schools and

churches are well supported and found in every neighborhood, there being in the county 25 churches and 27 public schools. Amount of land under cultivation about 300,000 acres. The elevation above the sea level is about 650 feet, the rain-fall about 39 inches, the average mean temperature about 67 degrees and the general health good. McKinney is a flourishing town, population about 3,000, and is situated on the line of the railroad in the central portion of the county. It contains all of the industries, thrift and conveniences of a growing town. It is the county seat. Mr. James M. Benje is the county clerk.

DALLAS COUNTY.

Between the 32d and 33d degrees of north latitude, and just east of the 20th degree of longitude west from Washington, is situated Dallas county, with an area of 900 square miles, and a population approximating 40,000. Its surface is an undulating prairie, and well watered with numerous creeks and streams. About one-fourth of the county is timbered with pecan, hickory, oak, ash, cedar, elm, cottonwood, and other varieties. The timber is in quantities to supply domestic wants. It is located chiefly upon the margins of the three branches of the Trinity river, which flow in this county. Dallas is among the best improved and wealthiest of the counties in Northern Texas. The prairie lands are very rich, and the soil is generally of the black waxy and sandy loams. It is strong, and will bear the highest cultivation for a long series of years without fertilizing. The crops are in great variety, and consist of wheat, cotton, corn, all of the smaller grains, all kinds of fruits and vegetables, and the grasses have a luxuriant growth, furnishing a splendid range for stock. The yield of corn has an average of 40 bushels; wheat, 20 bushels; oats, 65 bushels; barley, 60 bushels; rye, 25 bushels; one bale of cotton, and the native Hungarian and cultivated grasses, from 2 to 3 tons per acre. Millet is a large crop, and fruits and vegetables are abundant. About one-half of the arable land is under cultivation. Prices of unimproved lands range from \$5 to \$12 per acre, and improved farms from \$8 to \$25 per acre. The transportation facilities of this county are excellent, the Texas & Pacific Railway traversing its entire length from east to west, and the Houston & Texas Central from north to south. The proposed roads are the Dallas & Wichita, now under construction, Dallas & Palestine, Dallas & Cleburne, and Dallas & Greenville. The assessed valuation of the county is \$7,791,578. The educational advantages of the county are among the best in Texas, and churches are found in every section, and liberally supported. The people are up with the age in all of the industries and comforts of life. They are intelligent, and full of energy and enterprise. The climate is charming, uniform and healthy; the mean temperature 67 degrees 65 minutes; the altitude above the level of the Gulf, about 600 feet, and the average rain-fall about 40 inches. Dallas, the most important city in Northern Texas, is the county seat, a description of which will be found in the chapter on cities and towns. Mr. A. Harwood is the county clerk.

DELTA COUNTY.

This county is situated south of Lamar county and north of Hopkins county. The forks of the Sulphur river enclose the county upon the north and south. It is

situated between the 33d and 34th parallels of latitude, and the 18th and 19th degrees of longitude west from Washington. All of the characteristics of soil, productions, climate, rain-fall, temperature, elevation, and surface of country of Lamar county apply to Delta county. Its inhabitants are prosperous and progressive. They support good schools and maintain good church organizations. Their lands are fertile and rich, producing a great abundance for all of their wants and a surplus for market. It is an excellent county for the industrious seeker after a new home, for here he will find a generous people and soil. Cooper is a thriving town in the central western portion of the county, and is the county seat. Mr. George W. Jones is the county clerk.

DENTON COUNTY.

The area of this county is 900 square miles, two-thirds of which is a magnificent undulating prairie, and one-third timbered. The lower "Cross Timbers" extend through the county, and the wood is of the varieties grown in Northern Texas. The soil is fertile and rich, producing abundant crops of cotton, corn, vegetables, fruits, all of the smaller grains, and excellent grasses. The range for stock is extensive and good. The county is well watered with streams, creeks and springs. The unimproved lands range in price from \$1.50 to \$5 per acre, and beautiful improved farms can be bought at from \$5 to \$20 per acre. There are several projected railroads through the county, and in a few years it will enjoy the advantages of transportation. The population is about 15,000, and a more industrious and law-abiding people can not be found in Texas. They support good schools, maintain churches, and are prosperous and happy. The health of the county is good, the climate is charming, the rain-fall is ample, and the average temperature about 66 degrees. Denton is the county seat, and although a small town, is growing and prosperous. Mr. J. R. McCormack is the county clerk.

FANNIN COUNTY.

This county has a population of about 28,000, and an area of 900 square miles, two-thirds of which is a splendid undulating prairie, and one-third timbered with the usual varieties in this section of the State. This county is situated upon the northern boundary of Texas, on the 19th degree of longitude west from Washington, and between the 33d and 34th parallels of latitude. The Red river traverses its northern boundary, and divides it from the beautiful Indian Territory, the characteristics of which apply to Fannin county. The soils are of a black and red sandy loam, easily cultivated, and yielding large crops. The products are cotton, corn, the smaller grains, fruits, vegetables, and all of the crops that grow in Northern Texas. The affluents of the Red river and the Sulphur Fork, together with numerous creeks and springs, give it an ample water supply. The grasses have a luxuriant growth, and furnish an inviting range for stock of all kinds. The north branch of the Texas & Pacific Railway traverses the county from east to west, affording transportation facilities to all of the markets in the country. The unimproved lands are valued at from \$3 to \$8 per acre, while the improved lands range from \$10 to \$25 per acre. Fannin county has all of the

elements of thrift and wealth. Its industries are various and prosperous, and its people intelligent and progressive. Churches and schools abound in all parts of the county, and are well maintained. Its elevation above the Gulf renders the climate delightful, and the general health good. The rainfall is a full average, reaching about 40 inches, and the mean temperature about 67 degrees. Bonham, a thriving and progressive town, nearly in the center of the county, on the line of the Texas & Pacific Railway, is the county seat. Honey Grove is another growing town, population 900, on the line of the same road, in the eastern section of the county. Dodd's and Savoy are also growing railway stations, and will soon reach considerable importance. Mr. J. H. Oliphant is the county clerk.

FRANKLIN AND TITUS COUNTIES.

These counties are small in area in comparison with the larger counties of Texas, but they are well supplied with water, the Sulphur river flowing through their northern borders, and numerous creeks and springs in other sections. They are situated in Northeastern Texas, north of the 33d parallel of latitude, and on the 18th degree of longitude. They are well timbered with the usual varieties in this section of the State, and the soil, climate, productions, temperature and rain-fall are like those in Red River county. The inhabitants are prosperous, and support good schools and churches. The lands are rich and fertile, and can be bought at moderate prices. There is a projected railway to extend through these counties, which will greatly enhance the price of lands upon its completion. Mount Vernon, in the southern central portion of Franklin county, is a prosperous town, and the county seat. Mr. Geo. T. Yates is the county clerk. Mount Pleasant is a thriving town, in the southern portion of Titus county, and is the county seat. Mr. Isham Cherry is the county clerk.

HOPKINS COUNTY.

This county lies east of Hunt county, between the 18th and 19th degrees of longitude west from Washington, the Sulphur river flowing along its northern boundary, and the 33d parallel of latitude forming its southern boundary. The surface, the soil, climate, productions, water supply, temperature, etc., of Hopkins county are like in character and quantity to that of either Hunt or Wood counties. It has an area of about 800 square miles, and a progressive population, who support and maintain good schools and churches in every neighborhood. The lands of this county can be bought upon favorable terms, and at moderate prices. It offers many inducements to the industrious immigrant, and among them a good home and prosperity. The county seat is Sulphur Springs, which is a growing town, and has achieved some celebrity because of its sulphur waters. Mr. A. N. Edwards is the county clerk.

HUNT COUNTY.

Hunt county is on the 33d parallel of latitude, and the 19th degree of longitude west from Washington. It is east of Collin county and south of Fannin county. It contains an area of 850 square miles, and a population of 20,000 of industrious

and prosperous people. The population of the county has doubled during the past six years, and is rapidly on the increase at the present time. It is fairly watered, but drinking water is mostly supplied from wells and cisterns. The surface is a rolling prairie, with sufficient timber distributed throughout the county for domestic uses. The soils are the black waxy, black sandy, and gray sandy, all of which are fertile, and yield good crops of corn, cotton, barley, wheat, oats, vegetables and fruits. From \$2 to \$5 is the price of unimproved lands, while the improved lands range from \$5 to \$10 per acre. Good schools and churches are in every neighborhood, and are well sustained. The elevation of the county is about 600 feet, and the general health is good. The rain-fall is a good average, and the mean temperature is about 66 degrees. Greenville is the county seat, and has a population of about 1,000. As yet there are no railroads traversing this county. Mr. N. McDougald is the county clerk.

KAUFMAN COUNTY.

This county is situated between Dallas upon the west and Van Zandt upon the east, just west of the line of the 19th degree of longitude, and between the 32d and 33d parallels of latitude. Its area is 950 square miles, and the population about 12,000, of prosperous, progressive people. It is practically a prairie county, and yet along the margins of the streams there is considerable timber of the varieties usual in this section of the State, among which is the valuable *bois d'arc*, which commands a high price, because of its durability and extensive use in the construction of carriages and wagons. The Sabine and Sulphur rivers have their rise in this county, which flow in small creek streams from the hillsides. East Fork, one of the largest branches of the Trinity river, has many affluents, and the supply of water is ample for all practical purposes. The soils are fertile and of excellent quality, especially along the river courses. The products are chiefly cotton, corn, wheat, and indeed all of the cereal crops. Vegetables have a prolific growth and a large yield. Fruits are in great variety, and the quality is equal to any in this section of the State. Grapes have a spontaneous growth, and when cultivated are among the valuable products of the county. The prairie lands are of a deep black soil, and spread into a sandy loam. The grasses are abundant, and are only excelled by the fine mesquite grass of Southwestern Texas. The stock range is large, and cattle and horses find a subsistence the year round. Stock raising is very profitable, and rapidly increasing. Until the construction of the Texas & Pacific Railway there were few facilities for the transportation of surplus products and stock, but now it has all of these advantages, connecting with the best markets in the country. That road traverses the county from east to west, in its northern portion, and has done much to develop its latent resources. The lands of this county yield an average of 15 to 20 bushels of wheat, from 20 to 40 bushels of barley, from 1,000 to 1,200 pounds of seed cotton, and from 30 to 45 bushels of corn per acre. The price of unimproved lands is from \$3 to \$5 per acre, and improved farms an average of about \$10 per acre. Kaufman is a prosperous town, situated nearly in the center of the county, and is the county seat. Schools and churches are in every section of the county, and well supported. The people are intelligent and progressive. Mr. Henry Erwin is the county clerk.

UPSHUR COUNTY.

The Texas & Pacific Railway traverses the southern portion of Upshur county, from east to west, and affords it the best possible facilities for transportation. This county is in the northeastern portion of Texas, and is one of the many that form the grand timber belt, extending from the Indian Territory to the Gulf. It is mostly south of the 33d parallel of latitude, and on the 18th degree of longitude west from Washington. The area of the county is 720 square miles, and its population is now about 8,000. The county is watered in its southern section by the upper part of the Sabine river; in its western portion by the Big Sandy; in its central southern part by the Cypress, and upon the north by the Big Cypress. These streams have numerous creek tributaries, and in every part of the county springs abound, and wells only need to be sunk to a moderate depth. There is an abundance of splendid timber in the county, consisting of pine, white, red and pin oak, elm, walnut, sweet gum, and other varieties. The soils are fertile, and along the streams the bottom lands are especially productive. The crops are corn, cotton, oats, rye, wheat, sugar cane, barley, tobacco, fruits and vegetables. The sugar cane is of large growth and excellent quality, rivaling the Louisiana production of that crop. Cotton yields in the seed, 1,000 pounds, and corn from thirty to forty-five bushels per acre. Unimproved lands range in price from \$2 to \$4, and improved lands from \$5 to \$12 per acre. Hardly one-tenth of the county is at present under cultivation, and the opportunities for industrious farmers to make a good investment of a moderate capital are excellent. There are churches and schools, saw and grist mills, and other profitable industries in every section of the county. There are also large quantities of iron ore in the county. Gilmer is a thriving town in the southern part of the county, and is the county seat. The extension of the Tyler Tap road to Gilmer is contemplated, and when finished will afford means of transportation either to St. Louis or Galveston. The people of Upshur county are generous and enterprising. They give a hand of encouragement to the new-comer, and cheerfully share their prosperity with him. The altitude of the county above the Gulf is several hundred feet; the mean temperature is about sixty-four degrees; the rain-fall a full average, and the climate genial, and of average healthfulness. Mr. J. M. Marshal is the county clerk.

WESTERN TEXAS.

That vast area of territory in Western Texas, beyond the 23d degree of longitude west from Washington, and between the 29th and 32d parallels of latitude, comprising the great unorganized counties of Crockett, Pecos, Presidio, El Paso and Tom Green, claims notice as a portion of the great State of Texas; but in its unorganized condition and unoccupied state, there is little to be written about it, excepting the surface of the country, its mineral resources, climate and future prospects. It is about the size of the State of New York, and its western and southern boundary is the Rio Grande river. Its northern boundary is about 400 miles in extent, and borders on the southern line of New Mexico and the counties of Andrews, Martin, Howard, Mitchell and Nolan, in Texas. Its mineral resources are noticed in another chapter. Among these counties Tom Green is

perhaps the most fertile. It has an area of about 14,000 square miles, a fair proportion of which is arable land. The three rivers of the Concho traverse its eastern section, the middle branch extending 100 miles from west to east. Along its southwestern boundary flows the Pecos river, and in addition several of the springs which form the Colorado river, rise in that county. The margins of the streams are tillable and productive, and the higher land is mountainous and broken. The principal town in that county is Ben Ficklin, which is at present a small place with "great expectations." The proposed Texas & Pacific Road will traverse the whole northern section of this territory to El Paso, and will aid in rapidly developing this region of country. The elevation is several thousand feet above the level of the Gulf, the climate is invigorating and delightful, the rain-fall is moderate, and the health of the country is excellent. The proposed extension of the Southern Pacific Railway will run through Crockett, Pecos and El Paso counties, and open up to cultivation a larger area of territory than any other Pacific route to the ocean. It will traverse for hundreds of miles a country that is rich in all of the agricultural resources that render the State of Texas famous, and will develop a vast region, the local trade of which in a few years would justify the construction of two roads. It is but a short time, however, before the territory we are noticing will be subdivided into counties, populated and cultivated, and made to blossom with a new and fresh civilization.

CHAPTER V.

CITIES AND TOWNS OF TEXAS.

AUSTIN.

THE capital of so great a State as Texas could be no less than an important town, if it contained only buildings of sufficient capacity to conduct the business of civil administration. And when we consider the transcendent prospective magnitude of a State, nearly as large in area as six of New York, and capable of supporting in ease, comfort and affluence in many instances, a population of from ten to twenty millions, the interest attaching to its capital increases. The five distinguished citizens appointed by the Congress of the Republic in 1839, to make suitable selection of a site for the capital, performed their duty well. They beheld at the base of a grand and beautiful plateau, gradually declining from the hills to the river, in a broad and sweeping bend of the Colorado river, an appropriate and beautiful place for the building of a capital. Here were a combination of charms that delighted the senses, embracing the majesty of mountain scenery, the spreading prairie, the lofty forests, the charming valleys, and bounding streams that leaped in sparkling jets from the fountain. These gentlemen reported the result of their investigations to the Congress, and it was adopted. A superintendent was then appointed by the President to lay out the grounds for the prospective capital, and erect suitable buildings for the various State departments. Judge Edwin Waller was named for that responsible duty, and discharged it with fidelity.

From two little villages—Montopolis and Waterloo—containing a population of two families each, sprang the present capital of Texas, which is situated in latitude 30 degrees and 30 minutes north, and in longitude 21 degrees west from Washington. The city is splendidly laid out with broad and imposing avenues which received their names from the forest trees and rivers of the State. Capitol Square contains an area of twenty acres, forming a gentle elevation in the center of the city, upon the summit of which the Capitol is situated. Congress avenue is 120 feet wide and divides at Capitol Square, traversing each side of it, and again reuniting. The building is a conspicuous structure of white limestone, and answers the present necessities of the executive offices. The Supreme Court and Treasury buildings, situated respectively northwest and northeast from the Capitol within the square, are substantial and convenient structures. Outside of the square and east from the Capitol, is the General Land Office. It is an elegant building, and has considerable architectural beauty. The new County Court House is an imposing and attractive structure,

located on the south of the Capitol and fronting the avenue. The County Jail is another building substantial in character, and constructed of massive blocks of hard limestone. The Deaf and Dumb, Blind, and Lunatic Asylums, are all fine buildings, having all the conveniences necessary for the comfort of their unfortunate occupants. Nearly in the center of the city is the Market House, a two story stone structure, the second story of which is set apart for the use of the city officers. The Fire Department is thoroughly organized, and consists of three engine and two hook and ladder companies, under the general charge of J. A. Nagle, chief of the department. The water supply is taken from the river, and a large reservoir is in process of construction upon an eminence, northeast from the Capitol about one mile. The city is supplied with gas and street railway facilities. A substantial wooden truss bridge spans the Colorado river, and is about 900 feet in length. There are 13 church edifices, several of which are elegant in architectural design. There are also two church organizations not yet provided with church buildings of their own. The educational advantages of Austin are the best in the State. Aside from the many primary schools for white and colored children, which are separate, there are ten different institutions of learning, among them the Texas Military Institute; Austin Collegiate Female Institute; Austin Graded School; Texas Female Institute, and the German-American Free School.

The International & Great Northern and the Houston & Texas Central Railways, afford the present means of transportation to and from the city, with projected extensions of the former to the Rio Grande, and to an intersection with the Southern Pacific Railway. The manufacturing interests of Austin are rapidly expanding, the Colorado river furnishing an ample supply of water power. There are already in operation two flouring mills, one carried on by steam and the other by water power; two iron foundries; a furniture factory; two ice factories; three lumber and planing mills, with many other industries of lesser importance. The merchants of Austin are prosperous, and the chief shipments from that point consist of cotton, wheat, wool, corn, hides, live stock, hay, oats, and other varieties of products. The elevation of the city is about 700 feet above the sea level, the climate is genial and refreshing, the general health is unsurpassed, the average annual rain-fall is 34.85 inches, and the mean temperature 60 degrees. From isolation the city of Austin has grown to a population of 16,000 industrious and enterprising inhabitants, possessing all of the comforts of an advanced civilization and social refinement. This, then, is the commanding capital of the plains, and the future will store it with the best intelligence of the State, and surround it with prosperity and wealth.

COLUMBUS.

This enterprising and progressive town has been noticed in another chapter of this volume, and it hardly requires a full description in this place. It is situated eighty-two miles west from Houston on the line of the Galveston, Harrisburg & San Antonio Railway, and upon the west bank of the Colorado river. It has a cultured and refined population of about four thousand, who are liberal in the support of schools and churches. The town is somewhat elevated above the

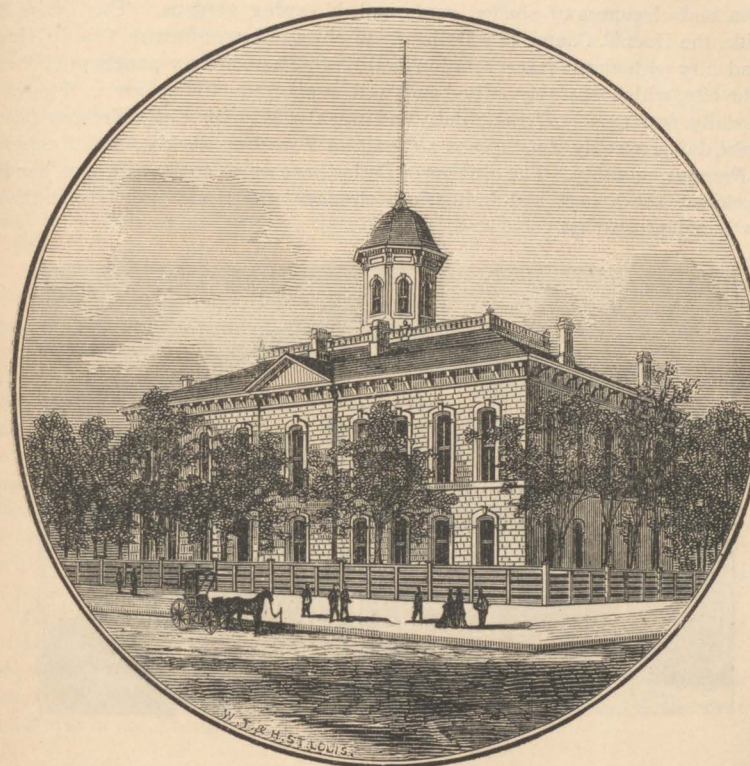
river, its streets are broad and level, and shaded by giant oaks and spreading mosses that are suspended from the branches. It is the county seat of Colorado county, and acknowledged to be one of the most beautiful of the interior cities of Texas. In addition to the majestic live oaks, are to be found walnut and hackberry trees in the yards and surrounding the gardens of its numerous comfortable residences. Its public square is delightful and attractive. Southwest from that beautiful place is the college building, an imposing four-story structure of brick. It has also several other schools, six churches, a Masonic Hall, two Odd Fellows' Lodges and Encampments, one Grange, two lumber yards, five hotels, three saddlery and harness shops, one banking house, two bakeries, two furniture establishments, markets, fruit stores, and all of the industries of a thriving town. It may be stated that Columbus is one of the healthiest cities in Texas. As an evidence of this, there are fifty-six of its citizens whose average age is 61 years, and having an average residence in Texas of 25 years. The *Colorado Citizen*, a weekly paper, is published in this town, and it reflects the progress and industries of the town and county.

North of the city of Columbus there was constructed in 1875, an elegant and substantial iron bridge over the Colorado river. Owing to a curve in the river, which nearly doubles upon itself, and extends a distance of about twelve miles in the bend, and the two banks coming within a distance of about one thousand yards of each other, at or near the city of Columbus, which is situated upon the extending neck of land, it has been determined that a canal across this neck of land from bank to bank, would develop one of the finest water powers in the State. This valuable privilege and enterprise is already contemplated, and when accomplished will transform this town into an important manufacturing center. It only needs capital and energy to convert the bending Colorado into a powerful motor that will move and utilize a hundred industries. Then will the charming city of Columbus reach its proper position among the flourishing cities of Texas.

DALLAS.

The commercial capital of Northern Texas is the city of Dallas. It is situated in the center of its namesake county on the east side of the Trinity river, and upon a level sandy plain, surrounded by gradual elevations of country. The first settler was John Neely Bryan, who built his rude hut upon the margin of that stream in 1841, and subsisted upon wild game and fish. The vast regions to the west and south had never been touched by the hand of the husbandman, and the prairie flower was only scented by the buffalo and savage. In 1845 new comers joined the settlement, and from that time onward Dallas gradually increased in population until in 1872 it had a population of about 1,500. Upon the completion of the H. & T. C. Road in 1871, and the Texas & Pacific Road in 1872, to that point, a fresh and vigorous immigration infused a new life and enterprise into the town, and in six years it has grown to be a city of 14,000 population with all of the industries that contribute to the comfort and prosperity of a people. It has now twenty-two churches of the various denominations, and nineteen schools, public and private, all of which are in a flourishing condition and liberally supported. The Dallas Female College is a fine building, the

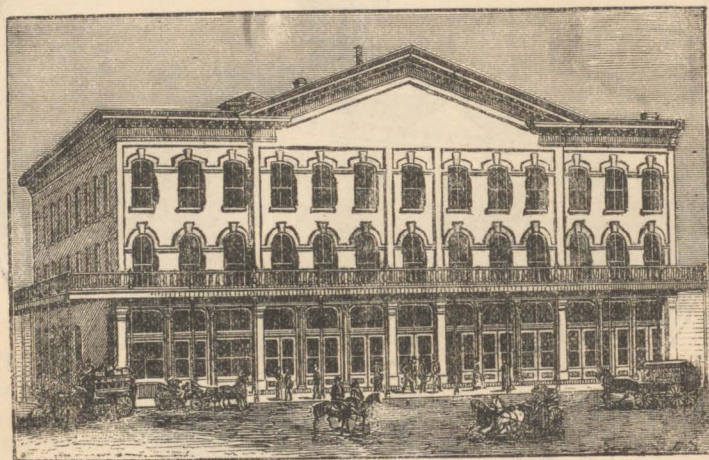
grounds having an area of three acres, and located in the center of the resident portion of the city. The building is constructed of brick, with two full stories and a mansard, and is 75 by 100 feet upon the ground. It is under the management of the Methodist denomination, and the attendance during the past year has averaged one hundred and forty. The Dallas Male and Female College is an elegant two-story stone structure, is under the direction of the Baptist denomination, and has an average attendance of one hundred. The Catholic Church and



COURT HOUSE, DALLAS.

Convent are large and commodious buildings, and the Episcopal Cathedral deserves mention for its elegance. Among the industries of Dallas are two cotton compresses; one foundry and two machine shops; one cotton seed oil mill covering two acres; three flouring mills, ranging in capacity from 200 to 300 barrels daily, each; about six corn and grist mills; a large ice factory now under construction; three harness and saddlery manufactories; two broom factories; wagon shops, tin and blacksmith shops, and other smaller industries. There are three private banks, three street railways, three fire companies including two

steamers, and one hook and ladder company. The Masonic and Odd Fellows' societies are well represented, and are in a flourishing condition. One gas company supplies the city, and the water supply is pumped from Browder's springs, about one mile southeast of the city, into a reservoir, and from thence distributed through the city. The people of Dallas are enterprising, and her mercantile industries are prosperous. The average shipment of cotton is about 30,000 bales per annum from this point. The stores, warehouses and dwellings are good, and surrounded with comforts and conveniences, and many of them with the charm and elegances of shaded yards and blooming gardens. The Texas & Pacific, the H. & T. C. and the Dallas & Wichita railways furnish this thriving inland city with ample transportation facilities. There are six papers published in the city, which are ably edited and well supported. They are as follows: The daily and weekly *Herald*; daily and weekly *Morning Call*; *Evening Commercial*, daily; weekly *Intelligencer*; *Christian Preacher*, weekly; and *Products and Progress*, monthly. The citizens of Dallas have warm hearts and open hands to welcome the honest and industrious stranger who comes to share in their growth and prosperity.



WINDSOR HOTEL, DALLAS.

DENISON.

Eight years ago the place where Denison now is was an unimproved prairie, and was arbitrarily selected by a railroad engineer as the terminus of the M., K. & T. Railway, which was then being constructed through the Indian Territory to that point. In each direction there was found a rich and fertile country for a distance of more than an hundred miles, which would develop into one of the most productive sections of the State of Texas, and yield a surplus of crops that would afford a very profitable carrying trade for the railway. The selection of this point for a city was wise and judicious far beyond the anticipation of those

who laid its foundations. The grand prairies that undulate like the waves of the sea upon either side of Denison, are being cultivated, and a prosperous and industrious population have contributed to its growth, its credit and fame. It is properly named the "Gate City" of Texas, for through it thousands enter the State, and for the first time behold the expanding country that stretches away to the Gulf, and in the west to the rising mountains. In the immediate vicinity of Denison are numerous belts of timber which change the monotony of a prairie country; and in the city about fourteen acres have been reserved for a park which is finely wooded, and laid out with artistic skill. The construction of buildings commenced in September, 1872, and has continued until the city has a population of about 6,000. In addition to the M., K. & T. Railway, there is now under construction a road which is to extend to an intersection with the International & Great Northern Railway, which will give this city the advantages of competing routes to the seaboard. The industries of the city are as vigorous as its growth. Its cotton compress, cement works, ice manufactory, gas works, flouring mills, elevator, saw and planing mills, brick works, and all of the other industries connected with an advancing city, give to it a commanding character and credit.

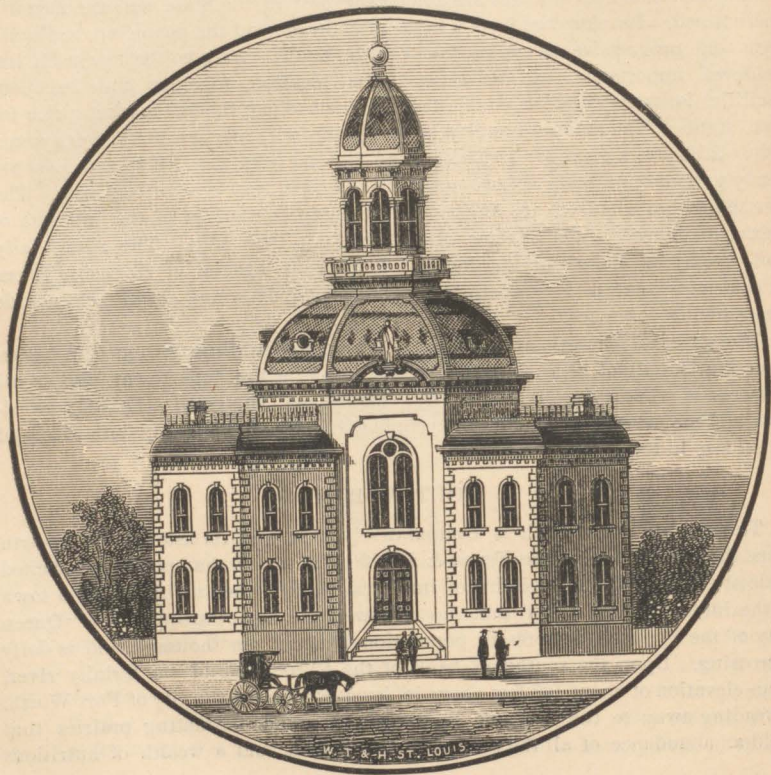
Its educational advantages are among the best in the State, and are liberally maintained. Its churches have a large attendance, and the people are as intelligent and progressive as can be found in the South. As a cotton market it has achieved importance, and its geographical location, together with excellent facilities for transportation, enable the merchant to pay the full market price for that staple. The amount handled at this point will average 40,000 bales annually. It is also a good stock market, and buyers from the North and East are ready to make purchases of any amount and at the best controlling rates. The newspapers of Denison are among the best representatives of the interests of Texas, and have a wide influence in that section of the State. The *News*, daily and weekly, is one of the leading and influential journals of Northern Texas. It has energy, enterprise and ability. The *Herald*, daily and weekly, has a wide and growing influence.

The streets of Denison are broad and regular, its buildings are good, it has an abundant supply of clear freestone water, it has a fire department, and in all respects is what a vigorous young city should be. The general health is excellent, and the moral character of the people will compare favorably with towns of equal size in the North.

FORT WORTH.

The city of Fort Worth is comparatively new, and its astonishing growth since the completion of the Texas & Pacific Railway to that point, has excited wide attention. The large influx of immigration awakened a little prairie town to the importance of a city that has achieved the compliment of the "Queen City of the Plains." Its present population is about ten thousand, and is daily increasing. Upon the southwest bank of the Clear Fork of the Trinity river, at an elevation of about 100 feet above its level, is situated the city of Fort Worth. Spreading away to the west and south are the grand undulating prairies that yield an abundance of all the products of the earth, and a wealth of nutritious

grasses that support stock in herds of thousands. The climate is charming, and the rounding seasons are filled with thrift and fragrance. The quiet village of an evening found itself a bustling city in the morning, with schools and churches, blocks of stores and fine hotels, elegant residences, a mayor and common council, police and public functionaries, courts and newspapers, with the inevitable barber shop and bootblack. In the form of a Maltese cross the magnificent court house was constructed, and it is one of the finest buildings in Texas. The merchants are prosperous, and all of the industries that belong to a progressive town are to be found in Fort Worth. It is only two years since this town became the western terminus of the Texas & Pacific Road, and to-day it has a system of street railways, gas works, flouring mills, and a hundred other industries. Already there are four newspapers published in the town, "all daily." The *Democrat* is a morning daily and weekly; the *Standard* is also published daily and weekly; the *Tribune* is an evening greenback paper, and the *Journal* an evening paper. The press of Fort Worth is able and newsy, and has won a creditable position among the newspapers of Texas. The society of the city is fast improving, and after a few years it will solidify into the culture and refinement of the older towns in the State.



COURT HOUSE, FORT WORTH.

GALVESTON.

One of the most beautiful and charming sea-port cities in America is Galveston. It is situated upon its namesake island, and is divided from the main land of Texas by Galveston Bay. The Gulf of Mexico circles it upon the south, and the exhilarating breezes from the Gulf cool and temper the climate. The bloom of perpetual summer is everywhere visible in this city by the sea, and its attractions are many and various. It is, however, the commercial importance of Galveston that gives it the greater prominence, and secures to its merchants a credit and character throughout the world. Its trade extends to every port and country, but chiefly with Europe, Mexico, Brazil and other of the South American States. The coasting trade along the Gulf and in the bays and bayous, from Mexico to Louisiana, is rapidly developing, and assuming valuable proportions, while the interior trade of Texas is largely attracted to this point. A city of such commercial influence necessarily expands and furnishes an interesting theme for comment.

With uniform exactness and at right angles the streets of Galveston have been established. They are broad and elegantly paved; while in the business portion of the city the palatial stores and warehouses, that form its mammoth blocks, are of a character that would do credit to the enterprise of Chicago or New York. In the resident portion of the city the avenues are broad and magnificent. The orange blossom, the deep dyed and brilliant oleander, and the bloom of magnolias and other tropical plants, are everywhere to be seen, and long streets are as fragrant as gardens. Beyond and at the verge of the island is the incomparable beach that stretches along the gulf coast for a distance of 31 miles. It furnishes the finest drive-way in the world, and the exhilarating sea breeze adds a fresh strength and charm to life. The surface of the foundation of Galveston is perfectly level, and although its massive and elegant structures are built upon the sand, they are as immovable as upon a rock. Neither storm, nor wind, nor tidal wave can sweep them away; but they remain as enduring as the material of which they are constructed. The population of the city approximates 36,000, and the society is as refined and cultivated as any upon the continent. The people are metropolitan in character and have a hospitable freedom that is at once courteous and attractive to the stranger. The educational advantages of the city compare favorably with those of any town in the country, and its numerous church edifices are elegant. The churches are largely attended, and the pastors are among those of accomplishment and great force of intellect.

The hospitals are capacious and airy, and afford every possible comfort to the sick and diseased. The professions embrace the highest order of culture and experience. The bar of the city is second to no other in the South, and her physicians are gentlemen having a wide knowledge of the healing art. The Masonic, Odd Fellows', Temperance, Benevolent, Social and other societies of the city, are liberally sustained and add largely to its metropolitan character.

Its excellent system of street railways, and splendid hotels—among which we notice the Washington and Tremont hotels—afford ample entertainment and comfort to those visiting the city either for business or pleasure.

In a commercial sense and aspect Galveston is still more conspicuous. Ships

from every clime and country load and discharge cargoes at her wharves. The Mallory line of ocean steamers make regular trips between this city and New York, each week, connecting with New Orleans. There is also a line of steamers plying along the coast to the Rio Grande. There is also a steamship line to Liverpool, and one in contemplation to Brazil and the South American States, the vast trade of those countries attracting the attention of Galveston merchants. In addition there are three railways centering in the city, which have been constructed with Galveston capital, viz.: The Galveston, Brazos & Colorado, now in operation for a short distance, and destined to traverse the great sugar-producing region of Texas; the Gulf, Colorado & Santa Fe Road, now being operated to Arcola, on the line of the I. & G. N. Railway, and projected to extend through Texas to Santa Fe, in New Mexico; and the Galveston, Houston & Henderson Road, which forms a connection with the vast system of railways centering at Houston. To which it is proper to add water communication along White Oak and Buffalo bayous. Thus it will be seen that Galveston is providing herself with the facilities for transportation, as comprehensive as her expanding trade. The average exports of the city are from \$29,000,000 to \$32,000,000; and the imports from \$35,000,000 to \$38,000,000. The natural increase in the products of cotton, sugar, wool, hides and grain, with the new enterprise of sending abroad pork and beef, will rapidly enhance the value of her exports. This city is already the third cotton market in the country, and is making energetic strides toward the second position. She handled over 491,000 bales of cotton for the year ending Sept. 1st, 1877, for which was paid over twenty-five millions of dollars; and which employed the full capacity of six immense compresses. During that year she handled over 100,000 bushels of wheat; over 70,000 hides; over 15,000 sacks of wool; 31,000,000 feet of lumber; over 21,000 head of cattle; and imported 53,000 sacks of coffee, with a large list of miscellaneous merchandise. A trade so large and formidable necessarily requires the facilities of banks and insurance; and the organized methods of business through a Cotton Exchange, Produce Exchange and Chamber of Commerce, all of which the city is supplied with. The merchants of Galveston form its solid character and credit, and their stores and warehouses are filled with all kinds of fabrics from foreign and domestic looms, and the products of the soil. Many of them do a business reaching into the millions, and as the great State of Texas shall be peopled and cultivated, this city will share largely in the general increase of business. In the one item of coffee there is an enormous trade, some of the dealers handling unbroken cargoes and selling them in New Orleans, New York, Boston and St. Louis. The Morgan line of steamers plying between Clinton, Morgan City, New Orleans and Galveston, comprise seven splendid steamers; and in addition that Company have separate lines to Corpus Christi, Indianola, Brownsville and Havana. The Mallory line of steamers are employed in the coast trade between Galveston, Charleston, Baltimore, New York and Boston.

The newspapers published in Galveston are the *News*, *Journal of Commerce*, *Christian Advocate*, and *Post*—a German paper. We desire to add that the Galveston *News* is the ablest and most enterprising paper in the Southwest. Its progressive ability rivals the metropolitan journals of the East, and its early

morning delivery in Houston is by special engine and car owned by Messrs. A. H. Belo & Co., the proprietors of that paper. It was established in 1842, and has grown to be the largest and most complete newspaper establishment in that section of our country. A new Webb Perfecting Press is now being constructed, and will be in use for the edition of September 1st, 1878, which will contain a full review of the year's business, railroad and immigration statistics, and other valuable and useful information. In the publication of news of every kind, both foreign and domestic, in the scope and character of its leading editorials, and completeness of reportorial facilities, the *News* is without rivalry in the South. Terms, per annum, daily, \$12.00; weekly, \$2.00.

In closing this notice of Galveston we give the names of the city government:

Mayor—D. C. Stone.

Aldermen—P. Barry, A. M. Campbell, Thos. Collins, B. R. Davis, J. C. Franz, Jas. Hickey, F. Marlow, F. D. Mitchell, C. E. Richards, J. Runge, J. Wegner, J. Zeigler.

City Clerk—P. S. Wren; Assistant Clerk—Alex. Easton. Attorney—Geo. P. Finley. Assessor—J. M. O. Menard. Collector—R. A. Burney; Assistant Collector—J. A. Baron. Treasurer—R. J. John. Harbor Master—J. H. Routon. Auditor—F. Ilse. Messenger—J. V. Behrman. Engineer—M. L. Lynch. Overseer of Streets—P. D. Hickey. Chief of Police—M. M. Jordan. Chief Engineer Fire Department—J. H. Westerlage. Health and Hospital Physician—Dr. C. Campbell. Recorder—R. T. Byrne. City Sexton—M. Cahill.

GEORGETOWN.

This is one of the old substantial towns of Central Texas, and is the county seat of Williamson county. It is situated nearly in the center of the county, and has a population of about 750. The two Gabriel rivers fork at that place, and furnish splendid water privileges, which are as yet not utilized. Among the industries of Georgetown is a flouring and gin mill, which is operated by steam power. The merchants are among the most reliable in that portion of the State, and there are five stone buildings used for mercantile purposes, in the central portion of the town, which cost \$15,000 each. The new court house is a splendid and imposing structure, costing \$60,000. The town is entirely out of debt, and in a prosperous condition financially. There are fine churches, good schools, Masonic and Odd Fellows' lodges, and they are all well maintained. The people are cultivated and public spirited. The proposed Tap road of the International & Great Northern, from Round Rock, a distance of ten miles, will be completed in September, and with the advantages of transportation facilities Georgetown will be infused with fresh vigor, and rapidly grow to be a city. The *Democrat* and *Record*, two excellent and well edited weekly papers, are published in this town, and reflect the interests and progress of Williamson county.

HOUSTON.



BIRD'S-EYE VIEW OF HOUSTON.

At the western verge of the great timber region of Eastern Texas, which stretches from the boundary line of Arkansas to the Gulf, and at the near opening of the magnificent prairie lands spreading away to the west and northwest and only bounded by the Rio Grande and New Mexico; and at the junction of Buffalo and White Oak Bayous; in latitude 30 degrees north, and in longitude 18 degrees west, is situated the commercial city of Houston. It is 50 miles northwest from Galveston, and 819 miles from St. Louis. Geographically, its position is central, and commands a large portion of the trade of the State, especially of the southern, western and eastern portions. From this central point diverge nine railroads, several of which have extensive branches. In the near future as that section of the grandest agricultural State in the Union shall become developed, its vast domain populated, its agricultural capacities and resources utilized, and its immense surplus products shall require additional railway facilities for transportation to the seaboard cities, Houston will become the most important railway center in all of the Southern States.

Four months subsequent to the famous battle of San Jacinto, which occurred on the 21st of April, 1836, and which culminated in the independence of Texas as a separate nationality, the land where the city of Houston now stands was surveyed and laid off into streets and building lots. The property was then owned by John K. and A. C. Allen, and the prospective town was named in honor of the hero of San Jacinto. From that time the town made gradual and steady progress, and in May, 1837, the second session of the Congress of the new

Republic was held at Houston, and it remained the capital of that nation for a period of about four years. The capital was then removed to Washington where it remained for a short time, and then transferred again to Houston, and from there to Austin where it has since remained.

In 1842, Houston had reached a population of 3,000, had several fine buildings, and was favored with water communication with the States by the Buffalo Bayou, Galveston Bay and the Gulf. Upon the admission of Texas as one of the sovereign States of the Union in 1846, the city of Houston was infused with a fresh commercial life, and the influx of population and enterprise from the older States gave new vigor to its industrial capacities. Since then its advancement has been rapid and substantial, until it has a population of about 26,000. The city was organized and assumed the functions of a civil corporation in 1838, and the first Mayor was Francis Moore, Jr. There are five wards in the city, each of which is represented in a council composed of ten members. Hon. J. T. D. Wilson is the present mayor, and Mr. John Reichman, secretary and treasurer. There is an efficient police department, with F. N. Butt as chief; and a well organized fire department, with I. F. Meyer at its head. It is composed of six well equipped companies, and one hook and ladder company. There are seventeen church organizations of the various denominations, and many fine church edifices. The educational advantages are not excelled by any other city in the Southwest, and the various public schools not only enjoy an equitable proportion of the ample provision made by the State for that purpose, but are zealously sustained by the citizens and local appropriations. There are 14 public school buildings, and the number of scholars enrolled 1,707. The general superintendent of the schools is Prof. H. H. Smith, who is an accomplished scholar and teacher. Of the amount expended for educational purposes, \$2,000 are provided from the Peabody Fund. In addition to the public schools there are twelve private and select schools, including two seminaries for young ladies exclusively, which are all liberally supported. It need hardly be stated that these schools are in charge of accomplished and qualified teachers, for a people who make such ample provision for educational purposes are careful to secure the best ability to mould and develop the intellectual and moral character of their children.

Among the large number of societies are Masonic and Odd Fellows' organizations, Houston Lyceum, Good Templars, Young Men's Christian Association, Knights of Pythias, Seven Wise Men, Knights of Honor, Young Ladies' Benevolent Society, a Pickwick Club, Independent Order B'nai Brith, Houston Turnverein, Agricultural, Mechanical and Blood-Stock Association, and Texas State Horticultural and Pomological Association. There are also five military company organizations, and five newspapers, as follows: *Houston Daily* and *Weekly Telegram*, *Daily* and *Weekly Evening Age*, *Baptist Herald*, *German Gazette*, and *Texas Sun*—the last a monthly publication. The parks and public grounds are the Houston City Park, State Fair Grounds and Driving Park, and the Emancipation Grounds.

There are thirteen corporations in the city, exclusive of the banks, as follows: Texas Express Co.; Houston Direct Navigation Co.; Buffalo Bayou Ship Channel Co.; Houston City Transfer Co.; Texas Emigration and Land Co.; Houston

Insurance Co.; Houston Street Railway Co.; Houston Gas Light Co.; Board of Trade and Cotton Exchange; Young Men's Real Estate and Building Association; Railroad Real Estate and Savings Association; Buffalo Compress Co.; Odd Fellows Building and Exchange Co.; Houston Compress Co.; Elevator Co.; and Cotton Mill Company, now in process of construction.



J. R. MORRIS' BUILDING.

For stability and credit the banks of Houston hold a position equal to any in the country. The First National Bank is operated on a capital of \$100,000; the National Exchange Bank has a capital of \$100,000; the City Bank has a capital of \$500,000; the Houston Savings a capital of \$100,000. To this list we may add the banking houses of T. W. House and Henry S. Fox.

The railroads centering at Houston are the Galveston, Harrisburg & San Antonio; Texas & New Orleans; International & Great Northern; Galveston, Houston & Henderson; Texas Western Narrow Gauge; East & West Texas Narrow Gauge; the Texas Transportation Co.; the H. & T. C., and the Brazoria Tap road. The additional means for transportation are the Morgan Line of Steamers to Galveston, Indianola, New Orleans, New York, and other Atlantic ports; and the Texas Transportation Company. A more special and complete description of these means of inter-communication may be found in another chapter.

The hotels of Houston are among the best in the Southwest, and among them the Hutchins House and Kennedy Hotel deserves special mention as being admirably conducted.

As a central manufacturing point, Houston presents great inducements and advantages. Her iron works, foundries, lumber mills, wagon and agricultural manufactories, flouring mills, and other industries which command skilled labor, are rapidly developing into large proportions, and adding greatly to the wealth of her people. Houston is also a prospective grain market. It has an elevator, with a capacity for holding 150,000 bushels, which is so situated as to be available for shipments either by rail or water. The handling of cotton is an important feature in the commerce of Houston, and adds largely to the industries of that city. It practically controls the cotton product of the Red River country, and over the Texas & New Orleans Railway its trade in that commodity extends into Western Louisiana; while along the line of the G., H. & S. A. Railway, which extends through the grandest producing region in the world, it holds a large proportion of that trade. The mercantile interests of Houston are in a strong and prosperous condition, and have been the energizing forces in constructing the splendid system of railways that converge to this city. Unlike the merchants of many other cities who wait for others to build them railways and enjoy their advantages, they grappled with the subject of railway construction with a courage that knew no failure, and pushed these lines of communication through forests and treeless prairies until they were made to blossom with an expanding civilization. If that city is in debt it has advanced from isolation to a commanding prominence, and the rapid influx of capital and immigration will ultimately relieve it from financial embarrassment. The assessed valuation of real estate and personal property in this city for 1877, was about \$7,000,000. Taxation is limited by the charter to 2 per cent.

Having treated of Houston as a business and commercial city; as a railway center of expanding magnitude; of the churches and schools and societies, which reflect its religious and social qualities; its culture, refinement and moral characteristics, the close of this article is approached with a brief notice of its magnificent market house. In its construction the wants of a quarter of a million of inhabitants are anticipated. The building is constructed of brick, and occupies a block. The entire length is 204 feet, and its width in the central portion is 116 feet and six inches, with a frontage of 69 feet, and an extension upon each end of 65 feet; the width of the end structures is 74 feet, and the whole area upon the first floor is devoted to market purposes. The elevation of the first story is 18 feet, and of the second story 32 feet. The council chamber has an elevation of 25 feet; in the opposite wing the Houston Lyceum occupies a room exactly similar to the council chamber; the public hall is 74 by 90 feet, and having an elevation of 32 feet, the ceiling is finely ornamented with heavy paneling. It is used by the military companies as an armory. In this building and upon the second floor are located all of the city offices. They are spacious and perfectly arranged with every convenience. The elevation of the main tower is 128 feet, and of the smaller tower 89 feet. From the top of the main tower the view is interesting. Spread out upon either side is the city of Houston. Its streets are broad and at right angles. Everywhere is the shade of beautiful trees.

At a little distance upon the north side is a range of wooded land at a slight elevation, and at the verge of this are numerous elegant residences. To the east there is a charming grove that invites to its grateful shade and cooling breeze, and upon the south and east are the streaming trains of cars and the boats and steamers upon the bayous, all of which are suggestive of the commercial thrift of the city, while upon the west are the rising belts of timber which obscure the grand prairies beyond.

In the immediate vicinity are the banks, and stores, and warehouses, and depots, and manufactories, and churches and hotels of the Bayou City. Here, then, is already established the nucleus of great enterprises, the homes of comfort and of plenty, and the capacities to embrace and support a population of one hundred thousand.

JEFFERSON.

This is a city of about 4,500 inhabitants, and because of its water communications with the Gulf was a "long ago" settled town. It is the county seat of Marion county, and located upon its southern borders, and upon Cypress Bayou which flows into Lake Caddo, and thence to the Gulf by the way of the Red and Mississippi rivers. Navigation to this point is good during eight months in the year, and the shipping interest connected with its various other industries has made it a city of considerable importance. A branch of the Texas & Pacific Railway, extending from Texarkana to Marshall, passes through the city of Jefferson and thereby affords it the advantages of transportation either by rail or water. It is well supplied with schools and churches, and the people take great pride in giving them a liberal support, and they rank favorably with those of any other city in the State. The principal public buildings are a court house, market place, and elegant church structures. They have all of the needed conveniences. There are also two banks, one national bank organization and the other conducted by a private company. They are both founded upon the solid basis of capital, and do a successful business.

The merchants are among the most enterprising in the State, and command in all sections a first-class credit. One mercantile firm alone averages a business of \$750,000 per annum. The average shipment of cotton from this city, chiefly by water, amounts to about 40,000 bales, while the trade in live stock and farm products amounts to large proportions. It is of interest to note that the trade of five counties, dependent upon imports and exports by water, which surround the city of Jefferson, amount to several millions annually. It is sufficient to mention the aggregate statistics of the counties referred to, and which are Bowie, Cass, Titus, Upshur, Marion, Hopkins and Hunt. In 1870 their cotton products were 35,908 bales, the value of live stock \$2,652,879, and other products of the farm \$4,961,837. The land improved and unimproved was assessed at \$1,602,750. The increase in products and valuation since 1870 has been over forty per cent., and hence it will readily be seen that the center of a trade having so large a productive basis, can not be less than a growing and prosperous town, and this trade will largely be held by the merchants of Jefferson, because of the cheaper facilities of transportation by water.

In addition to what has already been enumerated, are the increasing products of vast deposits of iron ores, and the inexhaustible forests of valuable timber. Four miles east of Jefferson are Kelley's large foundry, iron works and plow manufactory, which are located upon the East Line Railway and the trade of which is directly connected with Jefferson. The East Line and Red River Railway will be completed to Sulphur Springs by the first of November, which will add to the already excellent transportation facilities and trade of this city. The *Jimplecute*, a daily and weekly paper, edited and published by Mr. Ward Taylor, a veteran of ability and enterprise in the profession, is the chief exponent of the interests and progress of Jefferson. That gentleman is at present the efficient mayor of the city, and receives a salary of only one dollar per annum. The citizens of Jefferson are cordial and generous, and to those who come to share their prosperity from other States, they extend an open heart and hand.

MARSHALL.

Upon the line of the Texas & Pacific Railway, and nearly in the center of Harrison county, is the situation of the rapidly advancing city of Marshall, with a population of about 7,000. It is upon a beautiful elevation, 500 feet above the sea level, and is free from the miasms that prevail along the river bottoms of the lower country. This site was donated to the county by Peter Whetstone, and was laid out into town lots in 1840. At that time it was a dense forest, and the future city made slow progress. The first school was opened in 1842, and the Masonic Female Institute was erected in 1849, and in 1851 the court house was built. It is now one of the most substantially built cities in Texas, supplied with an abundance of pure, freestone water, and very healthy. The business portion of the city is constructed of brick, and many of the buildings would do credit to cities of larger pretensions. It has as fine a jail as can be found in the State, the "Capital" is an elegant brick hotel, with several frame hotel buildings, and numerous handsome residences that are surrounded with shaded and beautiful yards. The schools are first class in every particular; the free schools being under the direction of the city authorities, and affording all of the advantages for a primary education. The Marshall University, for males, and the Masonic Female Institute, already referred to, under the management of Marshall Lodge, are institutions of learning of which any city might feel proud. They are ably and well conducted, and in a highly prosperous condition. There are ten churches, six white and four colored, all of which are liberally supported. This city has two newspapers, which are ably conducted, and reflect great credit upon the enterprise of the city. The *Messenger* is a weekly paper, owned by Jennings Bros., and edited by T. B. Hawley. In connection with this office is a large job printing, book bindery and blank book manufactory. The *Herald* is a lively tri-weekly paper, edited by R. W. Loughery, and owned by Hamments & Mastin. The markets in Marshall are supplied with vegetables, fruits, meats, game, and all that is needed for the best provided tables. The general offices, repair and machine shops of the Texas & Pacific Railway are in this city, the main line extending from Shreveport in Louisiana, west to Fort Worth; and a branch from Marshall to Texarkana, connecting with the St. Louis, Iron Mountain & South-

ern Railway. There are employed at Marshall, by the railway company, about 150 workmen, and the pay-rolls to these and other employes amount to \$50,000 per month, which finds circulation in the city alone, and gives an impetus to every branch of industry. This city is gradually and substantially increasing in population and wealth. The society is a full average of the very best in the State, and the people have the energy and courage to push forward to competence and prosperity, and they extend a cordial welcome to the same class of people, from whatever clime or country they may come.

PALESTINE.

One of the most beautiful and progressive of the interior towns in Texas is Palestine. It is located upon the high rolling ground that divides the Trinity and Neches rivers. Like its ancient namesake, the surrounding country is grand and delightful, offering every inducement for homes and habitations, and yet it has a full measure of American enterprise and courage. Located near the center of Anderson county, and having ample transportation facilities, its growth is rapid and sure. The older portion of the town is about one mile from the railroad depot, upon a beautiful elevation which overlooks the new part of the town in the vicinity of the railroads. In 1875 the International & Great Northern Railway erected its general offices, machine and repair shops at this place, and since then the population has more than doubled. Its inhabitants now number about 3,500, and rapidly increasing, the great railroad corporation referred to affording employment to large numbers. The importance of this town is owing largely to its being the junction of the Southern, Western and Northern Divisions of the International & Great Northern Railway, and which gives it the consideration of a railroad center. In addition to the large interests connected with the railroad, there is a variety of industries that afford occupation and support to its inhabitants. Among them we may mention, 1 foundry and machine shop, 3 lumber yards, 4 brick yards, 1 tannery, 1 ice factory, 2 flouring mills, 1 steam cotton gin, 1 mattress factory, 1 grist mill, 1 wood-turning shop, 2 dealers in agricultural implements, 2 bakeries, 1 tin shop, 4 blacksmith shops, 4 shoe shops, 1 dealer in sash, doors and blinds, 1 gun shop, 1 paint shop, 2 dairies, 4 drug stores, 12 engaged in general merchandise, 1 hardware store, 4 commission houses, 11 groceries, 1 book and stationery store, 3 furniture stores, 5 fruit stores, 1 hide house, 1 banking house, 3 jewelers, 4 millinery stores, 1 saddlery and harness store, 3 liverys, 4 restaurants, 2 well conducted newspapers with job offices (the *New Era* and *Advocate*), a venerable but commodious court house, a roomy brick market house, and a large number of fine residences. The professions are well and ably represented, and there are also a large number of skilled mechanics. All of these industries and employments are indicative of the live and progressive character of Palestine. They constitute the elements of thrift and wealth and are the solid foundations of enterprise. Nor are the schools and churches of this flourishing town neglected. They are all liberally supported, and the white and the colored alike enjoy excellent educational advantages, and the privileges of worship. There is one female college, and a select school for boys, which afford opportunities for studying the higher branches. There are also one Masonic

Lodge, Chapter and Commandery; an Odd Fellows' Lodge, Knights of Pythias and Good Templars. It is of interest to note the construction of a new Masonic Temple by that Fraternity, which, when completed, will be a magnificent building, to cost not less than \$15,000. In the vicinity of Palestine there are two extensive horticultural farms, that rival that industry in any other part of the country. The fruits and grapes of this section of Texas, are perhaps the finest in the South, and the crop is exceedingly abundant. In connection with the fruit and vegetable industries there has been erected a capacious cooling house for their storage and preservation, until forwarded to market in the new and improved refrigerator cars. The inhabitants of Palestine have the courage and vigor to command business success, and yet they are cultured and hospitable, extending a cordial reception to the energetic and industrious stranger who may come to share in their prosperity. There are two weekly newspapers published in this town, the *New Era* and the *Advocate*. We may add that the former paper is ably conducted and edited, and reflects the enterprise of Anderson county.

PARIS.

Upon a beautiful elevation, commanding a view of a rich and fertile surrounding country, nearly in the center of Lamar county, on the line of the Transcontinental branch of the Texas & Pacific Railway, is the situation of the flourishing city of Paris. It contains a thrifty and intelligent population of about 5,000, and its industries are rapidly expanding as the surrounding country develops through the influences of immigration. A county so rich in agricultural resources as Lamar, and enjoying the best of transportation facilities, must necessarily have a thrifty and growing central town. The industries of Paris consist of two planing mills, two furniture factories, three steam flouring mills, two harness and saddlery manufactories, blacksmith shops, tin shops, boot and shoe shops, and all of the minor industries that are usually found in a town of this size. Its mercantile interests are in a prosperous condition, and the leading merchants among the more substantial in Northern Texas. It has two banking institutions, which, for solidity and careful management, are not excelled in the State. The Paris Exchange Bank has a capital of \$300,000, and under the direction of its president, Mr. S. E. Clement, and cashier, J. E. Roberts, it has won a commanding position among the financial institutions of the country. No less can be said of the Farmers & Merchants' Bank, with its capital of \$250,000. This bank was organized in 1874, and occupies an elegant building. The president, Mr. J. N. Adams, and cashier, C. W. Werz, are both gentlemen of experience, and enjoy the confidence of the public. The aggregate capital of these two banks is fully employed by the business of this town, which reaches about \$3,000,000 annually. The cotton shipments by rail average from 12,000 to 15,000 bales. The new court house, costing \$50,000, is one of the finest in the State, and the new jail is a substantial structure that cost \$15,000. There are two public school buildings and several private schools, all having excellent educational advantages. There are also seven churches, of different denominations, which are well attended and liberally supported. The Masonic and Odd Fellows' societies are in a prosperous condition, and each has a convenient hall for both labor and refreshment. The *North Texan*



COURT HOUSE, PARIS.

and *Paris Press* are able and well conducted weekly papers, and supply the town and adjacent country with the current news of the day. The resident portion of the town is beautiful, and exhibits the culture, taste and refinement of its people. Its broad streets and elegant yards are shaded with numerous trees, and made sweet with flowers and shrubbery, which abound in great profusion. The spirit and enterprise of its people are a guarantee of the future growth and prominence of Paris. Its substantial business structures, which have been erected upon the ruins of a recent conflagration, that destroyed eleven blocks in the center of the town, its gas works, street railways, and other proposed improvements, are all indicative of the commercial thrift of one of the most charming cities in Texas. The general health of Paris is good, the water supply excellent, the climate delightful, and the people elevated in character, and hospitable.

ROUND ROCK.

This enterprising town has a growth of hardly two years, it having been laid off into lots for building, in the summer of 1876, and has now a population of

about 1,000. Its situation is 19 miles north from Austin, on the line of the International & Great Northern Railway, and about three-fourths of a mile from the old town. It is upon a high rolling prairie, and the surrounding country is as rich and productive as any in Texas. Brushy creek flows in close proximity, and affords an abundant water supply for stock. Its industries consist of 2 planing mills, 4 lumber yards, 2 flouring mills, 2 wagon shops, 1 broom factory, 2 harness and saddlery shops, 2 hardware stores, 2 stove and tinware stores, 14 stores for general merchandising, blacksmith shops, drug stores, and all of the industries of older towns. Miller's Exchange Bank, with a branch at Georgetown, is the prominent financial institution of the town. There are also three churches, four schools, and a prosperous Masonic College which cost \$5,000. Lodges of M^asons and Odd Fellows, a Chapter and Commandery; and one newspaper, the *Headlight*, which is advancing with the rapid growth of the town. The commercial importance of Round Rock consists in its being the center for the trade of twelve surrounding counties, and its business is only limited by the capital at the command of its merchants. It offers large inducements for the profitable use of capital, and its inhabitants are among the intelligent and push-ahead classes that are building up the new towns and cities of Texas.

SAN ANTONIO.

So much has been written of the quaint old Spanish town of San Antonio, that it would become a work of supererogation to add to the volumes that have gone before. For a better understanding and comprehension of the present status of this curious and interesting city, we propose to epitomize only its historic past, and treat of the San Antonio of to-day at greater length.

In 1691 an advancing Spanish colony established itself at the place where the city now stands, and this newly founded settlement was named San Antonio de Bexar, in honor of the lordly Duke of Bexar, of Spain. The colony was composed of adventurous and warrior monks of the Franciscan Order, and they immediately began the erection of churches and missions, for the conversion of the Indians and protection against savage tribes.

Of these missions those of N. S. de la Concepcion, S. Juan Capistrano, and S. Francisco de la Espada, were completed in 1716, and that of S. Jose in 1720. They are situated upon the banks of the San Antonio river, the first three being distant respectively one, two, three and one-half leagues south from the center of the city, and that of S. Jose only two leagues distant. The first mission, Concepcion, lies within the present corporate limits of San Antonio, and is in the best state of preservation; the second, that of S. Jose, was the most magnificent in its architectural design and elaborate sculpture, and now presents as venerable and romantic an appearance as can be found in foreign lands. Venerable and majestic still, their noiseless language awes the beholder, and tells of the learning and genius that conceived and the courage and purpose that executed the transformation of savage life and clothed it with a mantle of civilization.

In 1730 there arrived, under the protection of the then viceroy of Mexico, Jaun de Acuna, Marquis de casa fuata, a colony of thirteen families from the Canary Islands, comprised of the noblest and proudest blood of Spain. A new



TOWN OF SAN ANTONIO DE BEXAR, TEXAS, 1840.

life and vigor was then aroused in the colony, and the founding of San Antonio was firmly established. These families were the ancestors of many now living, whose refinement and culture adorn social life, and who can point with a just pride to their noble lineage.

It is noteworthy that upon the arrival of the new colony the old name of San Antonio was superseded by that of Villa San de Fernando, in honor of the king of Spain, which name it retained for a period of fifty years, and during which time Texas was created a separate province, tributary to the State of Cahulia, with the Villa, or Fort San Fernando, as its capital. It was also during this period that many of the missions throughout the province were either consolidated with others or abandoned, because of the great expense for their support. Among others that of San Antonio de Valero, established on the Rio Grande in 1703, having been removed to Villa de San Fernando in 1718, was, in 1781, secularized, and the name of San Antonio again resumed. The name of Bexar was then used to designate the surrounding district, which was larger in extent than the present State of New York; the same as to-day the city is called San Antonio and the county Bexar.

Between the date of the erection of the mission of San Antonio de Valero, on the Rio Grande, in 1703, and the year 1722, it was transferred to the San Pedro river, three-quarters of a mile west from the present Mexican cathedral of San Fernando, and in the latter year it was again removed to Military Plaza. It was again removed in 1745, and rebuilt upon the spot where it now stands, the first stone being laid on May 8th of that year, and was called the "Church of the Alamo." The plaza upon which it was re-erected was surrounded with cotton-wood trees, which means alamo, from which it derived the name of "The Alamo."

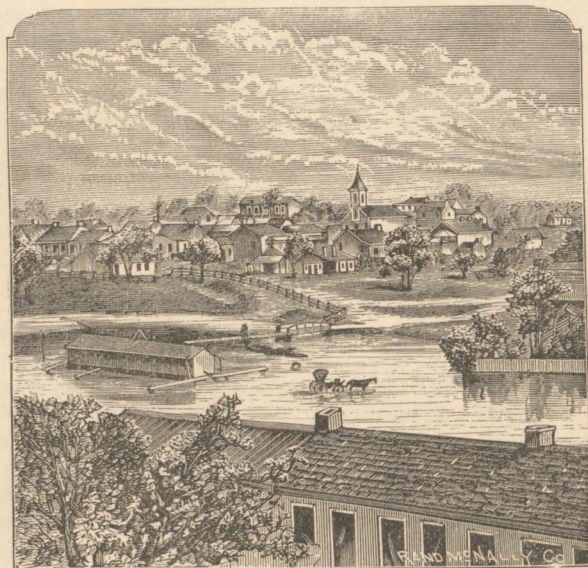
From the year 1781, at which time the Church of the Alamo was secularized, to 1835-6, San Antonio continued to increase in population and importance, mostly by the immigration from the American States, and secured the large Mexican trade which she retains to this day. In 1835 the province of Texas established her independence of Mexico, and started out upon the sea of nationality as a "lone star." Her national history, from that date to the time when she became one of the United States of America, is familiar to all. During all of this time San Antonio was alternately the central point of military operations and commerce, and sustained her heroic character through the severe and terrible struggles which she endured. During the late unhappy war between the States, San Antonio was the chief cotton market of the country, on account of her proximity to the Mexican frontier, and was also an important depot for merchandise and supplies, and was the market from which Houston, Galveston and other cities obtained their goods.

SAN ANTONIO OF TO-DAY

Is, however, the important subject of our present consideration, and we approach it with a feeling of responsibility for the influence it may have upon the thousands who are continually seeking reliable information regarding this favored land. To the end that each one may judge understandingly of the country toward which their thoughts and inquiries are drifting, it has been necessary to give only a passing glance at the heroic deeds and initial efforts of its early set-

blers, and which render the city of the Alamo famous in the annals of Texan history.

The city is situated upon both banks of the San Antonio river, which rises from numerous springs gushing at the base of a low limestone formation that constitutes an extending spur of the high cretaceous strata of table-lands.



SAN ANTONIO, 1873.

Through devious and winding ways, more in the form of the fantastic trail of a frightened Indian than a definite channel, the river flows through the valley in which the city rests. The Arroyo San Pedro is a bright stream, feeding from the refreshing springs of that name, upon the northern border of the city, and forming a junction with the San Antonio river, at its southern boundary. The range of hills which semi-circle the city, are gradual elevations of from 200 to 300 feet, and enclose the level ground that borders the streams already described. By a system of irrigation the lands within the corporate limits are freely watered, and the luxuriant growth of trees, the bloom and fragrance of flower and garden, the ample shade and foliage, the tropical blossom and the shining river, the gray old cathedral and mission buildings, the solemn and sacred Alamo, and the hallowed associations of deathless memory, are the wondrous attractions of San Antonio. Its streets are narrow and crooked, its squares and plazas are barren places, its population is cosmopolitan and mixed, its better society is refined and cultivated, its lower classes have little of the enterprise and vigor of the genuine American, its merchants are financially stable and prosperous, its market men and women are Mexican in habit, custom, character, and the itinerant trader and huckster is thriftless and shabby. The mansions of the opulent are handsome and comfort-

able, the leading hotels are modern in structure and well kept, the homes of the middle classes are cleverly arranged, and even the jacobs offer a hospitality equal to the open prairie, and a shelter as inviting as mesquite brush; but everywhere, among all classes and conditions, there are gardens, and trees, and grateful shade. This is the San Antonio of to-day, and the progress of its future can not remain a difficult problem so long as the fresh energy and enterprise of immigration stimulates it to activity.

Its location is in latitude 29 degrees 30 minutes north, and 21 degrees 25 minutes west, at an altitude above the level of the Gulf of 687 feet. Its mean temperature for the seasons is as follows: spring, 69.94 degrees; summer, 83.56 degrees; autumn, 68.95 degrees; and winter, 52.94 degrees. The average rain-fall for a series of years, 36.90 inches. The atmosphere is dry and invigorating, and the Gulf breezes are a nightly luxury. The health of the city is good, and free from miasmatic influences. Average mortality about 13 in 1,000.

During the year 1876 there were constructed in San Antonio 199 buildings, of which 15 were stores, 131 dwellings, one brewery, and the remainder of a miscellaneous character. Since the incoming of 1877 many additions to the building list have been made, and notably for the superiority of architectural style and the material of which they are constructed. In connection with the buildings of this city it is proper to state that the Alamo is in good preservation, and that a movement will soon be inaugurated to raise money for the purchase of the building, and to erect a suitable monument on the plaza in front, to commemorate the bravery and sacrifice of Milane, Boice, Crockett, Travis and their heroic associates, all of whom fell in the defense of their "lone star" country. Among the buildings that attract the attention of the visitor, are those constituting the new Government Depot of Supplies for the Military Department of Texas, a full and complete description of which may be found in the chapter relating to the military posts and forts in this department. The new military headquarters is an elegant and imposing stone structure, situated on Houston street, and is arranged with every convenience for the transaction of the business of that department. The County Court House, on Solidad street, and the City Hall, at a corner of the old Military Plaza, are quite ordinary structures, and with fair conveniences.

PLAZAS AND PARKS.

There are but four of these open spaces in the city, and they have little attraction excepting the associations connected with them. They are as follows: Main Square, or La Plaza de los Islos, so called in honor of the colony from the Canary Islands; the Military Plaza, immediately west of the former, and so named because it was first used by the garrison, but now used as the market-place; the Alamo Plaza, irregular in form and unattractive, excepting the renowned Mission Church, which is located at its northwest corner, and which has until quite recently been occupied as a government storehouse since the admission of Texas into the Union; and Milam Square, which was but recently laid out, and is yet in an embryotic state. There are only two parks, Travis and San Pedro. The former is yet in its infancy, but from its surroundings of churches and fine dwellings is destined to be the favorite breathing spot in the

heart of the city; and the latter, a very pleasant resort at the northern boundary of the city, which will at some future day develop into the proportions and attractiveness of a park that will command the attention and patronage of visitors.

WATER SUPPLY.

From the earliest settlement of San Antonio to the present time, the San Antonio and San Pedro springs and rivers, with a system of irrigating ditches, have been the only sources of a water supply for household and gardening purposes. Recognizing the inadequacy of this crude system, and comprehending the future rapid growth of the city, it was determined to erect a system of water-works, "in order to supply the city with an abundance of pure water, for fire protection, sanitary, public and domestic purposes, using the head of the San Antonio river as a source of supply."

These works are now completed and furnish the city with an abundance of the purest water to be found in any State. The head force raises the water to a height of 24 feet at the point from whence it is forced by suitable machinery to an additional height of 85 feet into the receiving reservoir, which is erected upon a space of six acres known as the city rock quarries, having a capacity of five millions of gallons. From this capacious reservoir the water is distributed throughout the city. The cost of these works amounted to about one hundred thousand dollars.

HALLS AND PLACES OF AMUSEMENT.

There is a notable absence of places of amusement in this city, especially such as to command the patronage of those who appreciate the legitimate drama and the artistic skill of the actor. Situated upon the border of the frontier, and having heretofore a limited influx of visitors, because of the want of railway facilities, San Antonio has been able to give little encouragement to places of amusement. But now that a new era is dawning upon the city, and the progress of its growth sure and steady, the erection of a suitable and well-appointed dramatic academy will attract investment. The halls now in use are those of the Alamo Literary Association and the Casino. They are both respectable halls, but have a limited capacity and few conveniences.

MARKETS.

The street and market-place scenes of this city more readily remind the visitor of the customs of an old Spanish town than any other feature of the place, with the possible exception of the Mission buildings. Here may be seen beggars on foot and beggars on horseback,* old men and young, the swarthy Mexican and the dark-eyed signorita, both with their peppery vegetables; a huge black moustache, "horsed" upon a pony, and surrounded with dime bundles of hay—the man being invisible, yet speaketh; another with a mountain of stove-length

* Under an old Mexican custom, only one day in each week, Saturday, is allowed for mendicants to follow their occupation upon the streets or plazas. This license prohibits their appearance upon any other day of the week, and our description of market scenes applies to that day exclusively. At other times the market-place is orderly, and free from the presence of beggars.

faggots, and still another with bundled stacks of green maize, all vociferating the superior quality of their merchandise. Here again comes the broad-brimmed driver with an attachment of four lazy oxen and a load of mesquite wood, and there again is the able-bodied vendor of black candy, cakes and gnarled apples; the explosion of a Mexican whip and the cry of the stalwart "peppery man" is but a moment of the strange confusion, while the more modest of the senoras, on the plaza in front of the cathedral walls, are serving black coffee and chocolate. These proceedings are interspersed with the appearance of a Mexican band



BREAKFAST IN MARKET SQUARE, SAN ANTONIO.

of music, composed of all sizes, sexes and ages, and the jargon of strange sounds is sufficient to awaken the sleepers under the pavement of an Alamo. In the immediate vicinity of these grotesque scenes is a very good market-house, supplied with the usual variety of meats and vegetables. One of the singular conditions of this climate is, that fresh meats are left to hang in the stalls through the day and night, however warm the weather may be, without injury.

The population of San Antonio numbers about 20,000, and is divided, according to the city assessor's report, among the following nationalities: Americans,

English and Irish, about 5,500; Germans, 6,000; Mexicans, over 4,000; French, 128; Spanish, 12; Polish, 58; Swiss, 48; Italian, 15; Dutch, 6; Hungarian, 5; Chinese, 4; Africans, about 2,500, to which may be added the miscellaneous list.

In this age of municipal indebtedness and taxation, it is a satisfaction to refer to the financial condition of San Antonio. The annual report of the mayor, Hon. James H. French, submitted March 1st, 1877, gives a complete exhibit of the financial affairs of the city which has honored him with the chief executive office. At the time referred to, the bonded and floating indebtedness amounted to the sum of \$123,757.28, divided as follows: bonds, \$101,000.00, and notes and other evidences of debt, \$22,757.28. Owing to a recent change in the organic law of the State, as applicable to the subject of taxation, it is limited to a fixed percentage, and, wisely or otherwise, the authorities must comply with its provisions. The revenue to pay interest and ordinary expenses is derived from a general tax of one-half of one per cent., to which may be added the receipts from market rents, fines, license tax, rents from city lands, and State and county pro-rate tax on school account. The total valuation of taxable property of all kinds, as shown by the report of the city assessor for the year 1876, is as follows:

Real Estate.....	\$5,892,211
Personal property.....	711,000
Merchandise stocks.....	815,135
Banking capital.....	345,000
Total assessed valuation.....	\$7,763,346

The total assessment in 1878 is over eleven million of dollars.

The rule of assessment is about one-third of actual valuation, and therefore the total real wealth of San Antonio reaches beyond the round sum of twenty millions of dollars.

It is of interest to note the following facts. The total number of tax payers is 2,323. Of this number one is assessed over \$175,000, one over \$160,000, three over \$125,000, three over \$100,000, one over \$90,000, one over \$80,000, one over \$70,000, two over \$60,000, eight over \$50,000, six over \$40,000, thirteen over \$30,000, thirty-seven over \$20,000, eighty-six over \$10,000, one hundred and seventy over \$5,000, and 1,990 under \$5,000. This statement must be understood as the number assessed from \$5,000 to \$10,000, from \$10,000 to \$20,000, from \$20,000 to \$30,000, and so on to the highest amount.

The German, Polish and Alsacian elements are the largest property holders, the American next in magnitude, and the African the lowest in the scale.

The city government is confided to the care of a mayor and twelve councilmen, three from each of the four wards. There is also an organized police force, and a fire department consisting of two steam fire-engines, two hand engines and one hook and ladder company.

THE PUBLIC SCHOOLS

Are creditable to the city, and with the ample provision made for their support by the State will very soon equal in efficiency and progress the schools of the older cities of the country. The number of scholars at present enrolled is 849.

and the average attendance is 82 per cent. There are five public school buildings, fifteen teachers, and one superintendent. The cost of maintaining these schools is \$1,150 per month, which is derived from the city's pro-rate share of the State school fund, interest from a city fund of \$108,000, and a percentage of the Peabody fund. There are also eight private and select schools, which are liberally patronized, one Catholic college, one convent, and one English and German school.



CATHEDRAL DE SAN FERNANDO.

CHURCHES.

In the settlement of San Antonio the Franciscan monks and the later colonists from the Canary Islands, transplanted the religious customs and faith of the Spanish Church, and nourished them into a vigorous growth upon the fresh soil of a newly-discovered country. Therefore the churches and missions erected at that early day still bear the impress of the religious faith that emanates from the temporal head of the Catholic Church, and reflects the solemn ceremonies of the Vatican.

The earnest energy of that Church had much to do in moulding the character and giving direction to the religious thought of that period, and the sounding aisles of the forest were its pathways to the present generation. The first missionary labors in the vicinity of this city began with the advent of the venerable Antonio Margil in 1720, and to his efforts belonged the erection of the first church in San Antonio, which was completed in 1732. It was the present Mexican Cathedral, and called the Church of San Fernando. It is situated upon the west

side and fronting Main Plaza. Originally it was built in Moorish style, a part of which still remains, forming the sanctuary and sacristy of the new cathedral. The congregation is mostly Mexican, numbering nearly 4,000, and under the pastoral charge of Rev. Father Neraz.

The English Catholic Church, St. Mary's, was founded in 1856, and is an imposing and beautiful structure. The congregation, numbering about 1,500, is under the care of Rev. Father Johnston.

St. Joseph's (German) Catholic Church is situated a few blocks east of the river, and is a massive stone edifice. It was founded in 1868, and opened for divine service in 1872. It has a fine chime of bells, and is in charge of Rev. L. Feltine.

St. Michael's (Polish) Catholic Church is built in the quaint style characteristic of their native land, has a congregation of about 400, and is in charge of Rev. S. Wojciechowski.

The diocese of San Antonio was erected from a portion of the diocese of Galveston, in 1874, with the Right Rev. Anthony Dominic Pellicer as Bishop.

The institutions under the fostering care of the Catholic Church are the Ursuline Convent, established in 1851, and has 150 pupils; the college of the Brothers of St. Mary, dating from 1852; the Parish of San Fernando School, in care of the Sisters of the Incarnate Word; St. Joseph's German School, the Orphan Asylum, and the Santa Rosa Hospital.

The Protestant Episcopal Church was first established in San Antonio in 1850, by the Rev. John T. Fisk, then a chaplain in the United States Army, and under the direction of Bishop G. W. Freeman. In 1859 the organization of the present parish of St. Mark's was perfected, and on Thursday, December 22d, of that year, the corner-stone of the beautiful and imposing edifice that now occupies the northern boundary of Travis Park, was laid. It was completed and dedicated March 28th, 1875. The present Rector, Rev. W. R. Richardson, Dean, has officiated since 1868.

The Methodist Episcopal Church, known as Paine Chapel, was built in 1853, and is situated on Solidad street. The present pastor is Rev. Homer S. Thrall, and his labors are greatly prospered. In connection with the Methodist Church of San Antonio an interesting fact needs to be stated, and it also applies to the Presbyterian Church. In the spring of 1844, Rev. J. W. Devilbiss, of the Methodist Church, and Rev. John McCullough, of the Presbyterian Church, while visiting San Antonio, held divine services in a house on Commerce street, Mr. Devilbiss preaching the sermon and Mr. McCullough conducting the service. So far as known this was the first Protestant service ever held in this city, and as a singular result both gentlemen subsequently became citizens of San Antonio, and organized churches here.

The Presbyterian Church is located on the corner of North Flores and Houston streets. The edifice is a large stone structure, and because of its unfinished and unroofed tower it has the appearance of an ancient cathedral. The corner-stone of this substantial building was laid in 1860, and it has cost \$20,000. The present minister is Rev. John W. Neil, and his ministrations have met with sufficient success to encourage the purpose of building a new church edifice.

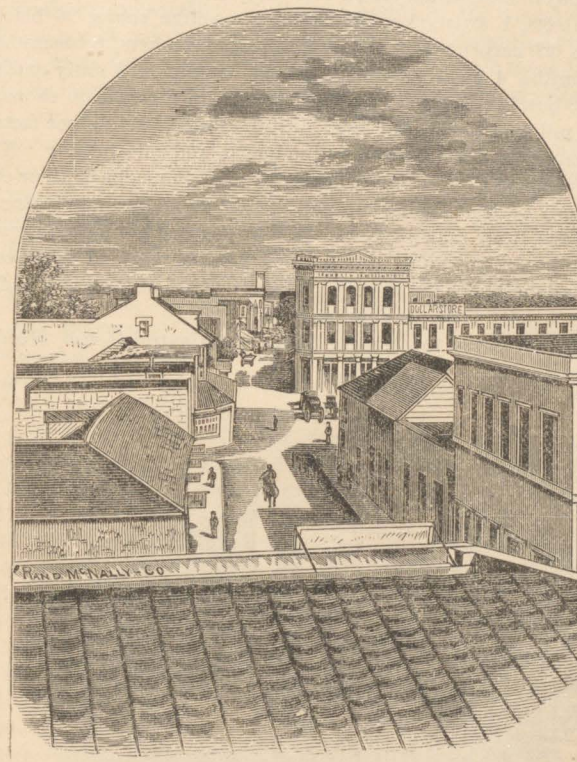
The Baptists have a fine, stone structure, in the lower part of which services

are held, the main building being yet in an unfinished condition, and which is desirably located on the southeast corner of Travis Park, and with its neighbor, the elegant Jewish Synagogue, situated upon the opposite corner, add materially to the beauty of that part of the city.

The African churches are four in number, and of different denominations. They are neat, substantial buildings, are well attended, and their worship is characterized by the well-known devotion of the race.

ASSOCIATIONS.

San Antonio is well provided with social and benevolent societies and orders, having Masonic, Odd Fellows, Knights of Pythias, and kindred organizations; also a German Casino, shooting club, musical societies, jockey club, an Irish-American and Mexican Society, an Association of Mexican War Veterans, an Agricultural, Stock and Industrial Association, and others that largely contribute to the welfare, prosperity and social advancement of the people.



COMMERCE STREET.

BUSINESS OCCUPATIONS.

A list of the various kinds of business and occupations will be of interest, and answer a hundred questions regarding the character of business at this point. The list is complete, and is taken from the books of the city assessor, which shows the following: 5 wholesale grocers, 4 wholesale dry goods houses, 1 wholesale cigar and tobacco dealer, 24 dry goods dealers, 43 dry goods and grocers, 36 groceries, 10 hardware and tinware dealers, 4 dealers in firearms, 4 furniture dealers, 4 dealers in watches, clocks and jewelry, 3 books and stationery, 1 glass and fancy goods dealer, 7 druggists, 15 fruit dealers, 2 confectioneries, 5 candy stores and manufacturers, 3 soda and mineral water dealers, 11 tobacconists, 5 boot and shoe stores, 7 milliners, 5 merchant tailors, 2 piano and music dealers, 3 produce dealers, 3 feed stores, 2 forwarding and commission merchants, 2 farm brokers, 3 sewing machine agents, 4 banking houses, 2 auction houses, 4 photographic galleries, 4 lumber dealers, 4 livery stables, 5 feed stables, 4 breweries, 3 soap manufacturers, 2 sash, door and blind factories, 1 gas factory, 7 insurance agencies, 6 hotels, 15 boarding houses, 8 restaurants, the usual number of saloons, 1 wine cellar, 3 dentists, 14 physicians, 36 lawyers, 2 veterinary surgeons, 5 surveyors and engineers, 5 architects, 1 artist, 2 undertakers, 2 machine shops, 26 blacksmiths, 1 wheelwright, 27 carpenters, 9 saddle and harness makers, 8 tinsmiths, 2 paint shops, 2 locksmiths, 4 printing offices, 2 book binderies, 3 daily and 1 weekly newspapers, 28 butchers, 3 tanneries, 17 barber shops, 3 gunsmith shops, 8 builders, 4 planing mills, 11 bakeries, 1 brass and iron foundry, and 2 ice factories.

The newspapers of this city are ably conducted, and enterprising. They have a leading influence in this section of the State, and the scope of their editorials, the liberal supply of news from every part of the world, and ample local notes, place them in the front rank of newspapers in the South. The *Express* is published daily and weekly. Subscription rates \$10 per year in advance for the daily, and \$2 annually for the weekly. The *Herald* is also a daily and weekly. The price for the daily is \$8 per annum, weekly \$2.

The leading hotels are the Menger Hotel, the Central House, Hord's Hotel, and the Vance House.



MENGER HOTEL.

JUDICIARY.

The Twenty-second District Court, having civil and criminal jurisdiction, is held at San Antonio on the first Monday of February, April, June, October and December; Judge George H. Noonan presiding.

The Bexar County Court is held on the first Monday of each month, for the trial of criminal cases; and the same court is held on the third Monday of each alternate month, for the hearing of civil cases; the Hon. Thomas A. Dwyer presiding.

The Commissioners' Court has regular sessions on the second Monday of February, May, August and November.

For the trial of petty offenses against the ordinances of the city, courts of a more limited jurisdiction are held daily, and woe be to the offender if he happens to be a second trespasser upon the law and good name of the city.

Of the commercial importance and advantages of San Antonio, little need be added. Its geographical position will at once suggest the explanation of its steady growth and prosperity. A glance, however, at the magnitude of its present trade can not be uninteresting. Being the base of supplies for nearly all of the military posts in the department of Texas, surrounded by an immense stock-producing country, and commanding the trade of the Northern States of Mexico, its commercial development is natural and progressive.

It is estimated that the freights of all kinds, shipped from this distributing point to the various sections of the State of Texas and portions of Mexico, amount annually to ten millions of pounds, and its transportation gives constant employment to over four hundred ten-mule teams, each with a capacity for carrying six thousand pounds, and averaging four trips a year.

From the report of Thomas N. Vail, General Superintendent of the Railway Mail Service, we compile the following facts: During a period of four weeks, commencing January 15th, 1877, there were posted at the San Antonio office, 41,230 letters, and that the total number of pieces of mail matter sent from this office was 65,134. The aggregate weight was 3,786 pounds, making a daily average of 2,326 pieces, weighing 135 pounds.

The receipts for freight alone at the San Antonio office of the Galveston, Harrisburg & San Antonio Railway, from the time of its completion, February 19th, 1877, to May 31st, 1877, a period of three months and two weeks, amounted to \$125,273.86.

The following statement exhibits the amount of shipments of four leading articles of commerce from February to July, 1877: hides, 1,452,480 pounds; cattle, 400,000 pounds; sheep, 482,100 pounds; mules and horses, 179,000 pounds. The number of buffalo hides handled at this point during the first six months of the present year is estimated at 40,000, and valued at \$150,000. The valuation of dry and green hides handled during the same period, is over one million of dollars, and the amount of wool for the same time over 1,500,000 pounds, and valued at \$450,000. The cotton handled at this point amounted to about 3,000 bales.

We give a careful estimate of the mercantile trade during the past year, in a few of the leading articles only, as a partial review of the business of this city:

Dry Goods and Clothing.....	\$3,000,000
Groceries.....	2,500,000
Hardware.....	500,000
Furniture.....	100,000

San Antonio offers many opportunities for manufacturing, but thus far they have not been utilized to any great extent. The field for this industry is broad and open, and only awaits occupation by energy and capital.

The railroad facilities of this place consist of the extension of the Galveston, Harrisburg & San Antonio Railway, with its present terminal point at San Antonio, and the prospective construction of additional roads is promising. A complete history and description of the "Sunset Route" Railway is given in another chapter, to which we invite attention.

In closing this description of San Antonio, it is proper to add that we have "nothing extenuated, or set down aught" in prejudice. It only embraces facts which are everywhere visible in this city. That its business opportunities and commercial stability are exceptional, and greatly in advance of other cities of its



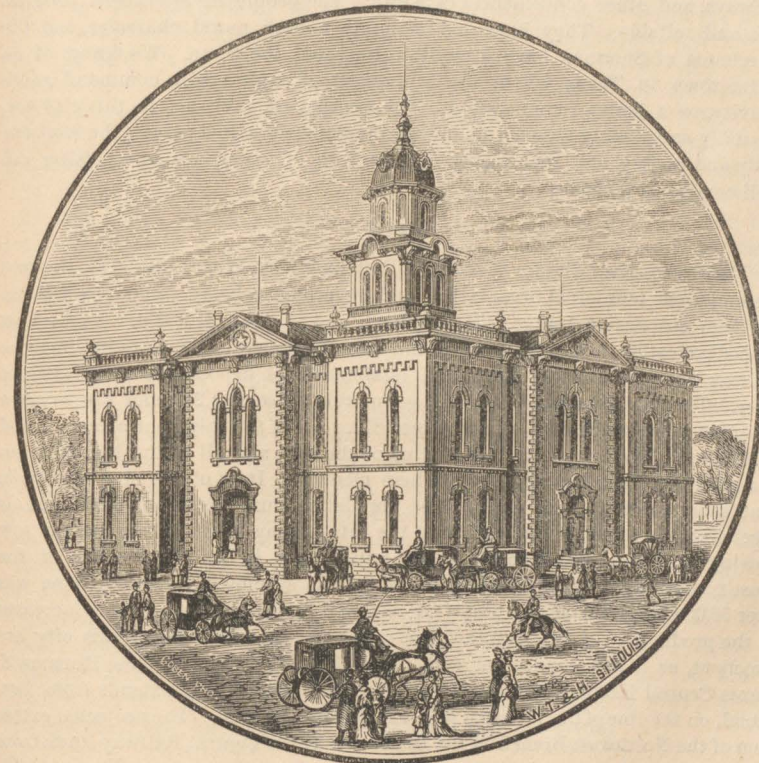
VIEW ON COMMERCE STREET, SAN ANTONIO.

magnitude, is evidenced in the fact that the courts have adjudicated hardly a case of bankruptcy occurring in the city during the past four years of financial depression. The contiguous country is the finest in the world. The soil is abundantly productive, and adapted to the highest state of cultivation. It offers rare inducements to the industrious immigrant, who would meet with a cordial

and honest welcome from its people. The climate is salubrious and healthy, the springs and streams abundant, and a comfortable, happy home is the promise and the reward of industry. The thriftless and the indolent have no home in any place or clime, because they never secure one; while those who labor with an honest purpose, fill their homes with comforts, and enjoy them. Come and see!

SHERMAN.

The city of Sherman is one of the oldest settled towns in Northern Texas, and its present population numbers about 8,000. Its situation is in the central portion of Grayson county, nine miles south of Denison, and at the intersection of the Transcontinental branch of the Texas & Pacific and the H. & T. C. Railways. These advantages alone would make that town one of prominence, but when we take into consideration the surrounding country, which is fertile and abundantly productive, the real cause of its present growth and expansion is easily understood. Its situation is upon the verge of a vast prairie country on



COURT HOUSE, SHERMAN.

the south, and fringed upon the north by an extensive timber belt. Its geographical position necessarily stimulates its numerous industries, and makes it the leading distributing point for agricultural implements in that section of the State. It contains flouring mills, carriage and wagon manufactories, three lumber yards, three hotels, among them the Binkley House, one of the best and most elegant in the Southwest; excellent public schools and one high school, eight elegant church edifices, and all of the smaller industries that are necessarily associated with a growing city. Its stores are mostly constructed of stone, and add a substantial appearance and credit to the town. The water supply is mostly from wells, but an excellent system of water works which will furnish any needed supply, is now under construction and will soon be completed. The dwellings are chiefly of wood, and being surrounded with large yards and gardens, with foliage and flowers, present an inviting hospitality, and the ease and comfort of prosperity. It has also a large cotton compress, and two banks that supply the needed capital for the various industries. The court house is an elegant stone structure and one of the attractive features of the city. Its design is elaborate, and construction substantial. It has a system of gas works, street railways, and other conveniences of a city. The people are intelligent, progressive and reliable. They have and maintain a high moral character, and the merchants of Sherman have a credit throughout the State. We know of no better town in Texas where the investment of capital will command more activity, or a better remuneration. The newspapers published in this city are, the daily and weekly *Courier*, an able and judiciously edited paper; the *Register*, daily and weekly, and the weekly *Patriot*, both of which are enterprising and well conducted journals.

WACO.

The Brazos river divides Waco into East and West Waco, although the two are under one municipal organization and government, being joined by a splendid iron suspension bridge, 475 feet long, and costing \$160,000. "Old East Waco," so called, is now a suburb of the East Waco that has been built since the railway penetrated to the town, and established its depots nearer the Brazos river. The new town has a thriving population of some 1,200, and has reached all of its commercial importance since 1872. All of the shipment of cotton and other products are made in this portion of the city, and all of the lumber, merchandise and other commodities are here received. It is of the city as a whole that general reference is made. The population numbers about 9,000, and is receiving accessions from a portion of the enterprising immigration that is now flowing to Texas. From an old "stand still" town, it has become one of the most flourishing interior cities of the State. Its shipment of cotton alone was over 50,000 bales during the past year, and will increase as the country increases in the production of that staple. The transportation facilities of this city are excellent, as it has connection with other cities by a branch of the Houston & Texas Central Railway, known as the Waco Tap Road, which extends from Bremond, on the line of the Houston & Texas Central Railway. The projected extension of the Northwest Branch of the Houston & Texas Central Railway starts from Waco. The industries of this city are 1 cotton compress company, 1 cotton mill,

2 large flouring mills, 2 foundries and iron works, 3 planing mills, 2 lumber yards, 1 distillery, 2 wagon manufactories, 1 cooperage, 7 hotels, 3 banks, 30 dry goods and 50 grocery houses, 4 wholesale liquor dealers, 50 lawyers, 25 physicians, and many other industries, such as harness and blacksmith shops, markets, bakeries, boot and shoe shops, etc., etc. In the matter of educational opportunities, Waco is well and favorably supplied, having 5 free and 7 private schools, with an enrollment of 1,561 scholars between 8 and 14 years; among them the Waco University, and a flourishing Female College, and a Catholic Convent School. There are also eleven church organizations, and nine church buildings, all of which find a liberal attendance and support. There are also extensive brick yards in the city, and the material for their manufacture is of the best quality and inexhaustible. "It is estimated," says the *Telephone*, a paper published at this city, "that of the two thousand buildings, of all kinds, standing within the city limits, at least one thousand are built of brick." The streets are broad, regular, and elevated so as to secure a good drainage. With so large a combination of industries, a location central and accessible, in the midst of a surrounding country which for fertility and productiveness is unsurpassed, and having the advantages of an energetic and intelligent population, the city of Waco may well be regarded as among the most prosperous in the Southwest, and having before it a future that but few others can boast of. It offers great inducements for the investment of capital, and the security is a rapidly increasing valuation of property. Her citizens are hospitable and give cordial encouragement to the honest and industrious who come to share their prosperity. We take pleasure in mentioning the new water works which are now completed. The pumping station and reservoir are upon the west bank of the Brazos river, an imposing brick building enclosing the pumps, and a steam engine of sixty horse power which can, in an emergency, be largely increased. The reservoir is formed by the excavation of a rock, and has a capacity of 70,000 gallons. As the steam pump can supply 800 gallons per minute, the volume of water is ample for all purposes. The force of the water is sufficient to throw a stream over any building within the fire limits. The water is taken from clear springs, and is therefore excellent in quality. Three miles of mains and service pipes are already laid, and will be continually extended until every portion of the city is supplied. The water is conducted across the bridge, and three hydrants furnish East Waco with a needed supply. The works, being new, are in perfect and complete order, and their construction cost about \$40,000. There are also gas works and an ice factory in the city of Waco, as well as a convenient system of street railways. There are two fire engine companies, with Wiley Jones as chief of the department. Hon. O. A. Sturges is the present Mayor of the city. The principal hotels are the McClelland and Taylor, both well kept and public favorites. There are three newspapers published in the city, all of which are well edited and conducted, viz.: "*Telephone*," daily and weekly; "*Examiner*," daily and weekly; and the weekly *Register*, a Republican journal. Waco has a bright future, and the rich and fertile country surrounding it, together with increasing railroad facilities, immediately contribute to its rapid growth.

WEATHERFORD.

The capital of Parker county is the surprisingly active city of Weatherford. It is upon the line of the proposed extension of the Texas & Pacific Railway, which will be completed to this point at an early day, and thence to the Pacific coast. This city has the surroundings of a magnificent and fertile country, and its rapid growth has been as marvelous as are the productions of the soil surrounding it. The population now exceeds 2,500, and when touched by railway facilities it will rapidly rise into prominence, and challenge the progress of Forth Worth, which is east of this city thirty miles. There is a division of prairie and woodland, field and forest, encircling the northern view from the city, while to the west and south spread away the vast rolling prairies that only terminate with the Gulf upon the south, and the distant mountains upon the west. The altitude of this city is 1,200 feet above the level of the sea, and the climate is salubrious, healthy and delightful. A clear stream of water flows through the city from northwest to southeast over a gravel bottom, affording a supply of water and perfect drainage. Excellent water is obtained from wells at a moderate depth. The schools and churches of this city are liberally supported. There are five church organizations and church buildings. Among the educational advantages is the Weatherford high school, under the management of a citizen directory, and having a capacity for the accommodation of several hundred scholars. The building is constructed of brick, and has all of the conveniences required. There are about twenty dry goods and grocery dealers, three hotels, two banks, one saw mill, one furniture factory, two stove and tin shops, wagon and blacksmith shops, two steam flouring mills, one saddlery and harness shop, two drug stores, and all of the other industries that belong to a progressive town. The proposed new court house and public school building will compare with the best to be found in the State. The school building will cost not less than \$25,000, and when constructed, will be a credit to the State. There is also a building association, board of trade, street railway construction company, and gas works company. The live, progressive character of the people will find means to supply their growing city with all of the improvements and conveniences that are needed, and which are found in the more advanced cities of the country. There are two weekly papers published in the city of Weatherford, both of which are ably conducted.

CHAPTER VI.

WINTER RESORTS OF TEXAS.

THERE are more solid and substantial reasons why the invalid and the prosperous capitalist should seek and find a winter resort where health and comfort abound, than the cool lakes and springs that invite to a summer shade and recreation. Especially in the cold climates of the North and East there are thousands who would avoid the extreme weather, and promote health, life and comfort in a more genial clime. To the invalid the summers of the North are a thousand times more advantageous than the frigid blasts of winter, particularly in diseases of the lungs, rheumatism and kindred infirmities. While the benefits of winter resorts are much larger to the invalid than summer watering places can be, the delights and pleasures of exemption from chilling frosts are so many that a winter in the South argues itself into almost a necessity to the afflicted, and invites others, who can afford the moderate expense, to the enjoyment of delightful climes.

So widespread throughout the North and East has become the desire for winter resorts, that a notice of a few of the many in the State of Texas will not fail to attract attention. The health-restoring properties of mineral waters are everywhere recognized, and from afar, in all directions, come the afflicted to drink at the fountains and bathe in the waters. It must not be forgotten, however, that the conditions of climate, the seasons, the temperature, and the natural surroundings, have as much to do in restoring health, and more, in their wondrous contributions to pleasure and comforts through an invigorated system, than the acknowledged medicinal qualities of mineral waters. In this respect the State of Texas is far in advance of the marshy swamps of Florida and Cuba, because in the extreme heat of summer they are as healthy and genial as the hills of Vermont or New Hampshire, and in winter the stimulating atmosphere is tempered with the delicious breeze of the tropics. It is appropriate, therefore, to note the more attractive features of

SAN ANTONIO

As a winter resort. Its dry and splendid climate, its bold elevation above the sea level, its remarkably clear and invigorating atmosphere, the charm of foliage, flower and garden, the spreading beauty that surrounds it, the glory and grandeur of its illustrious cathedrals and missions, the numerous springs that emerge from the base of sandstone formations, and flow off in the channel of the beautiful San Pedro; and still farther to the north the marvelous fountain of the San Antonio, both of which are matchless even in comparison with the clear waters that leap from the side of the Adirondack mountains—all combine to render the

ancient city of San Antonio the most delightful and most healthful winter resort upon the wide continent. The waters of these springs, including both the San Antonio and San Pedro, are as crystal and they came forth in the shade and sweeten the fragrance of the flower and bloom which surround them. In and about the city are delightful drives, and a hundred places of interest to be visited. The hotels are excellent and afford all of the comforts and luxuries to be found in any city.



HEAD OF SAN ANTONIO RIVER.

For consumptives there is no healthier and more desirable place in the United States, especially during the winter season. It is conceded by physicians that the mild invigorating climate, the dryness of the winter atmosphere, and the altitude of the city above the Gulf, are almost a certain cure for that terrible disease, if the invalid has not already passed beyond the possibilities of relief. This city is easy and convenient of access over the G., H. & S. A. Railway, the present western terminal point of which is at San Antonio. Among the many noted mineral waters in Texas, those known as the

LAMPASAS SPRINGS

Are regarded with much favor, and are visited by large numbers of people. The nature and quality of the waters are white sulphur, and being strongly impreg-

nated with that mineral, are said to surpass the celebrated Virginia Springs. These springs are as widely and favorably known throughout the Southwest, as the Congress Springs at Saratoga are known throughout the North. They are situated upon the high table lands of Texas, about 60 miles north of Austin, at Lampasas city, which is the county seat of Lampasas county. The surroundings are delightful, and the mild, genial climate in winter, invites the invalid to its charming embrace. These wonderful springs are accessible by stage from Austin, and there is hardly a place in Texas where a winter can be passed with more comfort and pleasure than in the beautiful little town of Lampasas. On the Texas & New Orleans Railway, forty-five miles east from Houston, is the situation of the famous

SOUR LAKE.

The surroundings of this wonderful lake have never been improved, and therefore aside from the water itself there are no attractions for the visitor, but at no distant time it will doubtless become one of the prominent winter resorts in Texas. Its location is in Hardin county, and its area is about two acres. The water is sulphurous, aluminous and ferruginous, and is used in bathing. It is regarded as a specific for rheumatism and cutaneous diseases. For scrofula, scald head and other eruptive diseases, the water is a certain and complete cure, and when buildings shall be erected for the convenience and comfort of visitors, the waters of Sour Lake will be sought for with that general desire which is now centered upon Hot Springs. There is an oil rising upon the surface of the water which possesses wonderful curative qualities, and while it eradicates every particle of a disease of the skin, it clears and beautifies the complexion as no other remedy has yet done, and leaves it in a glow of health which can never be successfully imitated by dangerous cosmetics. Upon the margin of the lake are numerous wells and springs, the waters of which are used for bathing and as a beverage.

A very careful analysis of these waters exhibits twenty-seven different qualities, and the experiments of thirty years demonstrate the fact that with the exception of consumption, these waters will cure almost every disease that flesh is heir to. For chronic diarrhea and dyspepsia they effect an immediate relief, and by a continuous use for a period of from three to six weeks perfect a permanent cure. Perhaps the waters of the Hot Springs are not so valuable for the cure of a diseased or disorganized urinary system as those of Sour Lake. They act with wonderful and powerful effect upon these organs. As soon as the litigation between the several claimants to the property of these wells and the lake has terminated, there will be made improvements in buildings and surroundings so that visitors will avail themselves of the virtues of these waters. The curative qualities of the

LULING SPRINGS

Have come to be of marvelous value during the past few years, and they have the advantages of good hotels and places where invalids can be properly and comfortably cared for. Luling is situated in Caldwell county, on the line of the Galveston, Harrisburg & San Antonio Railway, 155 miles west from Houston and 57 miles east

from San Antonio. The reputation of the Luling sour water is wide spread, and large numbers from the North and East are seeking its benefits. It is also being shipped to different parts of the country, and furnished to those who can not afford the expense of visiting the springs. As a winter resort Luling is one of the most desirable in Texas. The climate is like that of San Antonio, and in addition to the great value of its waters is the mild and invigorating atmosphere, which alone will restore health to a system that has become weakened and depleted. The most alarming cases of inflammatory rheumatism, and indeed all diseases of an inflammatory order will yield in the use of these waters. It is also a specific for the cure of chronic diarrhea, and many other of the diseases that afflict mankind.



MEXICAN WOMEN SELLING MOCKING-BIRDS AT SAN ANTONIO.

The following is the analysis of the Luling sour water: Sulphate of lime; sulphate of magnesia, in large quantities; chloride of sodium; chloride of potassium; carbonate of iron, in moderate quantity; phosphate and chloride of lime; sulphates of alumina, and baryta, and traces of silica and strontia, and large quantities of free sulphuric acid. Its benefits extend to all diseases that proceed from an abnormal condition of the biliary secretions.

Near the town of Sutherland, in the northeast portion of Wilson county, and southeast from San Antonio, 30 miles, are situated the celebrated

SUTHERLAND SPRINGS.

They are in a delightful and healthful section of country, and much resorted to by invalids. These waters are tonic, diuretic, cathartic, alterative and antibilious. They are specially recommended for the relief and cure of those suffering from dropsy, liver complaint, dyspepsia, consumption and all diseases of the kidneys. There is nearly as great a variety in these waters as there is in diseases, and among them may be found seltzer, iron, sulphur, aperient, sour and other varieties, all of which are composed of valuable mineral substances, and experience commands their use. The white and black sulphur waters are highly recommended for bathing purposes, and give a delicate smoothness and a rich glow of health to the skin. As a winter resort it is becoming one of the most celebrated in Texas, and the climate is as genial and refreshing as can be found upon the continent. There are many other places in the State that invite the invalid to their healthful climes, and restore the system to its normal vigor and health. In the North and East there are thousands who would add both to their life and health, if they would pass a winter in Texas, at some of its attractive resorts. They would find pleasure and cultivated society, they would renew their youth, and return again to home and friends in the happy possession of physical strength and health which are more to be coveted than wealth or honors.

CHAPTER VII.

Stock Raising and Sheep Husbandry.

ONE of the most important interests in this country is that of stock raising and sheep husbandry, and the State of Texas is fairly entitled to the first position upon the continent as a stock producing and stock sustaining region. Its vast prairies; abundant, luxuriant and nutritious grasses; its springs and streams of clear and sparkling waters; and, still more, its uniform and delightful climate, in which the rounding seasons give not only a simple promise, but the full protection of a genial clime—these are a few of the substantial reasons why Texas excels all other States in the profitable industries referred to. While almost every county is adapted to these industries, there are sections in which a wider range and larger opportunities are offered for prosecuting the business successfully.

It is in Western and Southwestern Texas that public attention is specially directed in this chapter without the remotest purpose to detract from the great and almost immeasurable advantages offered in other sections of the State. It would not be a just illustration to select the few who have become "cattle kings," and encourage the belief that all can achieve the limits of their success, for the process of success in any particular industry consists in utilizing every advantage and possibility surrounding it.

To note the progress made by poor men in the industry of stock raising and sheep husbandry, is but to lead the way for thousands of others to follow. A basis of one thousand dollars will establish a stock raiser upon 300 acres of land, stock it with 20 cows, 100 ewes, 3 mares, all of the agricultural implements for the cultivation of a few acres and a comfortable place to live in, with all of the needed furniture for cooking, etc., and leave him a surplus for contingencies and current expenses, of \$250. The grasses will support his stock and the products of a few acres will give him more than is needed for subsistence. The natural increase of the stock will not be less than 66 per cent., and as it costs as little to raise a steer or horse in this State as it does a thrifty pullet in New England, it is safe to estimate the annual net profit at 33½ per cent. With industry and economy, and yet having all the ordinary comforts of life and the enjoyment of a delightful climate, the product of ten years will be a substantial competence, amounting to nearly \$18,000, without taking into account the advantages of an increase in the general improvement of property, and starting upon the next decade with an income of about \$6,000 for the first year. This is an under estimate of a mixed herd. In the specialty of sheep husbandry the increase is still larger, because all of the possible losses in lambs can not reduce the increase of stock to 66 per cent., and the annual crop of wool from the flock

will reach an average of at least four pounds. The greater expense is in caring for the flock and clipping the wool. The climate affords sufficient shelter and the soil yields without cultivation all of the grasses needed for their support. To more than substantiate the proposition advanced, the following instances are noted, and the facts are all from reliable sources: Twenty years ago a man who had been a poor cabin boy upon a vessel, came to Texas with a capital of energy and pluck and no money. He settled at Santa Gertrudes, which is located west from Corpus Christi thirty-five miles. He engaged in the industry of stock raising upon the most limited scale, attending in person to his little stock, which had neither semblance nor numbers of either flock or herd. But he persevered and the product increased from year to year until the ranche at Santa Gertrudes was not only known in every part of the country, but throughout the world. It is now the lordly domain of the once poor cabin boy, Capt. Richard King, and his princely landed possessions are over 60,000 acres in area, and all fenced. His herd of cattle numbers over 50,000 head, his horses and mules exceed 10,000, his flocks of sheep are over 20,000 in numbers, and his goats 8,000. Verily the flocks upon a thousand hills are his, and each year he brands 15,000 calves, the increase of his cattle, and sends from 5,000 to 10,000 beeves to market annually. His increase of horses and mules and sheep and goats and thirty thousand fleeces a year, are the evidences of a fortune larger than can be found in many a city.

Near San Patricio, which is northwest from Corpus Christi, on the Nueces river, lives Thomas O'Connor, who was discharged from the army of the Republic of Texas in 1837. A writer has given the following description of him at that time: "His entire earthly possessions then consisted of a Spanish pony, saddle and bridle, two old belt pistols, one of which was broken off at the breech, and one rifle gun, all of which were much the worse for having been in constant use in obtaining our independence." He began the raising of stock, and his herds increased until they numbered 80,000 head of cattle, and 500 saddle and stock horses. His lands upon the river front extended six leagues, and comprised 26,664 acres. In 1851 a gentleman started a ranche twelve miles west of San Antonio, with only 200 head of cattle. Upon his death his sons continued the industry, and the increase had been such that in 1877, when the Adams brothers desired to sell their stock, they were able to deliver to the purchasers 68,000 head of cattle.

Instances of this kind might be multiplied, but these are sufficient to show the fact that stock-raising in Texas is more profitable than gold mining upon the Pacific slope, and 95 per cent. more certain of substantial results.

It is proper to mention that five years since, the horned stock of Texas was confined to the native breed, and ran wild upon its grand prairies with little more care than the trouble of branding the calves. Since then a great improvement has taken place in the quality of the stock by mixing it with the finer grades of imported breeds, and this policy is not only found to work a valuable improvement in the stock itself, but adds greatly to the already large profits of the industry by increasing the quality and price of beeves that are now in so great a demand in the Eastern markets, and for the new traffic of exportation to Europe.

The increase of 100 cows, 2 bulls, and 100 calves, in twelve years, according to a

well demonstrated percentage, would be 14,537. The sale of a portion of the increase, from year to year, at a fair market valuation, and the remainder at the end of twelve years to close out the business, would show the aggregate receipts to be not less than \$101,759, if the stock sold realized only \$7 per head. From this sum must be deducted, of course, the expenses, which would be one extra hand after the fifth year, and an increase of one for each succeeding year. The stock would support itself without the expenditure of a dollar in the gathering of hay or of grain.

These results are achieved only through industry and perseverance. They do not come by sitting about a coal fire in the North, nor by a continuous discussion of the subject. The climate, the soil, the grasses and other advantages of Texas for these industries are all provided, and are beyond the best anticipations of the northern farmer, and only need to be utilized by the vigorous touch of husbandry to yield a fortune. As has been stated, the raising of sheep and wool presents a still more favorable result. Conditions and climate have much to do in that regard, and all of these are found in Western and Southwestern Texas. Warm, genial and dry weather is needed for the successful propagation of sheep. They need less water and that less frequently than the ox, they are easily supported and seek the nourishment of the finer grasses, and therefore in a clime where both shepherd and his flock can repose in safety under the canopy of heaven, during every month in the year, the industry finds its greater profit and increase. Deducting all ordinary losses and casualties, the increase will average hardly less than 80 per cent. A young man with a moderate capital can do more toward building up a fortune in sheep and wool raising in Texas, in ten years of faithful and earnest labor, than the merchant of a large city with an established credit and capital. Many will fail and few will succeed in all enterprises, but with energy and application the advancement in sheep raising reaches far beyond the sanguine expectations of those who speculate with fortune. This industry has a steady, certain and prosperous growth. Any school boy can easily calculate the result of ten or twenty years in the business, without taking from the aggregate of receipts and increase the costs of a six months winter. The vast area of territory in Texas alone, adapted to sheep culture, has been hardly touched by that industry. Its expansion can hardly be limited, and when we consider that the Argentine Confederation, in South America, contains over 70,000,000 of sheep, while the United States has only about 40,000,000 at the present time, it will be admitted that the industry has hardly reached beyond a vigorous infancy in this country. It is natural that the wool product should increase as population increases, and the demands for it in all parts of the world are enlarging from year to year. In 1866 the amount of wool received and shipped from San Antonio, was about 600,000 pounds, and in 1877 it reached over 2,000,000 pounds. The estimate of the wool clip, in 1878, in Southwest Texas, is 6,500,000 pounds. Pushing this subject of production a little farther, we find by the latest and most reliable authorities, which are no less than government statistics, that there are at present in the whole of Europe 194,026,236 head of sheep, while in all of the United States there is hardly 19 per cent. of that number. Russia alone contains 46,432,000 sheep, or nearly 7,000 more than there is in all the United States. The cost of raising and supporting a sheep in the

cold climate of Russia is as great as it is in Canada, while in Southwest Texas the actual cost is hardly more than the watching of the flock, the clipping of the wool and its transportation to market. England has nearly three-fourths as many sheep as the United States, and they are supported at a cost of five times larger than the amount required in the State of Texas. Why then should not that important industry concentrate in the sections of country where it can be prosecuted at the least expense? It will in time, and the colder climes of Russia and some other of the European countries, will abandon the industry as soon as they can procure a supply of wool at a cheaper rate from elsewhere. Nothing now need be urged to demonstrate the almost inexhaustible demand for the staple of wool, and the superior and cheap advantages offered in Western Texas for its production. Although France has a stock of 25,035,114 sheep, and a genial climate, its land is too valuable to be devoted to that industry even with all of the characteristic economy of that country. France, England, Russia, Austria and Germany would become large importers of American wools if we would but increase the quality and quantity of production, and be able to stock the market at a cheaper rate than it costs to winter and care for a sheep in the snows of Northern Europe.

Comprehending these conditions, and at the same time having knowledge of the fact that a pound of wool could be produced in Texas at 20 per cent. of the cost of production in Europe, a millionaire and banker in Paris closed up his business and came to this country with the single purpose of engaging in sheep husbandry. He traveled extensively throughout the West, and especially in Colorado, investigating all advantages offered, and finally purchased a large tract of land in Texas, where he now is engaged in the industry of growing sheep and wool.

At the head of the beautiful Los Morris creek, a tributary of the San Saba river, having its source in Menard county, is situated what is known as "King Carlin's Ranche." The proprietor is Earnest Carlin, a French nobleman, born and bred in Paris, and who gave up the fascinating delights of that capital, its ease and comforts and entertainments, to build the great industry of sheep husbandry in Western Texas. His estate consists of 30,000 acres of splendid rolling prairie in one body; 30,000 sheep, with a present annual increase of 20,000 lambs; and a rock palace, which is perhaps the finest residence in Western Texas. He came from France only two years ago, and his possessions cover the Los Morris from source to mouth, with a frontage of about five miles on the San Saba river, thereby controlling a series of the finest water privileges in that section of the State. His wool clip averages $3\frac{1}{2}$ pounds to the fleece, and his stock of sheep is being graded up by the best blooded importations. His product of wool is, perhaps, the largest of any one individual in Texas, and he has in contemplation the building of large woolen manufactories at an early day, for the purpose of working into fabrics the staple that is grown in Western Texas. It may be well to state that he proposes to give employment and a home to large numbers of the worthy poor women of his native city, and build about him a prosperity and wealth of comfort that could never be reached in Europe in that particular industry. Of course this is an illustration of what capital and experience can do in Texas, and the same success will attend the efforts of those with moderate

capital and industry, in a like proportion. The raising of goats is no less profitable and successful in Western Texas. Their growth is adapted to the climate, and the increase is large. To raise them costs but a little care and attention, and their fleeces are of great value, and command a ready price in the market.

The subject of stock raising in Texas is one of such magnitude that a chapter can hardly exhaust one of its branches, and therefore we have attempted to generalize that industry, and give but a few of the illustrations of its profitable increase among the hundreds that could be named. Regarding the exportation of stock to Europe, and alluding to its production in the Southwest, we desire to give the disinterested opinion of an English gentleman, who has visited Texas, and contributes the result of his observations and experience in a communication to the *New York Times*. That gentleman says:—

“Considerable information has found its way into the newspapers recently respecting the exportation of live stock from this country to Great Britain, and yet many facts have been omitted. Will you kindly permit me, through the medium of your valuable paper, to give some interesting particulars of this largely increasing business. I am visiting this country in the interest of an English firm who have agents and salesmen in all the principal English and Scotch markets. I have recently visited the chief cattle raising districts in the West, including Texas, and was not a little surprised to find such large numbers of fine beesves roaming upon the plains in a semi-wild state in the southwestern portion of that country. On the journey from Houston to San Antonio we passed several immense herds in the vicinity of the latter city; but after leaving San Antonio on horseback for the large ranches 100 miles below, I found the numbers considerably increased, and some very fine breeds of stock. The pasturage is very rich, and will bear favorable comparison with the much-admired pasturage of the West Central States. The climate is very healthy, and the highest point of heat reached was 96 degrees, while it was quite 10 degrees hotter in St. Louis. There is an abundance of pure water, and fruit is in great plenty. I found everywhere most excellent crops, and comfort and prosperity on every hand. The modern Texans are an enterprising people, and though rough in their manner, very kind-hearted, and of amiable disposition. They take great pride in improving the breed of their cattle, and so far have been very successful. Few people are aware of the vast resources of this, the largest State in the country. Statistics give the number of cattle last year as considerably over 4,000,000 head in this State alone. The cattle are large and very strongly built, most of them reaching 1,500 to 1,600 pounds each in weight. The horses are very plentiful, but rather small, ‘this being the only possible objection to them.’ They are very well bred and suitable for city use. They require little or no training and are very fast. The sheep are also small, but are very heavy in wool, and make excellent mutton. There are several available means of transit between Texas and the East; the St. Louis & Iron Mountain and the Missouri, Kansas & Texas Railroads have admirably-arranged through communication with all Eastern points for the transportation of live stock, and have numerous depots *en route* at which the cattle are fed and watered, and the transfer accomplished with as little delay and inconvenience to the stock as possible. They

lose no time in the conveyance, running their live stock trains at as great speed as is consistent with the safety of the valuable cargoes intrusted them. There are also steamships, well adapted to the conveyance of live stock, sailing from Galveston and other Texas ports for New York, etc., which system of transportation is coming into increased favor, the transfers being avoided, and the time occupied little longer than by rail. There are numerous steamers sailing from all Eastern ports every week carrying large cargoes of live stock. The largest consignment ever shipped (550 head) arrived in Liverpool on the 17th, per the Warren Line steamer Massachusetts, from Boston, in first-class condition, without a single accident. The conveyance of live cattle across the Atlantic Ocean has been subject to much comment, many being of the opinion that it is cruelty to ship them alive. This is not so, for when at sea they are subject to suffer from seasickness, but with suitable treatment speedily recover; and I have seen numerous cargoes landed in Liverpool without the slightest sign upon any one of them to indicate that they had been twelve days at sea. They require experienced attendants, a supply of medicine in case of illness, perfect sanitary arrangements and plenty of ventilation. With these conditions there would never be any stock lost at sea, except through ordinary disease. Every facility is offered on both sides of the Atlantic for the development of a large business. There are convenient ports to all the principal markets in Great Britain, nine of which have an average sale of 16,000 head of cattle per week in the aggregate, in which American cattle are in great demand, and realize very high prices. There is commodious lairage accommodation at all the ports at which the stock is landed, and the English railroad companies are doing their utmost to encourage the business in reduced freight and fast live stock express trains. The opposition raised some little time ago to the importation of American stock into Great Britain has almost died away, and there is little prospect of the American cattle being brought under the provisions of the very “restrictive measure” now in the English Parliament, some English newspapers having stated that they are now exempted from the provisions of the bill, and it has been proved that in the last seven years there have only been two single instances known of diseased American cattle being landed in Great Britain. There is but one drawback to the exportation of live stock becoming one of the largest and most important branches of trade between America, Great Britain (and possibly France); this is the high rate of freight charged by the steamship companies for conveying the stock to Europe. The shipper must provide attendants, buckets, brooms, and all the necessaries for the voyage, except stalls and water, and yet the present rate for horses is \$60, and cattle \$30 to \$40 per head. If the steamship companies would reduce these high rates it would encourage shippers to send considerably heavier consignments, and it would benefit the steamship companies materially in the end. The vast quantities of live cattle in all the Western States have been so recently given in published statistics that it is needless for me to repeat them, except to say there is an endless supply available at the present time for exportation, and no better or more remunerative business presents itself to the notice of the ‘American capitalist’ than the exportation of cattle or horses to Great Britain.”

A visit to Southwestern and Western Texas, and a thorough investigation of the whole subject, will fully sustain all that has been written in relation to the subject of stock raising in this State. The only possible failure would be from a lack of industry and judgment. The climate, the soil, the grasses and the water are all supplied by nature, and to carefully and prudently utilize these extraordinary advantages is all that is needed to realize even extravagant anticipations of success.

CHAPTER VIII.

FRUITS, HORTICULTURE, ETC.

THERE is no State in the Union better adapted to the propagation and growth of fruits than Texas. It has been supposed by many that a more northern latitude offered larger inducements and better advantages for the cultivation of fruits and grapes, but after a thorough trial and exhaustive experiments it has been fully demonstrated that there is hardly a region in any country that can develop the quality and quantity of a greater variety of fruits than the State of Texas. They need cultivation and care, as all crops do if a fine and choice quality is expected, but with less labor and less expenditure of money the fruit can be raised to a much higher degree of perfection than in many other States lying in the same latitude. This is owing in a great measure to the strength and adaptability of the soil; and in addition, the pure and genial climate has a greater invigorating effect upon vine and shrub and tree than in wet and marshy countries having an equally warm temperature. Then again the uniformity of temperature has much to do with perfecting the growth of fruit, and giving that superior flavor and excellence to the grape that renders the products of the vineyards of Spain and France of so much value. In these respects Texas is particularly and peculiarly favored. To discuss the whole question of fruit growing, and follow the subtle and delicate process of its cultivation from the germ to the full flower and ripened product, would be of exceeding interest and cover the limits of a book. To note the fact that Texas is the natural clime for its cultivation, and that the industry is of great expansion and profit, will meet every present requirement. Especially in Anderson county, and others that could be named, the cultivation of fruits of all kinds has been a great success, and the first, from year to year, that appears in the St. Louis and Chicago markets, is from that section of the State. It is not alone the early product, but its flavor and perfection that commands the best rates in those markets. It is not an unusual incident to find peaches and pears growing in this State which are as fine and large as can be produced in any part of the world, and yet the cultivation of fruit in Texas is only in its infancy. In 1875 there was a pear grown upon a three-year-old tree, upon the farm of R. C. Nelson, in Cooke county, which weighed 33 ounces, and it was one of 14 that fruited. That product equals the astonishing growth of that fruit in California, and demonstrates the adaptability of Texas for its cultivation. It may be observed that it is an eatable fruit, and with proper cultivation its production would become general. As an instance of the adaptability of the climate and soil for the growth of fruit and grapes, it may be stated that a professional gentleman residing in Houston, having a farm in the vicinity of that city, has devoted a few hours in the morning and evening of each day, for the past six or seven years, to the cultivation of fruits and grapes. The result shows ten thousand pear trees of twenty-two varieties, upon fifteen acres of land, and there is not an unhealthy or scrubby growth

among them all. The fruit is of the finest flavor and ample size. From a little patch devoted to grape culture the crop realized 167 bushels in 1877, the larger portion of which was made into wine of a quality and flavor that rivals the excellence of the French product. Throughout the State peaches, apricots, plums, pears, berries, cherries, apples and grapes, have a large growth, although the northern counties are better suited to the apple product. Many varieties of the apple, especially in Cooke, Anderson, Cherokee and other counties in Northern Texas, attain great perfection, while much of that fruit in Southwestern Texas is of excellent quality.

The tree that is left to propagate itself, without care or cultivation, in any section of country, will not yield the quality of fruit nor the quantity that comes forward when the touch of husbandry aids it. So, if the peach tree is cared for and properly cultivated in Texas, the yield of fruit will be astonishing. In the county of Anderson, and many others in that section of the State, as already referred to, the success in fruit raising has been of a character to establish the fact that it can be grown hardly without limit in quantity and variety.

The cultivation of flowers in Texas can hardly be called an industry, because they come forth to bud and blossom, as the rain comes to water the earth, and the sunlight comes to gladden the morning, and the leaves put forth to yield a grateful shade. It is more of a recreation and pleasure than an industry to cultivate the flowers in a climate where there is perpetual bloom. Every variety known to a tropical clime is there grown, and the wondrous plumage of the birds of South America has not more beauty and combination of colors than the flowers of Texas. They adorn the garden, the home and the prairie, and are everywhere the cheerful emblems of a cultured and refined civilization. A State, therefore, that adds to its magnificent crops of cotton, grain, vegetables, its vast herds of cattle and horses, and flocks of sheep, the fruits and the flowers that enrich and make happy its citizens, justly claims the favorable attention of the world.

TOBACCO CULTURE IN TEXAS.

Previous to the late war, tobacco was cultivated with considerable success in most of the Southern States, and more especially in Virginia and the Carolinas, and yet a considerable portion of the export supply, before and since the war, has been produced in Connecticut, Ohio, Indiana and other Northern States, where the climate and soil are far inferior to the growth of that product, to that of the Southern States.

During the past few years, experiments of a most satisfactory character in tobacco growing have been made in many counties in Texas. These experiments have shown most conclusively that the soil in many sections of this State is most admirably adapted to the different varieties of this staple. It is true, that these tests have been made chiefly in the central counties of the State, yet it is the opinion of experienced tobacco planters in other States, that tobacco can be produced advantageously in nearly every portion of the State, and that Texas is destined in the immediate future to become one of the largest and most excellent tobacco producing States in the Union. There are less dangers to the crop there from early frosts than in Virginia, and the same is true, when protracted droughts are taken into consideration.

CHAPTER IX.

ST. LOUIS AS A COTTON MARKET.

PREVIOUS to the commencement of the rebellion in 1860, New Orleans was the important cotton market of this country. It was at that market, that a large per cent. of European orders for cotton were filled, as also the demands of domestic manufacturers. As the chief cotton mart of the nation, it, for more than half a century, controlled values as it were of that important staple. The war, however, together with the marvelous increase of railroads in this country during the past fifteen years, has completely shorn New Orleans of her prestige and advantages, in this particular, and the cotton product of the South has been diverted into other channels, and is now shipped to the different manufactories of this country by rail, directly from the hands of agents located at all railroad shipping points throughout the cotton-growing districts. And while New Orleans and other Southern seaport markets handle some considerable portion of the cotton shipped to Europe, a large trade in that direction, has, through our liberal railroad system, been turned toward New York and other Eastern market centers.

Within the time mentioned, there has also been a gradual change of base, in the cotton factories of this country. Western and Southern producers are realizing the fact that commercial economy, and the speedy development of the resources of the South and West demands that manufacturing industries should be carried on, in, or contiguous to such sections of country as produce the raw material. They realize the fact that it is a useless expense to the producer and consumer to freight their cotton and wool to the New England and Middle States to be manufactured and then freight back the products for distribution, when the West and South, and more especially that section of country embraced within the great Mississippi Valley, possess greater manufacturing advantages than are offered in any other sections of the Union, and thanks to the march of improvement and enterprise, these advantages are beginning to be utilized. It has been contended by our most eminent commercial writers, that this question could only be determined by the laws of trade, or in other words, economy, the substructure of the law of supply and demand, would regulate and control the location of the various manufacturing industries of this, as well as all other nations. This may be true, yet we can not refrain from entering a protest against a law that has for years enriched the New England States at the expense of Western industries. The granaries of the West and South, as also the products of its herds and flocks, have, for more than half a century been poured into the greedy lap of the Eastern States, thereby building up their commercial and manufacturing industries, while those of the West have been neglected. But as we before stated, the late war and the net-work of railroads that intersects the country from the Atlantic to the Pacific have wrought a change in the interests of the West, and now the music of

the spindle and loom are added to the hum of other manufacturing enterprises of the great West.

As a cotton market, St. Louis is rapidly assuming an importance, both as a manufacturing and distributing point, and as in many other branches of commerce, the time is not far distant when she will occupy a leading position among her sister cities as the chief cotton market of the Southwest.

Before the late war a bale of cotton in St. Louis was a curiosity, while to-day that city has developed into the second inland market in the United States for that important staple. At the close of the war the business men of St. Louis saw an opportunity of diverting a large per cent. of the cotton trade in that direction, and the result shows that they were not slow in availing themselves of the opportunity to its fullest extent. With its almost unlimited resources in the way of transportation by water and its superior system of railroads spanning the richest and best cotton producing sections of the South, all that remained for St. Louis to do to turn the cotton trade in her direction, was to invite by making preparations to receive and accommodate it. This has been done on a scale of such magnitude as to claim the attention of planters and cotton brokers even at points contiguous to New Orleans and other market centers on the Gulf. At the present time shipments to the Atlantic seaboard markets, and also to the New England States are being made via St. Louis, while the statistics show that nearly or quite one-third of the net receipts at that point during the year 1876, were taken for shipments to foreign markets.

The constantly increasing receipts from markets on the Mississippi river as low down as Vicksburg, is conclusive evidence that the tide of trade has set in toward St. Louis, which in the immediate future will make it the great highway between points of production and consumption. It is a fact worthy of mention in this connection, that while the trade of 1876 was nearly twice as large as during the year 1875 there was not a single failure or suspension among the cotton brokers of that city. Factors, buyers, exporters and speculators, all operated on a basis so broad, wise and judicious as to crown their enterprises with complete success.

It is not alone to those directly interested in the cotton trade, that St. Louis has so rapidly developed into one of the important markets of the nation for that staple. The banks, merchants, and business men generally, of that city, have worked and are working, shoulder to shoulder, in their efforts to invite the cotton trade in their direction. Money and supplies in the way of provisions and machinery have been furnished to planters by the banks and merchants of that city, on credit, favors that other market centers were either from over prudential motives, or inability, unwilling to extend. Such liberality and confidence on the part of the business men of St. Louis in extending aid to the producers of the cotton States, many of whom were most seriously crippled by the devastating influences of the war met with a corresponding liberality in the largely increased consignments of cotton to that market. But this is not all, a feeling of confidence has been established between the planters and "middle men" at the South, and the brokers, buyers and exporters at St. Louis. The former finds in sending their cotton to that market, they are sure of getting a "square deal," and when they need a helping hand in the way of money or supplies to enable them to make a crop, it is extended to them.

ST. LOUIS COTTON EXCHANGE.

The St. Louis Cotton Exchange was organized in 1873, and incorporated under a liberal charter, according to the laws of Missouri, in 1874. To show its breadth of character and standing in commercial circles it is only necessary to state that it is officered by such well known, solid business men as M. C. Humphrey, President; J. H. Dowell, Vice-President, and C. W. Simmons, Secretary and Treasurer; while its Board of Directors is composed of such men as Wm. M. Senter, Wm. P. Shryock, Julius Scherck, Theo. G. Meier, R. B. Whittemore, W. N. R. Beall, O. M. Edgerly. Its present membership is about one hundred, but should St. Louis increase in her importance as a cotton center during the next five years at the rate she has during the past five years, we may safely predict that in 1882 the members of the St. Louis Cotton Exchange will number three hundred.

RECEIPTS AND SHIPMENTS OF COTTON INTO AND OUT OF ST. LOUIS FOR THE PAST TWELVE YEARS.

As a matter of interest to all, we give the receipts and shipments for each Cotton year for the past twelve years:—

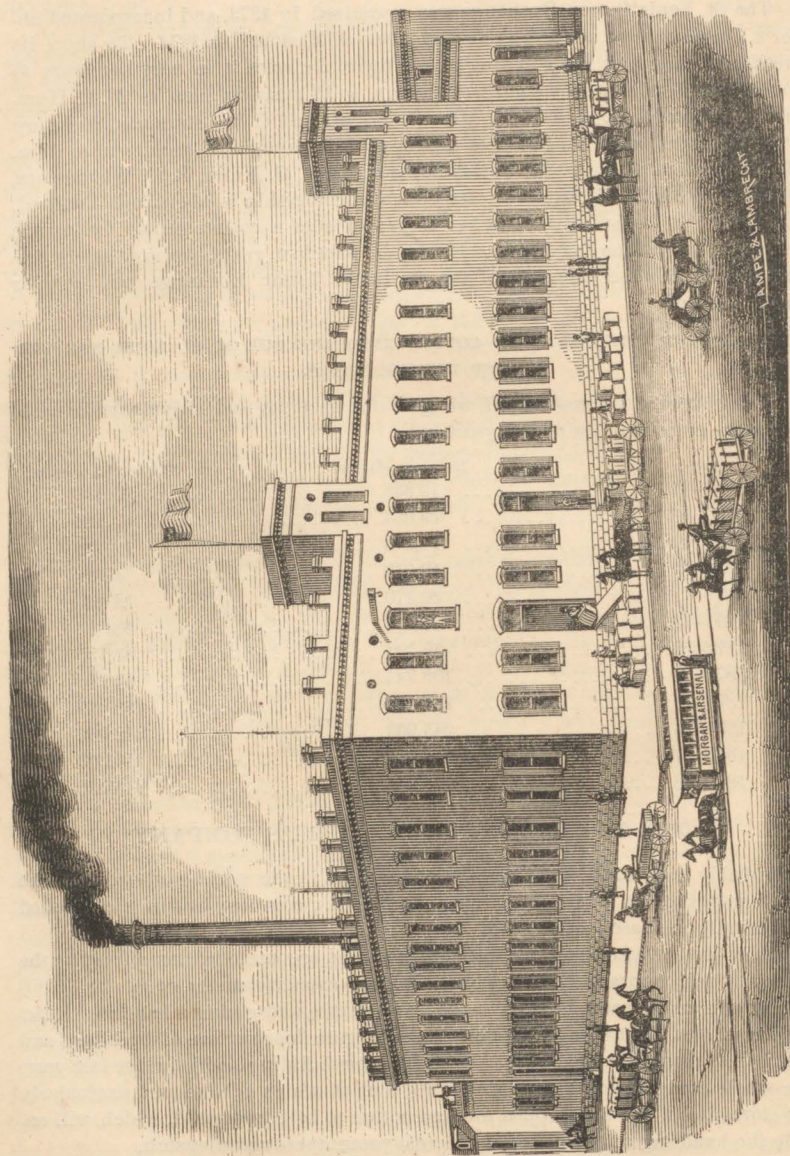
Years.	Receipts—Bales.	Shipments—Bales.
1866-67.....	19,838.....	20,285
1867-68.....	39,024.....	33,823
1868-69.....	16,646.....	13,321
1869-70.....	18,518.....	14,264
1870-71.....	20,270.....	14,400
1871-72.....	36,421.....	32,048
1872-73.....	59,700.....	51,795
1873-74.....	103,741.....	92,218
1874-75.....	133,966.....	128,640
1875-76.....	245,209.....	242,989
1876-77.....	219,010.....	217,509
1877-78.....	246,674.....	248,338

THE ST. LOUIS COTTON COMPRESS COMPANY

Is probably the largest establishment of the kind in the world, and owing to the rapid growth of St. Louis as a cotton market, this company has been compelled to annually increase its facilities.

As at present completed, the conveniences and accommodations offered by the company will embrace the following: Storage capacity under cover for 75,000 bales, with ample room to work in all departments, and giving a handling capacity for at least 250,000 bales per annum; aggregate floor surface of buildings and platforms, about eighteen acres. With the new buildings added since last year, the whole comprises five new structures, four of which will be used exclusively for storage, and one for shipped marked cotton to be compressed, which will enable the handling of the cotton with great promptness and dispatch.

The warehouses now have a front on the St. Louis, Iron Mountain & Southern Railway of 1,000 feet, the same on the levee, and all with a depth of 300 feet.



HOME COTTON MILLS.

The compresses have been thoroughly overhauled, and are in complete order, and capable of compressing from 1,500 to 2,000 bales per day, with the greatest ease. In addition to all other facilities, the company have a track on the north side of their warehouses for receiving cotton from the Missouri, Kansas & Texas Railway.

FACTORS' AND BROKERS' COTTON COMPRESS COMPANY.

The Factors' and Brokers' Cotton Compress Company occupy the entire square, bounded by Lafayette, Emmett, Columbus and De Kalb streets, being 300 feet on each street. It has a storage capacity of some 18,000 bales, and can handle promptly during the season from 50,000 to 60,000 bales of the staple.

Their press is in first-rate order, is of the Tyler patent, and can compress sixty bales per hour, or 600 bales each day. The affairs of the company are managed by very efficient and responsible parties, who have the means to and are ready to increase their facilities for business whenever the prospects of the trade call upon them to do so.

PEPEN COTTON COMPRESS COMPANY.

The new warehouse of this compress company has a capacity of 23,000 bales of uncompressed cotton, while their press has a capacity of 1,500 bales per day.

HOME COTTON MILLS.

These mills were established in 1868 by the present proprietors, Bemis, Marriott & Co., Judson M. Bemis, of Boston, Mass., Stephen A. Bemis and J. G. Marriott, of St. Louis, comprising the firm. The Home Cotton Mills occupy an important position among the manufacturing industries of St. Louis, and their products are widely known throughout the Southwest. These mills are situated about two miles from the heart of the city, on the corner of Columbus and Barton streets, having a frontage of 230 feet on the former and 146 feet on the latter thoroughfare. The buildings are constructed of brick, two and three stories in height, and are both commodious and convenient. The establishment furnishes employment for 135 persons, with an average daily product of 6,000 yards of 30 and 36 inch goods, the average daily consumption of raw cotton being about 3,000 pounds.

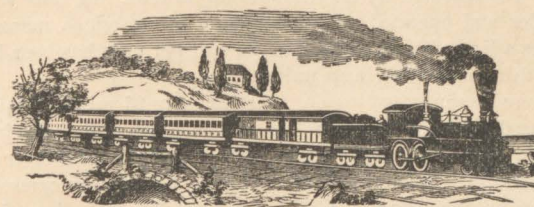
Besides brown sheetings they manufacture a special class of goods which are manufactured into flour sacks, by the well known bag factory of Bemis, Bro. & Co. They also manufacture from 350 to 400 pounds of cotton batting per day. Besides which they make a specialty of superior carpet warp and cotton yarns, of which they turn out about 400 pounds per day. They are also turning out ducks and osnaburgs of standard weights.

In connection with their mills, they have a machine shop, under the charge of competent machinists, in which they repair all of their own machinery and in some instances manufacture new. Messrs. Bemis, Marriott & Co., have aided much toward building up the manufacturing industries of St. Louis, and it is to such men and such enterprise that the West must look to for a more full

development of its manufacturing resources. It is to such men that producers and consumers must look to as their emancipators from the greedy manufacturers of the Eastern States.

BEMIS, BROTHER & CO.

The above widely known bag manufacturing house was established in 1853, and it was the first to introduce the bag trade into the State of Texas, and it is not exaggeration to say that no house in the country is better known or enjoys a larger trade throughout the Southwest. This house is situated at Nos. 104 and 106 North Main Street, St. Louis, and is one of the largest and most complete establishments of the kind to be found in the West. The building employed by the firm is 40 by 96 feet, four stories and basement, all of which is occupied as sales-rooms and for manufacturing. Their machinery is of the most approved description, and their products embrace seamless bags, cotton and paper flour sacks, burlaps, gunnies, ham bags, salt sacks, ore sacks, etc., etc. Being manufacturers of cotton goods, gives them a most decided advantage over competitors, and it is in a measure due to this fact that their trade has expanded to such an extent during the past few years.



CHAPTER X.

RAILWAYS.

THE American Railway System is the marvel of the age and the most significant expression of American enterprise. To epitomize the subject, it is like the arterial currents of the human body and no less important for the full development of commercial life than blood for the complete growth of a man. From an abstract theorem it has become the complex machinery that weaves all interests and productions into a commercial and social web. It is the revolutionary agency of the 19th century and yet the strongest conservative power in the nation. To trace its history from the first crude experiment to the completed lines now in operation, extending a distance of 75,117 miles in every section of our country, would require immense labor and research, and hence for the purpose of this chapter to generalize the subject will afford greater interest, leaving the more specific and detailed aspects to be referred to under the separate heads of particular railways which are to follow.

Although the motive power of steam had been discovered and used in propelling vessels, and although in 1784 the first locomotive engine was patented by Watt, the first railway was not constructed until 1825, extending from Stockton to Darlington, and operated with a stationary engine. For centuries, straight parallel rails of timber fitting the wheels of carts had been used, and as early as 1676 they were employed at the Newcastle collieries. In 1765, flanges upon wheels of carts were adopted, and in 1767 iron rails were introduced, but no one had yet comprehended the possibilities of a steam railway. Four years after the opening of the Stockton & Darlington Road, George Stephenson built a locomotive called the "Rocket," and in 1829 it dashed along the track of the Liverpool & Manchester Road at the rate of fourteen miles an hour.

The first American locomotive was completed by the Kimbles, engineers, in New York, in 1830, and was used upon the South Carolina Railway, which in 1833 was the longest road in the world, extending a distance of 136 miles. In

1830, the Mohawk & Hudson Railway was commenced, and in 1831 the construction of the Harlem Road and the Camden & Amboy Road began.

The Baltimore & Ohio Railway was the first passenger road projected in this country, and was operated by horse power up to 1831. In that year it was extended 61 miles and operated with an engine of American manufacture. In 1878 it operates a line of 1,456 miles, and its cost per mile has been less than any other road in this country having a uniform gauge.

In 1830, there was in operation in America only 23 miles of railway, which rapidly increased to 1,273 miles in 1836, and to over 4,000 miles in 1842. The average number of miles constructed up to the California gold fever of 1849, was 310 miles per annum. Since that time the yearly average of increase has reached over 2,000 miles, not including 1875, 1876 and 1877. The following table will show the period of the largest increase in the construction of railways in this country:

In 1869, the number of miles built was.....	4,999
" 1870, " " "	6,145
" 1871, " " "	7,453
" 1872, " " "	7,340
" 1873, " " "	3,883
" 1874, " " "	2,025
" 1875, " " "	1,483

During the years of 1876-77, there has been but little activity manifested in the extension of railroads, with the exception of those under construction in the State of Texas. The following table will more fully exhibit the wonderful development of our railway system since 1841, taken in periods of ten years, and closing July 1st, 1876.

NUMBER OF MILES OF RAILWAYS.

STATES AND TERRITORIES.	1841.	1851.	1861.	1871.	July 1st, 1876.
Ohio.....	36	588	2,947	3,740	4,455
Michigan.....	138	379	810	2,235	3,491
Indiana.....		558	2,175	3,529	4,010
Illinois.....	22	271	2,917	5,904	7,050
Wisconsin.....		50	933	1,725	2,500
Minnesota.....			1,612	1,999	
Iowa.....			701	3,160	3,900
Kansas.....				1,760	3,156
Nebraska.....				1,124	1,399
Missouri.....			838	2,580	2,957
Indian Territory.....					279
Dakota.....					290
Wyoming.....					459
Utah.....				375	486
Colorado.....				392	900
Total.....	196	1,846	11,321	28,136	37,331

The following classification of the other States exhibits an equal progress in the construction of railways, and affords some valuable and interesting information. It is taken in decades from 1841, and closes July 1st, 1876.

NUMBER OF MILES OF RAILWAYS.

STATES.	1841.	1851.	1861.	1871.	July 1st, 1876.
NEW ENGLAND.					
Maine.....	11	293	472	871	967
New Hampshire.....	53	537	661	790	933
Vermont.....		413	562	675	810
Massachusetts.....	373	1,038	1,264	1,606	1,802
Rhode Island.....	50	65	108	136	173
Connecticut.....	102	451	630	820	918
MIDDLE.					
New York.....	538	1,622	2,700	4,470	5,500
New Jersey.....	186	303	587	1,265	1,510
Pennsylvania.....	74	1,297	2,802	5,113	5,855
Delaware.....	39	39	127	227	285
Maryland and District of Columbia.....	259	274	386	820	1,127
West Virginia.....	61	159	361	485	576
SOUTHERN.					
Virginia.....	223	520	1,379	1,490	1,638
North Carolina.....	87	283	937	1,190	1,378
South Carolina.....	204	378	973	1,201	1,335
Georgia.....	271	795	1,420	2,108	2,314
Florida.....		21	402	466	484
Alabama.....	46	183	743	1,671	1,722
Mississippi.....	14	75	862	990	1,018
Louisiana.....	40	80	335	539	539
Texas.....			392	865	1,784
Kentucky.....	28	94	549	1,123	1,223
Tennessee.....		112	1,253	1,520	1,630
Arkansas.....			38	258	738
PACIFIC.					
California.....			23	1,013	1,603
Oregon.....				159	251
Nevada.....				593	714
Washington Territory.....					110
Total.....	2,659	9,036	19,966	32,464	39,040

RECAPITULATION.

NUMBER OF MILES OF RAILWAYS.

1830.	1841.	1851.	1861.	1871.	July 1st, 1876.
14	2,855	10,882	31,287	60,600	76,371

While the amount of roads constructed reached 76,371 miles, on the 1st of July, 1876, the number of miles in operation on the 1st of January, 1877, was 73,508, and on the 1st of January, 1878, the number of miles in operation was 74,112. The number of miles completed from January 1st to August 23d of the present year amount to 1,005, and the grand total reaches 75,115 miles. All of this stupendous work has been accomplished within a period of forty-eight years, and at an expenditure of an average of \$43,476 per mile, swelling the grand total, including the miles constructed and not in operation, to the enormous sum of about \$3,360,000,000.

This does not include what is known as "watered stock" nor fictitious valuations, but is approximately as close to the actual cost of all of our railroads as can be obtained by the most rigid investigation. While Mr. Poor, after very careful research, gives the total cost of our railways up to 1875, at \$4,221,763,594, dividing this sum into capital stock amounting to \$1,990,997,486, and into funded and other indebtedness amounting to \$2,230,766,108, he probably includes extraor-

dinary expenses and losses which are inseparable from the actual operating of 72,623 miles of railway which was then completed in 1875. Again, he computes the cost per mile at \$60,425, which is certainly in considerable excess of the original cost for construction and equipment. The same authority gives the total receipts for 1875, from passengers, \$140,999,081, and from freight, \$347,016,874, making the total receipts (including other miscellaneous sources) \$520,466,016, which is an average per mile of \$7,344. The operating expenses were \$330,895,058, or 63.6 per cent. of the receipts. The net savings being 36.4 per cent., aggregating \$189,570,958. The amount of dividends paid averages 3.37 per cent., and amounted to \$67,042,943.

The averaged dividends of the roads in New England were 6.21 per cent., in the Middle States 5.71 per cent., Western States, 1.92 per cent., Pacific States, 3.92 per cent., and Southern States, 0.50 per cent. Thus it will be seen that in less than fifty years the great problem of transportation has been solved and the distance across the Continent has been abridged in time, from three months to six days, and a territory larger than all of civilized Europe, has been opened up to cultivation and to the arts and sciences of a vigorous and progressive life. It is the American system of railways that has brought under successful husbandry 4,527,860 square miles of fertile lands which are now exclusively devoted to the production of corn, and 15,943,640 square miles of wheat fields. This only in part shows the magnitude of the results, and affords a satisfactory estimate of the value of the roads, even if every dollar of their original cost was a total loss to the stockholders. The product of grain in all of the Western States in 1840 was about 100,000,000 of bushels. In 1850 this product was increased to 250,000,000 bushels, and in 1875 these States produced 1,260,000,000 bushels, in 1877 over 1,400,000,000 of bushels, and the prospects for 1878 largely exceed that amount.

Before the construction of railroads it cost 20 cents per ton per mile to transport grain, which absorbed the full value of corn, at a distance of 125 miles, while wheat would bear transportation only 250 miles. Hence the area of a corn producing circle being 49,087 square miles determined the limited extent of territory that could be profitably cultivated. We now see more than 40,000 miles of railways traversing the Western States, and the rates of transportation such as to enable the producer to ship his cereal crops a distance of from 1,000 to 4,000 miles to the Atlantic seaboard, leaving him a fair compensation for the products of his fields. Nor is this the only benefit derived from railroads. They bring to the doors of the Western farmer, at a nominal cost, all of the manufactured articles of the East, supplying his want of agricultural implements and his domestic comforts with all he may need or require. Those who have given to the subject very careful and exhaustive study estimate the actual benefits of railroads to the country at not less than \$90,000 to each mile of road in operation. How senseless then has been what is known as the "Granger Movement" to arbitrarily regulate the cost of transportation and the general management of railroads. As well might they determine by legislation the cost of production, and abrogate the inevitable laws of supply and demand. Their opposition to railway enterprise develops into a standing army in their grain fields and a "man on horse-back" in their front door yards. If a reduction in

transportation from 20 cents per ton per mile to one cent per ton per mile is not a sufficiently progressive step during a period of forty-eight years, it would be difficult to conceive what would be. Again, the railways afford labor to immense numbers, no less than 250,000 being required to operate them in this country alone, and this does not appear to displace in any material way the labor of teamsters, for a good horse is now worth from \$90 to \$125, while in the old days of the stage coach they brought only \$65 to \$80.

Another phase of the swift progress in freight transportation is the fact that in 1865 the six trunk lines going east employed about 2,000 freight cars, while in 1873 four trunk lines used 47,439 cars. As an investment, railroads do not appear so valuable as they are to business, commerce, agriculture, etc. In 1877, the defaulted bonds of all roads in this country amounted to about \$900,000,000, and the worthless bonds to \$250,000,000. The amount in default and not foreclosed was \$642,000,000. The aggregate stock, exclusive of the Union Pacific Road was \$2,157,000,000, two-thirds of which (\$1,519,000,000) paid no dividends. The following tables showing the cost of transportation from Chicago to New York, for a series of years, are of interest:

BY LAKE AND CANAL.

Years.		Years.	
1860.....	17.7 cents per bushel.	1875.....	9.9 cents per bushel.
1870.....	17.0 " "	1876.....	8.7 " "
1873.....	17.1 " "	1877.....	7.4 " "

PER BUSHEL BY RAIL.

1860....	.36 cents.	1873....	.33 cents.	1876....	.16.8 cents.
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The average receipts on the six great trunk lines leading to the seaboard for all kinds of freight per ton per mile:

1860....	\$1.96.	1873....	\$1.49.	1876....	96.8 cents.
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The average reduction since 1860 has been over 50 per cent.

To illustrate the recent clamor for more pay and less labor among the railroad employes, and which broke out into riot and bloodshed, and the destruction of millions of dollars of property, it is only necessary to notice the reduction in the cost of transportation since 1860, a period before the war, and a fair comparison of wages then and now paid, together with the cost of living. It will be observed, as already stated, that the price of freights has been reduced since 1860 over 50 per cent., while in that year on sixteen leading roads the average wages were as follows:

Engineers, per month	\$60
Firemen, "	30
Brakemen, "	30

In that year the Erie Road paid its brakemen only \$26 per month. On twenty leading roads since the reduction of a few months ago, the average wages of employes are as follows:

Engineers, per month	\$91.26
Firemen, "	47.06
Brakemen, "	42.64

Showing an average increase for the same labor over 1860 of nearly 50 per cent., while the cost of fifty different articles, including all kinds of provisions, in the New York market has increased only six per cent. since 1860, and since 1873 the decrease in price has been over 20 per cent. In other words, what could be purchased in 1860 for \$61.55 could be bought for \$66.76 in 1877. In the light of these simple facts, it would be absurd to set up a claim for more wages, upon the theory that railroad employes can not live and support their families upon the compensation they receive, and attempt to enforce the claim by interrupting and destroying the commerce of the country.

While urging the great benefits that flow directly from our system of railways, and which has given a new birth to commercial America, there is much to be written in regard to their mismanagement. This opens a wide field for suggestion and criticism which it would be vain to traverse in these pages. Eminent publicists and statesmen have given much time and study to the general management of railroads, and while some of them, especially Mr. Adams, of Massachusetts, are advocates of consolidating the management of long lines, others can only find monopoly and extortion in such a policy.

It must be readily admitted, however, that when railroads shall be operated with the same strict economy and prudence which characterize the management of private business affairs, and the integrity that is demanded in mercantile circles, there will be less to complain of, and larger dividends to the stockholders. Useless and incompetent officers would no longer deplete the treasury, and scheming manipulators would no longer be tolerated in seeking to make combinations for the control of a road for the sole purpose of aggrandizing themselves. Nor would there be a "ring within a ring" wherein a majority of the controlling interest would become the proprietors of numerous freight cars, and establish separate lines for transportation crediting the road with a nominal sum for drawing them over the track, and pocketing the profits of the freight. All of these conditions of mismanagement would pass away, and the business principles of legitimate management would obtain.

The future of our railroad system is what now engages public attention. As the country again enters upon a fresh career of prosperity, the contemplated Southern Pacific Road will be pushed to completion, and the vast trade we enjoyed with China and Japan before the war, will be retrieved and advanced to an importance that will make the cities of the Pacific the rivals of the metropolis upon the Atlantic. And to our progressive railroad system, with all of its magnificent equipments, and grand lines of steel rails, we shall look for the means to reconstruct and rebuild our commercial marine until it shall again whiten every sea and trade in every port of the world.

GALVESTON, HOUSTON & HENDERSON RAILROAD.

This line of road is fifty miles in length, and connects Houston, the railway center of the State, with Galveston, the present chief seaport city of Texas. Although passing through a country of little agricultural wealth, being the only rail transportation route between the two important named commercial points, it is most liberally patronized, and ranks among the most prosperous lines of road in the State.

The charter for this road was granted in 1848, but the line was not completed until 1854. In December, 1871, the road was sold to its present owners, who, in 1876-77, relaid the entire track with the fish-bar rails, built new bridges, and supplied it with an ample equipment of rolling stock, including 15 locomotives, 9 passenger coaches, 6 baggage, mail and express cars, and 442 freight cars. The net earnings of this road for 1876 were \$203,374.39, and \$237,684.24 for 1877. The management is composed of the following gentlemen: John Sealy, President; H. M. Hoxie, Vice-President and Manager; F. P. Killeen, Secretary; J. H. Hutchings, Treasurer; O. G. Murray, General Freight and Ticket Agent; J. H. Crowley, Master of Transportation; H. J. Small, Master Mechanic. General offices, Galveston, Texas.

GALVESTON, HARRISBURG & SAN ANTONIO RAILWAY.

The above popular and important line of road spanning that fertile portion of Texas lying between Houston—the great railroad center of the State—and San Antonio, a distance of 212 miles, was among the first, if not the first railway enterprise conceived in this State. And while its early history abounds with incidents of deep interest to the people of Texas, to the general reader a careful and impartial review of its present and prospective advantages as the great trunk line traversing the State east and west, will be of much greater value. Hence, its past will be dismissed with merely a glance, as its present prosperity and incalculable advantages to the State of Texas are more potent than the pen in impressing the mind with its real value, as also of the wisdom and sagacity of those enterprising gentlemen who conceived and carried into execution its construction.

The Galveston, Harrisburg & San Antonio Road was commenced before the late war, under a charter granted by the State to the Buffalo Bayou, Brazos & Colorado Railway Company, approved February 11, 1850. The incorporators named in the charter were Sidney Sherman, Hugh McLeod, John G. Todd, John Angier, Jonathan F. Barrett, E. H. Allen, William M. Rice, W. A. Van Alstyne, J. H. Stevens, B. A. Sheppard and W. J. Hutchins. The charter invested the company with the right of building a railway from any point on the Buffalo Bayou between Lynchburg and Houston, in Harris county, to some point on the Brazos river between the towns of Richmond and Washington. Under this charter the company were required to commence work on their line within one year from the date of the passage of the act, and to have twenty miles completed and in running order by the 11th day of February, 1852. In this connection it may be proper to state that the above-named company was organized in the city of Boston, on the 1st day of June, 1850, a proceeding, the legality of which being questioned, the Legislature of Texas legalized by a special law passed on the 4th of September of the same year. The company having forfeited its charter, through a failure to commence or complete any part of its line as mentioned above, on the 31st of January, 1852, the Legislature passed an act extending the time for the completion of the first twenty-five miles of the line until February 11, 1853. In 1854, the company were again compelled to ask an extension of time for the completion of the first twenty miles of their line, which was granted by

the Legislature by an act passed on the 29th of January, 1854, granting an extension until the 11th day of February, 1854. In the same act the company were granted eight sections of land, of 640 acres each, to the mile for every mile of road completed and put into running order. By an act passed on the 4th of February, 1854, the company were empowered to extend their line of road to Austin, in Travis county, crossing the Brazos river at any point between the town of Richmond, in Fort Bend county, and Hidalgo Falls, in Washington county; also to extend their line from Austin, to connect with any road running north of Austin toward the Pacific Ocean; such connections to be made between the ninety-sixth and ninety-eighth parallels of longitude west from Greenwich.

Under the above-mentioned charter, and subsequent legislative acts, the line of road now known as the Galveston, Harrisburg & San Antonio Railway was commenced and completed from Harrisburg to Alleyton, on the east bank of the Colorado river, prior to 1860, where its western terminus remained until after the close of the rebellion, when the road and all of its franchise was purchased by its present owner, Col. Thomas W. Peirce, of Boston.

In 1870, through the agency of Col. H. B. Andrews, present Vice-President and General Manager of the road, a new charter was obtained from the State, granting the right to make either Houston or Galveston the eastern terminus, with either Austin or San Antonio as objective western points, with the right to build a road to the Pacific coast south of the thirty-fifth parallel of latitude. Under this last charter the State granted to the company sixteen sections of land of 640 acres each, for each mile of road completed, which lands were located in the counties of Wharton, Colorado, Fayette, Gonzales, Guadalupe, Bexar, Medina, Kendall, Uvalde, Gillespie, Menard, Kimball, Llano, McCulloch, San Saba and Atascosa. From the day that this line of road passed into the hands of its present owners it has not only proved a financial success, but has served to develop the vast resources of Western Texas, which, previous to its completion to San Antonio, were in a great measure unknown, even to well informed persons throughout the Eastern and Middle States. For years before the construction of this line of road the rich bottom lands along the larger rivers leading to the Gulf from the interior were cultivated by planters of cotton and cane, who amassed princely fortunes in such pursuits, while the vast prairies were employed as grazing fields for the innumerable flocks and herds of cattle breeders. And singular as it may seem, these planters and cattle growers were decidedly opposed to any increase in the population; hence, in place of inviting immigration by advertising the many advantages offered in that section of the State, as a rule everything was done to discourage enterprise and capital from seeking employment in that direction. Then again, previous to the advent of railroads in that portion of the State, the means of visiting it were both limited and tedious; therefore very few learned from personal observation its almost unlimited resources in an agricultural and commercial point of view. Even to-day these adverse sentiments relating to immigration, on the part of the older and more wealthy inhabitants, are not unfrequently encountered. Yet the thrift, enterprise and general prosperity that have followed in the footsteps of immigration, during the past few years, have done much toward dispelling from the minds of the old citizens the idea that their industries were in danger of being crowded

through an increase of population. Following in the wake, as it were, of this important railway, they see colonies, composed of men of industry, enterprise and capital, organized at different points in that section of the State, with a view of developing its agricultural and manufacturing resources. They also see towns and villages springing up throughout their country, affording ample market facilities at largely increased prices for their products, and at the same time greatly lessening the cost of their supplies. In short, in an increase of population they see an increase of production, and as a result a marked advancement of their section of the State in the scale of prosperity and importance. In this case, as in all others, the whistle of the locomotive was the only music to which immigration could keep step successfully.

To such as may not be familiar with the line of road, a brief description of it, as also of the country through which it passes, may not prove uninteresting. As before stated, its eastern terminus is at Harrisburg, a pleasant, thriving town of some one thousand inhabitants, situated five miles from Houston, on the Buffalo Bayou, a navigable stream for large steamers, emptying into Galveston Bay. All trains on this line of road arrive at and depart from the Union depot at Houston, which for all practical purposes may be called its eastern terminus, as it is there that connections are made with the International & Great Northern, the Houston & Texas Central, Houston & Galveston, and in brief, the entire railway system of Texas, whereby any portion of the State traversed by railroads can be reached.

As a railroad center, Houston is to Texas what St. Louis is to the Western States. The extensive machine shops of this road are at Harrisburg. The buildings employed for which purpose, are commodious and amply provided with the most approved system of machinery. These shops afford constant employment for a large number of persons. The company are large property owners in Harrisburg; in fact, a considerable portion of the land on which the town is built, is owned by this company.

Leaving Houston at a distance of eight miles from Harrisburg, Peirce Junction, which derives its name from Col. Thomas W. Peirce, President of the road, is reached, where the Columbia Division of the International & Great Northern Road intersects the Galveston, Harrisburg & San Antonio Line. Continuing west over a broad prairie, conspicuous for its uniform flatness, at a distance of twenty miles from Harrisburg, Stafford, a small station devoted chiefly to the handling of cotton and other products, is reached, while three miles further on, the road enters the famous bottom lands of the Brazos river, a most uninviting stream, which winds and twists in its course; as though it were a difficult task to find its way through dense forests and luxuriant vines and wild-fruit shrubbery that flank it on either side. The bottom lands average about six miles in width, and for cotton, cane, corn, and all descriptions of vegetables, they are not surpassed by any other section of the South. The cotton grown on these bottoms, ranks favorably in the Liverpool market with the "bender" cottons of the lower Mississippi. The soil ranges from five to ten feet in depth, and is generally of chocolate-colored loam, and is easily tilled.

It was on the rich bottom lands of the Brazos river, that the first Anglo-American settlement began. In 1820, Moses Austin made application to the

Mexican government for authority to introduce a colony of three hundred families into that portion of Texas, and on the 17th of January in the following year, the application was granted. Pending which application, however, Moses Austin died, and was succeeded by his son, Stephen F. Austin, in the work of carrying out the project, and on the 16th of July following the confirmation of the application made to the Mexican Government, he entered the wilds of Texas with the first American pioneers, among which was Edward Lovelace, and Henry Holstein from Louisiana; James Beard and William Little from St. Louis, Mo.; W. Smithers from Indiana, Doc Hewitson, Irwin Burnam, Polly Marple, Gasper Bellew, William Wilson, and several others whose names the writer was unable to learn. They reached their destination by the overland route, while another portion of the pioneer colony much larger than the first, went by water, landing at Valasco, at the mouth of the Brazos river, at and near which point the first settlement was made. Stephen F. Austin was commissioned by Governor Mortinez, civil commandant of this new colony, and its success, and the bright page in the history of Texas that it has left to its descendants—many of whom are now honored citizens of the State—was in a great measure due to their commander, Stephen F. Austin, who skillfully and bravely surmounted all impediments. He not only managed to gain the full confidence of the vacillating and ever changing Mexican officials, but developed into form and character the first successful colony planted on Texan soil.

West from Stafford some five miles on the Brazos bottoms, is situated the thriving little town of Walker, another important shipping point for cotton, sugar, corn and other field products. At and near Walker station, are located some of the largest sugar houses in the State, prominent among which is the extensive establishment of W. P. Quigg, Esq., who for years past has been one of the largest and most successful sugar producers in the State. In this connection it may be stated, that for a full description of the different counties through which this line of road passes, the reader is referred to the chapter on Counties in another part of this work.

Delightfully situated on the west bank of the Brazos river, its streets flanked on either side with luxuriant shade trees, is Richmond the county seat of Fort Bend county, one of the oldest towns in Texas, having been first settled in 1837. At the present time, it contains a population of about 2,300, and with its charming climate, beautiful surroundings, and its liberal religious and educational advantages, renders it one of the most inviting inland cities in the State. Richmond is six miles from Walker, and thirty-two miles from Harrisburg. The Brazos river at this point is spanned by a railroad bridge of great solidity.

Leaving Richmond, the road passes through a rich undulating prairie, where vast droves of cattle and horses are seen in every direction, to Random, the next station, a distance of ten miles. There are but few inhabitants in this place, and yet it is one of the important shipping points for cattle in that section of the State, the railroad having provided the most ample accommodations for that purpose. Cattle raising in Fort Bend, Brazoria, Wharton, and Matagorda counties, is a prominent industry, the nature and characteristics of which must prove of deep interest to such as contemplate seeking homes in this State. There are two classes of cattle breeders, the large and small; and while the small breeders

there would be considered extensive stock growers in the Northern States, their herds are comparatively insignificant—although numbering many thousand head—when compared to the enormous droves of the larger dealers, who can, in the language of Holy Writ, say, “the cattle on a thousand hills are theirs.” yet both the moderate and extensive dealers were poor immigrants a few years ago, a few cows only, being the basis of their present extensive herds. The natural increase of stock on these vast ranges, where neither labor nor care are required in providing food and shelter, are truly marvelous. There, no man can claim the distinction of a large cattle breeder until he has placed his brand upon at least five thousand head. And even then, such breeders usually conduct their business on a rancho or farm, where grain and cotton growing is combined with stock raising.

The business of the large dealer is, however, conducted differently; the extent of range depending upon the extent of the herd. A drove of 50,000 or 75,000 head would require a range of an area of from fifty to 100 miles, the supply of grass and water in a great measure controlling their bounds. Among the more prominent cattle breeders of Southwestern Texas, may be mentioned the Adams brothers, whose father commenced the business in 1851, with 200 head of stock cattle. They now own about 75,000 head. James Law commenced in 1856 with ten cows and calves, and his brand is now on 65,000 head. Capt. Richard King, living near Corpus Christi, went to Texas a poor boy in 1844, and he now owns 50,000 cattle, 10,000 head of horses and mules, 22,000 sheep, and 8,000 goats. L. B. Harris, Esq., commenced stock raising in 1856 with 150 head of cattle, and he is now worth \$350,000 in real estate and stock, including 60,000 cattle, and 500 horses. M. S. Culver commenced life in Texas a poor boy in 1865, and he now owns 8,000 head of cattle, 100 horses, and an enclosed rancho of 400 acres. His property at the present time is worth at least \$50,000. Thomas O'Connor became a citizen of Texas in 1834, and in 1837 was discharged from the Army of the Republic, his entire wealth being a Spanish uniform, a pony, saddle, bridle and a brace of pistols. He now owns 26,000 acres of land and 80,000 head of cattle. We could give the names of hundreds of others that have been equally successful in the cattle industry, had we the space to do so, but the above will serve as a stimulant for others to go and do the same, as the opportunities are just as favorable now as they were years ago.

The following table showing the increase from 100 cows, two bulls, and 100 calves, for the period of twelve years, is worthy of attention:

	COWS.	BULLS.	CALVES.	YEAR-LINGS.	2 YEARS OLD.	3 YEARS OLD.	4 YEARS OLD.	5 YEARS OLD.
1st year.....	100	2	100					
2nd “.....	147	3	117	50				
3rd “.....	204	5	163	57	50			
4th “.....	284	8	227	81	87	50		
5th “.....	395	11	316	113	113	57	50	
6th “.....	551	14	440	158	158	81	57	50
7th “.....	769	16	615	220	220	113	81	57
8th “.....	1,075	19	860	307	307	153	113	81
9th “.....	1,497	27	1,197	430	430	220	158	113
10th “.....	2,085	37	1,668	598	598	307	220	158
11th “.....	2,900	56	2,320	834	834	430	307	220
12th “.....	4,083	78	3,286	1,160	1,160	598	430	307
12th “.....	5,684	110	4,349	1,633	1,633	834	598	430

The following would be the result at the end of twelve years:

Milch cows, 5,684 head; bulls, 110; calves, 4,349; yearlings, 1,633; two years old, 1,160; three years old, 834; four years old, 598, and five years old, 430; total, 14,798 head—which, after making the liberal deduction of twenty per cent. for casualties and estrays, would leave 11,839 head net, or at present prices of cattle in the State, about \$51,000 to the cattle raiser. But if so much time is devoted to details, the reader will weary before reaching San Antonio. Ten miles west from Random, situated on the boundary line between Fort Bend and Wharton counties, is Bernard Station, usually known as East Bernard. This, too, is an important point for the shipment of cattle, and especially so to the stock breeders of Wharton county. Although the general surroundings at East Bernard, as seen from the railroad, are not of a particularly inviting character, Wharton county presents the most alluring attractions to men of enterprise and means. In other parts of this book will be found the statement—and it will do no harm to repeat it here—that the class of immigrants desired in Texas are men of enterprise and means. Such men could utilize to advantage the large surplus of unemployed labor that already exists in this State. It is true that the poor man who possesses industry and enterprise can do better there than in most other States, yet there have been so many overdrawn pictures of the advantages offered the poor man in that State, so many fanciful ideas advanced, and so much high-heeled rhetoric indulged in by all classes of writers in describing the advantages of Texas as the poor man's El Dorado, that quite a volume of immigration has been turned in that direction that are of no advantage whatever to the State. Men without means, industry or enterprise have been captivated by overdrawn pictures of Texas, and have gone there by the thousands, their only ambition centering in the one idea of prolonging an existence without toil or trouble.

But that ever-heeded warning "all aboard!" cuts short any further lingering at East Bernard, and a twenty minutes' ride takes one to New Philadelphia, where is situated a fine eating-house, and near which is located a large colony from Pennsylvania. This town is situated on the east line of Colorado county. In *ante bellum* times the rich country for many miles in each direction from this station was owned and cultivated by opulent cotton and cane planters; and some remain there still, while others have moved away, and their plantations either in whole or part are offered for sale at prices that are claiming the attention of buyers. Large plantations, that were cultivated to advantage before the war, have thus far proved too cumbersome under the system of free labor to be profitably worked; hence, in many instances they are being parceled out in smaller farms to new settlers, many of whom secure cheap, pleasant and profitable homes in that way.

Eight miles west from New Philadelphia, and sixty-eight miles from Harrisburg, is Eagle Lake station, a thriving offspring of this line of road, as it has grown up almost entirely during the past ten years. Eagle Lake is the home of James Converse, the able and efficient Chief Engineer of this line of railway. Mr. Converse has filled the responsible position he now occupies ever since the road passed into the hands of its present owners, and no better evidence is required to prove his merits as a careful and efficient officer than the excellent condition of the road-bed along the entire line, and the solidity and safety of every

bridge and culvert constructed under his supervision. There are some good buildings at Eagle Lake, both in the way of business houses and dwellings, yet like a majority of new towns, the structures are chiefly of wood, and temporary in character.

Eagle Lake, from which the station takes its name, is a lovely body of water, of an area equal to about six and a half full sections of land. This lake is one of the favorite resorts in the State for sportsmen, as on its densely timbered banks are found an abundance of game, while its waters swarm with fish, including such favorite varieties as the black bass, trout, perch, pike, and pickerel. There is little doubt, but the advantageous location of Eagle Lake geographically, aided by its attractive surroundings and business enterprise, will soon make it one of the important towns on that line of road.

Alleyton, the next station is some twelve miles west of Eagle Lake, and eighty miles from Harrisburg. This is one of the largest shipping points for cotton and live stock on the entire line of road. In fact, it is the only railroad shipping point for a vast tract of country lying to the north and south of it. Some four miles from Alleyton are the Kessler Springs, which have attained considerable prominence during the past few years on account of their valuable curative properties, for a number of diseases, including that most painful and provoking malady—rheumatism.

The following quotation from a letter written to the *New York Tribune*, by the late Mr. Horace Greeley, on the 27th of May, 1872, while making a trip through Texas, will be read with interest:

"I traversed yesterday the railroad which runs westward from Harrisburg near Houston, through Harris, Fort Bend and Colorado counties, by Richmond to Columbus, eighty-three miles. Most of this route lies through a rich, level prairie, covered with horses and cattle; but timber is always in sight on one side or on both, and we pass through the generally forest-covered intervals of the Brazos and Colorado, with those of Oyster Creek, San Bernard and Caney. This is one of the earliest settled portions of Texas, and its population has largely increased since the war.

"The railroads have land grants; all want the population and production along their lines rapidly increased. Their interest leads them to invite settlement and encourage the transfer of lands from non-residents to cultivators. Hence, while lands near railroad junctions and other locations of predicted cities are held for higher rates, I judge that half the soil of Texas is this day in market at prices ranging from fifty cents to two dollars per acre, and that one dollar per acre in cash would buy the greater portion of it. And, while a rapid rise along some of the railroad lines is inevitable, I judge that two dollars per acre will buy good wild land in this State for at least ten years to come. The least favorably situated of this vacant land is more eligibly located to-day than the best was twenty years ago. Railroads are bringing markets and comforts to every man's door."

Some four miles west of Alleyton, the road crosses the Colorado river, on the west bank of which, nestled in a grove of giant live oaks, is Columbus, the county seat of Colorado county, containing a population of about 4,000. The surroundings of this town are so inviting, and the streets, flanked as they are on either

side by shade trees, so attractive that writers often describe it as the "Savannah of Texas," an appellation that it richly deserves, for it is truly one of the most charming towns to be found in the State, and without the least exaggeration, we might add, that it is one of the most enterprising towns in the State. The Colorado river at this point makes a bend of some fifteen miles, the distance across the bend being only from one to one and a half miles, and it is on this horse-shoe neck of land that Columbus is built. The railroad have constructed one of the finest bridges in the State, over the Colorado at this point. A short distance to the north and east of Columbus is that famous stretch of land known as the Colorado Prairie, which extends diagonally from the northwest to the southeast, commencing near Webberville in Travis county, and ending in Wharton county near the head waters of the Caney. This prairie may be classed as second bottom land, which before the war was all under a high state of cultivation, its entire extent being covered by the cotton, cane and corn plantations of wealthy gentlemen. This prairie is skirted all along with fine timbered lands, and being very rich and easy of cultivation, these advantages in an agricultural way are unsurpassed in the State. These lands are offered for sale very cheap, in fact many of the larger plantations have been cut up into small farms during the past few years, and sold to immigrants at a mere tithe of their value before the war. Columbus is the market center for a large area of country, and as her mercantile and manufacturing industries are liberally represented, a large trade has centered there during the past two years. There is one point in the advantages offered to manufacturing industries at Columbus that capitalists should not overlook, and that is, that the situation of the Colorado river there, is such that it affords a water power, when utilized, sufficient to drive all the machinery now employed in Texas. As before stated, the river makes a bend at this point, that is to say, it approaches one side of Columbus, then makes a circuit of fifteen miles, and returning, borders the town on the opposite side, the distance through the town from one channel to the other being a little less than one thousand yards. Competent surveyors and engineers have demonstrated the fact, that to cut a channel through this one thousand yards, a fall of eighteen feet could be obtained. This would secure a water power equal to all demands, and as lasting as time itself. With ample facilities for freighting, here would be a most advantageous point for locating cotton and sugar mills, oil and flouring mills, also factories for manufacturing furniture and agricultural implements. There is an abundance of the different varieties of timber of superior quality, for manufacturing purposes, including choice descriptions of black walnut, and with such resources at hand, it is a matter of surprise that a water power like that is allowed to lie idle, while the required supplies of agricultural implements, furniture, etc., are shipped at a large cost from the factories at the North and East.

Ten miles west of Columbus and ninety-four miles from Harrisburg, the engineer whistles "down brakes" for the snug little town of Borden, which derives its name from the late Gail Borden, inventor of the present system of canning milk.

The surrounding country for miles in every direction, is most admirably adapted to the cultivation of cotton, cane, and the different varieties of grain.

Now let us move on to Weimar, which is six miles west of Borden, and 100 miles from Harrisburg. Weimar is another offspring of the Galveston, Harrisburg & San Antonio Railway, the accouchement of which occurred under the most propitious circumstances, on the 3rd day of October, 1873, by surveying, and laying it off into lots. In establishing this town a most urgent want in shipping facilities was provided for, and it was not long before it became one of the most active stations on this line of road, drawing in its direction a very large portion of the business of La Grange, Hallettsville, Hackberry, Oakland, Content, Osage, and other sections of country tributary to it. Weimar has now just crossed the threshold of her fifth year, and should the next five years of her history prove as prosperous as the past five years have been, at the age of ten years she will be able to challenge any town in the Southwest, of a like age, on the score of increase, enterprise, and commercial importance. The railroad company are large owners of real estate at Weimar and the country that surrounds it, and with a view to settle up and develop the latent resources of this section of the State, they are offering immigrants the most liberal inducements to locate there. The lands are rich and easily tilled, the climate is delightful, and there are few if any better localities in the State for the investment of capital, muscle and industry. The following table of distances to towns tributary to Weimar will be of value to immigrants:

Name.	Distance.	Name.	Distance.
Sweet Home, Lavaca County,	28 miles.	Oakland, Colorado County,	7 miles.
Hallettsville, " "	22 "	Osage, " "	5 "
Benthall's Store " "	17 "	Ehlingers, " "	7 "
Lawther's Mills, " "	16 "	La Grange, Fayette County,	15 "
Rhodes' Store, " "	15 "	Fayetteville, " "	11 "
Hackberry, " "	11 "	Rossville, " "	9 "
Skunkville, " "	12 "	Oquin, " "	12 "
Wellersburg, " "	10 "	Bluff, " "	13 "
Content, Colorado County,	3 "	Black Jack, " "	14 "
		Hollman's, " "	5 "

A ride of nine miles over a magnificent rolling prairie, dotted here and there with farm-houses, brings one to Schulenburg, another thriving four-year-old prodigy of this line of road, numbering about 1,500 inhabitants, a large per cent. of which are Germans, who brought with them those habits of industry and economy incident to their native land. Like other stations already mentioned along this line of road, Schulenburg occupies an important position as a shipping center for cotton and other products, including hides, in which it handles a large amount. The shipment of cotton from this point for the year 1876 was about 11,000 bales, which will be considerably larger during the present year. There are some five or six steam cotton gins within a radius of three miles of this station, High Hill Village being only about two miles distant. Schulenburg is only six miles west of the east line of Fayette county, and about the same dis-

tance from the north line of Lavaca county, hence it draws in its direction a large portion of the trade of those counties, as also from the west portion of Colorado county. There are few counties in the State that are better adapted to general agricultural industries than Lavaca. The soil, as a rule, is deep, rich and easily cultivated, while the purest of living water abounds in all parts of the country. These are advantages that immigrants appreciate, as is evidenced by the rapid increase of the population in that section. The marvelous progress and prosperity that has marked the short history of Schulenburg is almost entirely due to the enterprise, liberality and fostering care of the railroad company, who are large owners of land in and surrounding this town. About sixteen miles south of Schulenburg station is Hallettsville, the county seat of Lavaca county, which has a population of about 1,000. The want of more immediate railroad facilities rather retards the progress of this last mentioned town, yet surrounded as it is, with as fine a country as the sun ever shines upon, its future looks most promising. Its present business, however, is in a measure tributary to Schulenburg. To the north of Schulenburg, for miles away, is quite an old settled country, where well cultivated farms and neat little villages are seen on every hand. Before the advent of railroads this was the main stage route from Houston to Austin, which accounts for its being more densely populated than the equally or more fertile country to the south and west.

But we must cut short our remarks, as the conductor, with a graceful wave of the hand to the engine-driver, has signaled a forward movement, and for the next twenty minutes the opportunity of feasting one's eyes on the charming prairie landscape that intervenes between Schulenburg and Flatonia, the next station, is afforded. Flatonia is twelve miles west of Schulenburg, and 121 miles from Harrisburg. This infant town was put into swaddling clothes and christened on the 8th of April, 1874, yet under the excellent care and liberal diet afforded it by its progenitor, the Galveston, Harrisburg & San Antonio Railway Company, it is a mighty precocious infant, exhibiting as much vim and business enterprise as many other of the older towns in the county. The general surface of the country immediately surrounding this town is much the same as that we have already described along the line to the east, with the one exception of water, which is reached by digging from thirty to forty feet. Building stone of excellent quality is abundant at a convenient distance from the town, with a sufficient amount of timber throughout the county to meet the demands of settlers. Society there is good, with liberal religious and educational advantages.

A ride of thirteen miles further lands the traveler at Waelder, a thriving little town, situated on a beautiful plateau, which in 1874 was a large cotton plantation. In this, as in most other towns along its line, the railroad company are the principal owners of the land, and in order to encourage immigration, and promote social, religious, and educational advantages the most liberal donations have been made of lands to that end. This is particularly true as relates to Col. Thomas W. Peirce who is a large property owner there. At a distance of four miles from Waelder, are the noted mineral springs of Hopkinsville, particular mention of which is made in an article on Gonzales county.

Harwood, the next station reached, is thirteen miles from Waelder. It is at this point the contemplated Gonzales Tap Railroad will intersect the Galveston,

Harrisburg & San Antonio Line. This Tap Road is of such vital importance to the people of Gonzales, and the distance so small—only twelve miles—that its construction must be an event of the immediate future. Two miles from Harwood station, is the famous sour well, which has earned such a wide spread reputation during the past few years, for its medicinal qualities.

Gonzales may be termed the Concord of Texas, as it was there, that the Texas Revolution began, the particulars of which, with other interesting details, the reader is referred to the article on Gonzales county.

Luling, nine miles west of Harwood, is the next station. Here the railroad crosses the San Marcos river on a bridge conspicuous for its beauty and solidity. Both the river and town, are about three-fourths of a mile from the depot, hence the beauties of the latter can not be appreciated by the traveler passing through on the cars. This is also a young town, yet its new born railroad advantages have given it such an impetus, that it is rapidly gaining both in population and mercantile importance. There are many fine residences and substantial business houses in the place, while its advantages in a religious, educational, and social point of view are unsurpassed in that section of the country. Situated as it is, on the dividing line of Caldwell and Guadalupe counties, Luling, must in the future reach an important commercial position as a shipping center for a vast region of country to the south and north. A daily stage line was established during the past summer between Luling and Austin, which is of great advantage to travel, as it enables one to leave San Antonio on the early morning train to Luling and from thence to Austin, by stage making the whole distance in about ten hours. One of Luling's chief attractions, is what are known as the Sour Springs, situated some seven miles from the town. At these springs ample provisions, in the way of hotel and other accommodations have been made for tourists and invalids, of which latter class, a very large number affected with consumption, rheumatism, erysipelas, scrofula, and many other chronic ailments, have visited with the most satisfactory results during the past year. In the statement that these springs possess curative power of a high order, is only an echo of many an enthusiastic convalescent who has visited them.

West of Luling twelve miles, and one hundred and sixty-eight miles from Harrisburg, in the eastern portion of Guadalupe county, is Kingsbury station whose history commences with the year 1876. It is the only railroad point for an extensive and rich country, and must soon attain a position of importance as a shipping and market center.

Nine miles to the south and west of Kingsbury, near the center of Guadalupe county, is Seguin, the county seat. It contains about 1,300 inhabitants, and is most delightfully situated on a high prairie that extends to the Guadalupe river on the west. Seguin boasts of some fine buildings, prominent among which is her court house, one of the finest structures of the kind to be found in Western Texas. The main portion of the town is nearly a mile from the depot, hence it is unnoticed by thousands that pass that way on the cars.

To the north and west of Seguin, about twelve miles distant, is the thriving town of New Braunfels, situated in Comal county, on the Guadalupe river. The town is most delightfully situated on the banks of Comal creek, a stream emanating from a system of springs in that vicinity. The town was

first settled by a colony of Germans under the leadership of Prince Salms-Braunfels, an officer of the Austrian army, in 1846, and its population at the present time numbers about two thousand. One of the peculiar advantages possessed by New Braunfels, is her immense water power. The Comal, although less than four miles in length, furnishes a fall of such magnitude that its force is estimated as equal to a two thousand horse power, a force when properly utilized, amply sufficient to drive all the machinery that will ever be needed at this point. Prominent among the present manufacturing industries at this point, is the Braunfels Woolen Manufacturing Company that commenced operations in 1868. Their factory is abundantly supplied with the most approved machinery, and their daily productions are 40 blankets and 200 yards of piece goods including some grades of tweeds and cassimeres, as fine as are produced by the best mills in the East. The Galveston, Harrisburg & San Antonio Railroad Company have commenced, and will soon have completed, a branch line of their road from Seguin to New Braunfels, which will enhance many fold the importance and prosperity of this thriving little city.

Passing west from Seguin, seven miles, the road passes Marion, a station devoted chiefly to the shipments of produce, while eighteen miles further on is situated the new and prosperous town of Converse, named after the efficient chief engineer of this line of road. Situated as it is in the very heart of a vast stretch of rich country that is being rapidly developed, Converse will soon become an important point on this line.

The twenty-third, and last station between Houston and San Antonio is Upson, which is eight miles west of Converse, while five miles further on, the traveler is greeted with a view of that charming quaint old city, San Antonio, at present the western terminus of this road, a full description of which is given in another part of this book.

Thus far these remarks have been confined to giving a brief bird's-eye view of some portions of the country through which this important line of road passes, and the article would be most incomplete, and the writer would betray a want of discernment, were he to draw it to a close without particular mention of the completeness, and, we might add, the superiority of the construction, equipment and general management of this road, both as relates to the carriage of passengers and property. Nor could we consistently dismiss the subject without portraying to the mind the future importance of this line, and the increased advantages it will prove both to Texas and the country at large, when its projected extensions shall have been completed to the boundary line of the Mexican States and to the Pacific coast. In no country has Nature been more lavish in her gifts than in that portion of Texas through which this line of road is completed or projected. For nearly the entire distance from Houston to Eagle Pass, on the Rio Grande, the completed and projected line traverses the richest and best portion of Texas, for agricultural, horticultural or stock growing purposes. Then, again, its climate is unsurpassed in the South, fanned as it is constantly by the Gulf breeze. No death-dealing malarias are known there. This line, completed to the Pacific, will rank among the great railroad enterprises of the world; and in writing about it in the future, the journalist can safely say, among the great railroad corporations of this country there is one of which it is no discredit to all the

others to say, that it is *facile princeps*. In the length of its track, its available location, its splendid road-bed and track, its solid and safe bridges and culverts, its elegant equipment of passenger coaches, in the character of its officers and in the general conduct of its business, the Galveston, Harrisburg & San Antonio Road to-day occupies a first position in the railroad system of Texas. In brief, the entire rolling stock on this line of road will compare favorably with that of the best equipped roads at the East. Although known as a corporation, it is practically an individual enterprise, and its business is managed with the same integrity and economy that characterizes well managed private business interests. Under such a system of management, its reputation and financial condition, to-day, like Caesar's wife, are above suspicion. A large portion of the line is supplied with the best quality of steel rails, and it is understood that the entire line will be relaid with a steel track during the coming year. The road is well supplied with passenger and freight depots, also feed and shipping yards for stock. In short the road was built and intended to do the business of the country through which it passes, and it has, with an unusual liberality, made the most ample provisions to receive and accommodate such business. Besides the many thousand acres of its own lands, which are offered at the most advantageous prices to settlers, the company are the agents for a large number of very fine tracts in different sections of the State.

While it is not within the province of this work to advocate this or that route to the Pacific as the most feasible and advantageous to Texas and the country at large, a full understanding of the character and resources of the country along the projected extension of this line of road, from San Antonio to El Paso, is all that is required to convince the unprejudiced mind that it is not only the most economical and advantageous route in point of construction, but that it will, when completed, prove far superior to any other of the projected routes in developing the resources of Texas and that vast territory lying on its western and northwestern borders. That there is the most urgent demand for additional rail communication between the Atlantic and Pacific States, is an acknowledged fact in all sections of this country, and neither individual interests nor sectional jealousies should be allowed to impede or delay the enterprise. And while we are opposed to subsidies and appropriations of moneys by the general Government for individual enterprises, in the construction of additional lines of road to the Pacific, our opinion is that general Government should extend all possible aid consistent with law and public policy.

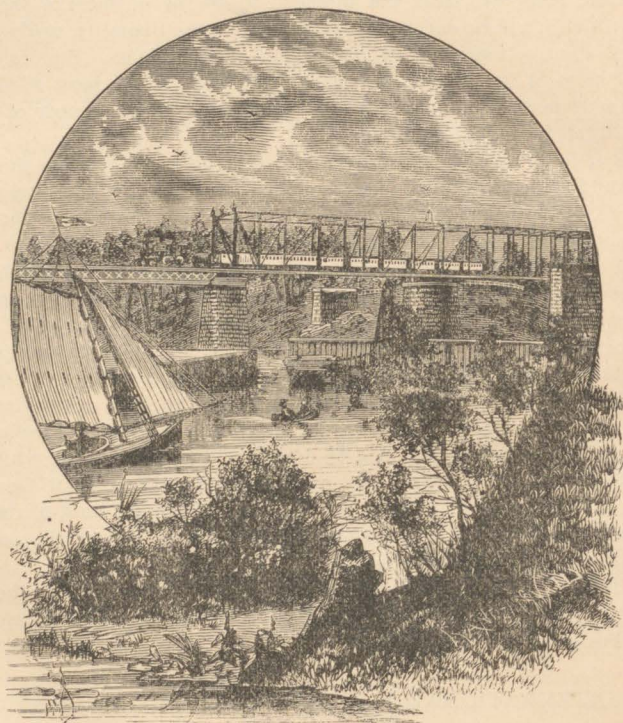
For a full and reliable description of the country, its topography, climate, etc., along the projected line of this road, the reader is referred to the chapter on Military Posts in another part of this book.

INTERNATIONAL & GREAT NORTHERN RAILWAY.

Among the more important lines of railway in the Southwest is the International & Great Northern, the main line of which spans that portion of the State of Texas lying between Houston and Longview, a distance of 236 miles, with the following branches: Palestine to Austin, 181 miles; Troupe to Mineola, 44 $\frac{3}{4}$ miles; Houston to Columbia, 49 $\frac{1}{2}$ miles; Phelps to Huntsville, 8 miles.

Making a total of 519 $\frac{1}{4}$ miles, owned and operated by this company. The main offices of the company are at Palestine, as are also its machine shops, that being near the center of the different lines it operates.

In its general details, this line of road does not differ materially from other first class roads. The road-bed is well ballasted, the track is smooth, while the bridges and culverts are constructed in a solid, safe manner. Their passenger and sleeping coaches compare favorably with those of the more popular lines of roads in other sections of the country. In brief, passengers over the International & Great Northern Road are provided with all the comforts and conveniences found on the best managed lines in the Eastern and Middle States, as are a majority of the Southwestern roads. Second class passengers and immigrants, are carried in first class upholstered cars, attached to regular express trains. This is in fact, the favorite route for immigrants to Eastern, Central and South western Texas.



BUFFALO BAYOU BRIDGE, AT HOUSTON—I. & G. N. R. R.

As an index to the popularity and prosperity of this line of road, we will mention the fact, that in 1875 its passenger trains run 152,025 miles, against 208,704 miles in 1877. The local passengers carried over the line in 1876, were 73,577, against 90,835 in 1877, while the through passenger traffic compared as

follows: For the year 1876, ending May 31, 19,531; for the year 1877, ending May 31, 27,043. Total passenger traffic for the year 1876, 93,108, against 117,870, carried during the year 1877, ending May 31, which shows an increase for the year ending on the 31st of May last, of 24,770, or a little over 491 passengers per week.

The following statement taken from the company's books shows the number of tons of freight transported over their line during the years 1876 and 1877, ending May 31st:

	Tons in 1876.	Tons in 1877.
Lumber, shingles, timber, etc.....	82,161	84,363
Cattle, hogs, sheep, horses and mules.....	16,714	11,648
Vegetable food.....	11,950	13,283
Grain and other agricultural products.....	37,863	51,545
Manufactured articles.....	9,454	23,785
Merchandise.....	20,902	28,637
Miscellaneous freights.....	3,418	2,801
Total.....	182,452	216,062

The above shows an increase of 33,603 tons, during the past year, which increase is the more remarkable, when it is taken into consideration that there has been a marked prostration in all channels of business, and a general shrinkage in values, during the year 1877, up to the present date. It should have been stated before, that the shipment of cotton over this line during the year 1876, was 133,771 bales, against 180,840 bales for the year ending May 31, 1877, which shows an increase of 47,071 bales.

The International and Great Northern Roads were originally constructed under separate charters, but were consolidated in 1873. By the terms of its charter, the International was to have built from, or at a point near Fulton, on the Red river, to Laredo, on the Rio Grande, passing through the cities of Austin and San Antonio. The land grant to this road from the State of Texas is twenty sections to the mile, which grant is entirely exempt from State, county, or municipal taxation for a period of twenty-five years. Besides, these lands, or rather the certificates for the same, have the advantages of "head right certificates," and can be located on any part of the public domain. When completed, this branch of the International & Great Northern Railroad will span the State of Texas, in almost a direct line from its northeastern to its southwestern boundary. Its western terminus at the present time is at Austin, the capital of the State, it being the principal and most direct route to that city from the Eastern and Northern States. The Great Northern branch of the line, extending from Longview to Houston, was chartered under the old law of the State, hence its land grant was only sixteen sections to the mile, locatable in the same manner as the lands granted to the International. This last mentioned branch was built in 1871-73, its present southern terminus being at Houston, and its northern at Palestine. The company's branch line from Troupe to Mineola, forty-nine and a half miles, formerly known as the Brazoria Tap Road, was chartered before the war, from Houston to Brazoria, on the Brazos river. But the company becoming involved the road was sold by order of the court in 1870, Moses Taylor

of New York, becoming the purchaser. This branch also received from the State sixteen sections of land for every mile of road built. The branch from Phelps to Huntsville, eight miles, was built in 1872. All of the above mentioned lines and branches are owned and operated by the International & Great Northern Railroad Company. The company owns four engine houses, one machine shop, three blacksmith and repair shops, one car shop, one paint shop, forty locomotives, twenty passenger cars, nine baggage, mail and express cars, and five combination cars. In fact their passenger equipment in all its details is second to that of no other road in the West. And the same is true of their freight rolling stock, of which they have a supply fully adequate to meet the



TRINITY RIVER BRIDGE—BRAZOS DIVISION, I. & G. N. R. R.

largest possible demand. The company gives constant employment to 122 agents and clerks, 100 conductors and brakemen, 71 engineers and firemen, 79 mechanics, 77 inspectors, watchmen, etc., 564 foremen, laborers, etc., making a total of 1,013 men. All that is necessary to show that the road is under the management of experienced and competent officers, is to point to its prosperity and popularity. It is the favorite trunk line in Texas, it is to this State what the Pennsylvania Central Road is to the State of Pennsylvania. With its southern terminus at Houston, the great railroad center of Texas, and its present western terminus at Austin, the capital of the State, it is the most direct route

over which to reach San Antonio and other southwestern points in Texas, also Galveston, New Orleans, and intermediate towns on the Gulf. The Austin branch, which is properly the main line, will soon be completed to San Antonio, a distance of some eighty miles from Austin, and from thence to Laredo, on the opposite side of the Rio Grande from Monterey, where connections will be made with the Mexican railways.

The importance attached to the speedy completion of this line of road, so as to open an avenue of commercial communication between this country and Mexico, can not be well over estimated. In contemplating the advantages that our mercantile and manufacturing commerce would derive from direct railway connections with the Mexican States, it is difficult to conceive why there is such a delay on the part of the railway companies in filling the gap that now remains between the western terminus of the International & Great Northern and the Mexican States. The completion of this road to the Rio Grande river, is second in importance only to the completion of a southern line of road to the Pacific Coast. This important line completed, a new and extended field will be opened to the merchants and manufacturers of the Southwest.

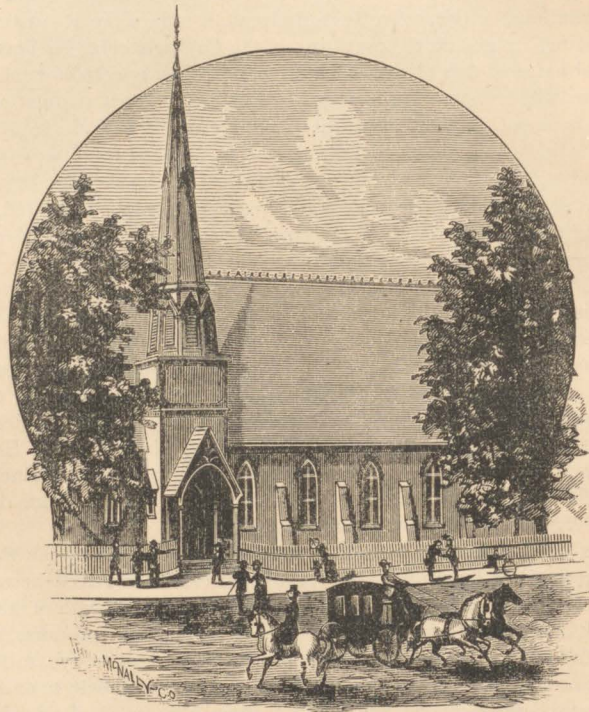
We can not dismiss this subject without calling the attention of the reader to the following remarks on a few of the more prominent cities and towns on the line of the International & Great Northern Railroad, commencing at Austin, the capital of the State, situated on the east bank of the Colorado river, in Travis county. The original name of this city was Waterloo, but when selected for the capital of the State, in 1839, its name was changed to Austin. It has a population of about 15,000, and is one of the most beautiful thriving cities in Texas. It is the market center of a highly cultivated country, equal in area to the States of Ohio or Indiana, and with its increased railroad facilities, during the past few years, its manufacturing and mercantile resources have been largely increased, and both business and the characteristics of the citizens are at the present time exhibiting the most unmistakable metropolitan airs. The business of the city is in part represented by 5 wholesale dry goods and grocery houses, 2 wholesale hardware and tin stores, 4 wholesale liquor houses, about 100 retail houses in the different lines of merchandise, 3 sash, door and blind factories, 1 flouring mill, 3 corn mills, 1 carriage factory, and 3 foundries. In its religious and educational advantages, Austin compares favorably with Northern and Eastern cities of a like population, having 15 churches, 1 graded school, 1 young ladies' German institute, 1 convent under the supervision of the Sisters of the Holy Cross, besides many private schools. There are 2 Masonic lodges, 1 Encampment, 1 lodge of Knights of Pythias, 2 Odd Fellows' lodges, and 1 Knights of Temperance lodge, each of which have a large membership.

Travis is one of the best farming counties in that part of the State. The country surrounding Austin is a rich rolling prairie, interspersed here and there with high hills, most of which are covered with a heavy growth of fine timber, such as post oak, black jack, live oak, cedar, etc. The field products, as in most other counties in that portion of Texas, are wheat, corn, oats, rye, millet, cotton and sugar cane. Cotton, on the uplands, yields from one-half bale, to one and a half bales per acre, and from one and a half to two bales on the Colorado bottoms. The following is a fair estimate of the yield of grains: corn, 30 to 70 bushels per

acre; wheat, from 10 to 25; oats, 60 to 80; turnips and sweet potatoes, 75 to 150; sugar cane, three crops a year. Farming lands in the immediate vicinity of Austin, say within a radius of six miles, are selling at \$25 to \$150 per acre, and from \$5 to \$20 in more distant parts of the country. Cash rents for lands, range from \$4 to \$8 per acre, while crop rents range from one-fourth to one-half of the products, the latter rent being paid where the owner of the land furnishes seed, teams and farming implements. There is but little really good uncultivated land for sale in Travis county, and what there is, is held at \$4 to \$10 per acre, while cultivated lands sell at \$15 to \$35 per acre, according to location and improvements.

The following are about the ruling prices for stock; horses, good American, \$40 to \$85; Mexican, \$10 to \$40; Mexican mules, \$20 to \$50; American, \$50 to \$150; working oxen, \$30 to \$50 per yoke; milch cows, \$10 to \$25; two, three, and four year old stock, on the ranges sell at from \$6 to \$15 per head.

The climate at, and in the vicinity of Austin is delightful, and the sanitary character of the country is all that could be desired, chills, fevers, or epidemics, are not often encountered. Those visiting Texas, should not fail to take Austin in their route.



EPISCOPAL CHURCH, PALESTINE.

PALESTINE.

Palestine is the county seat of Anderson county, and is situated upon the range of hills which divide the waters of the Trinity river, about ten miles distant from the Neches river, and equi-distant from each river. It is at this point that the two main branches of the International & Great Northern Road form a junction, and, as before stated, the main offices, machine shops, etc., are also located here. The town was organized in 1846, but reached no importance beyond a small country village until 1872, when, through the completion of the International Line, it received an impetus that placed it on the road to its present prosperity. The completion of the Great Northern Road to the same point in 1873, infused additional life into the town, and from a country hamlet it has rapidly developed into a thriving, enterprising little city of 3,500 inhabitants, and is still growing in size and importance as an inland business center. The country tributary to Palestine is rolling, and interspersed with belts of fine timber, such as pine, white oak, ash, post oak, walnut, elm, hickory and pecan. The soil includes the black loam, gray sandy loam, and the yellow and red loam, and hence is admirably adapted to wheat, corn, cotton and cane growing. Wild lands in Anderson county vary from \$1 to \$5 per acre, and cultivated lands from \$5 to \$15 per acre.

For a full description of the above towns, as also of all other towns and counties traversed by this line of road, the reader is referred to the description of the different counties or cities of Texas as published in another part of this work.

THE OFFICERS OF THE I. & G. N. RAILWAY.

Our limited acquaintance with the operating management of this line of road will compel extreme brevity in mentioning them. Samuel Sloan, President of the company, resides in New York, and is also President of the Delaware, Lackawanna & Western; Michigan Central; Marquette, Houghton & Ontonagon; and Rome, Watertown & Ogdensburg Railroads. He is a gentleman of fine business attainments, as is evidenced from the continual prosperity of the company since he has occupied the executive chair in its management.

Mr. R. Somers Hayes, Esq., who fills the position of Vice-President and Receiver and who has been an active officer in the company since 1870, is also a gentleman of large business experience and fine executive qualifications. Previous to his connection with the International & Great Northern Road, Mr. Hayes was chief of construction of the Texas & Pacific Road. He is also an Eastern man, and it was in New York, as we are informed, that he took his first lessons in the railroad economy of the country.

H. M. Hoxie, Esq., well and favorably known in railroad circles throughout the country, and who has been an officer of the company since its organization, fills the position of General Superintendent.

The Treasury Department of the company is under the management of D. S. H. Smith, who has been with the road since its organization. In fact, he was with the International branch previous to its consolidation with the Great Northern Line. That he is capable and honest, the many years of his connection with the company fully attest.

Major J. H. Evans, present Secretary of the company, has been in its employ since its organization. He became a citizen of Texas immediately after the war, and was elected to the Legislature of the State in 1866. Besides being an efficient officer, he is a gentleman of influence in the State.

Allen McCoy, formerly Superintendent of the Erie & Pacific Fast Freight Line, occupies the position of General Freight Agent of this line, and if we can rely on general report, no better man could be selected for that position.

The General Passenger and Ticket Department is under the management of J. H. Page, Esq., who for some years past was connected with the Grand Rapids & Indiana Road, as its General Ticket Agent. Mr. Page, although comparatively a young man, has through a well trained business education, earned an enviable reputation among the more prominent railroad men of the country, and in securing his services, the International & Great Northern Road has added much to the efficiency of its management.

THE TEXAS & PACIFIC RAILWAY.

Prominent among the more important railway enterprises of the Southwest, and one that aided largely toward the rapid development of Northern and Central Texas, is the Texas & Pacific, the main line of which is now completed from Shreveport, Louisiana, to Fort Worth, a distance of 254 miles. Leaving Shreveport, the road runs west, entering the State of Texas at Waskau, in Harrison county, of which Marshall, an enterprising commercial town of about 5,000 population, is the county seat. At this point are located the machine and repair shops of the company, also its general offices.

At Marshall, what is known as the Jefferson Division, connects with the main line. This division has its northern terminus at Texarkana, 74 miles north from Marshall. At Texarkana, connections are made with the St. Louis, Iron Mountain & Southern Railway, also the Transcontinental Division of the Texas & Pacific, which spans that fertile portion of the State lying between Texarkana and Sherman, where the Houston & Texas Central line is crossed. At Jefferson, the Jefferson Division makes connections with the East Line Railway which is now completed to Pittsburgh in this State.

Going almost a due west course from Marshall, the main line of this road passes through the thriving little towns of Abney, Hallsville, and Mason Springs to Longview where connections are made with the International & Great Northern Railway, over which Austin, Houston, Galveston, San Antonio and all other portions of Southern and Southwestern Texas are reached. Longview, owing to the advantage it derives from the two lines of roads connecting there, has developed into an important shipping point for cotton and other products.

Leaving Longview, the road traverses a fine section of the State, passing through the rapidly growing towns of Willow Springs, Gled Water, Neal's, Big Sandy, Hawkins, Lakeford, and Mineola, the county seat of Wood county, another prominent shipping point, where connections are made with the Mineola Branch of the International & Great Northern Road.

Leaving Mineola the line passes through the towns of Silver Lake, Grand

Saline, Edgewood, Wills Point, Elmo, Terrell, Lawrence, Forney, Mesquet, to Dallas, 221 miles southwest from Texarkana, and 187 miles west from Shreveport. Dallas is the county seat of Dallas county, and is one of the principal cities in the State, having a population of about 18,000, and is the chief market center for a large area of as rich country as can be found in the West. Here the Texas & Pacific crosses the Houston & Texas Central Line, which affords an outlet to the Gulf via Houston, and to St. Louis and points to the north over the Missouri, Kansas & Texas Line, which connects with the Houston & Texas Central at Denison a few miles to the south of the south line of the Indian Territory.

West from Dallas the Texas & Pacific passes through the towns of Eagle Ford, Grand Prairie, Arlington and Village Creek, to Fort Worth, its present terminus, 32 miles west of Dallas and 253 miles from Texarkana.

Less than four years ago, Fort Worth had not over 1,000 inhabitants, and now it is a thriving commercial center with a population of over 8,000. The rich farming country surrounding Fort Worth in every direction, and the remarkably low rates at which lands are sold, make that an objective point for immigrants. Fully sixty per cent. of the vast domain extending west from the Louisiana line to the Pecos river, on the completed and projected line of this road, is adapted to the production of nearly every farm product of the great Southwest, including not only the cereals, fruits and vegetables, but cotton, cane and tobacco. Cotton, however, may be considered the staple product, as thousands of bales are shipped annually, even at this date along the line of this road between Shreveport and its western terminus.

A glance at the map will show the reader that this line of road runs between the 32d and 34th parallels of latitude, and being from 300 to 1,200 feet above the level of the Gulf, the climate is most healthy and inviting. It is not only removed from the rigors of a northern winter, but there the inhabitants escape the enervating heat of the more extreme southern portions of the State.

A writer referring to this subject says:

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

This country is well watered. The central portion, extending east and west, forms the divide between the waters of the Red River and the Gulf of Mexico. Numerous short streams and rivers flow north into the river named, while the Sabine, Trinity, Brazos and Colorado have their headwaters in the southern or eastern counties of the district. Besides these rivers and their numerous tributaries, whose waters are mostly supplied by the annual rains, many portions of the region named are supplied with abundance of living springs, and everywhere water is obtained by boring or digging from twenty to fifty feet. Consid-

ering all the characteristics of this remarkable region, it may be regarded as the "Emigrant's Paradise."

It is not strange that the dwellers in the frozen regions of the Northwest, and the grasshopper-plagued people of the extreme West, should flock to this sunny clime, where winter is almost unknown, and the earth returns bountiful harvests to all who have industry to cultivate a most prolific soil. In fact it is doubtful if a similar area could be found on the continent, offering so many and such varied attractions to those seeking pleasant homes.

In addition to the inducements offered by a fruitful soil and genial climate, many of the counties in this district are exceedingly rich in the useful minerals. It invites not only the farmer and mechanic, but capitalists and manufacturers in every line of business. It is a region adapted not only to support a large population, but to give such variety of employment as to make its people thoroughly self-reliant, self-sustaining, prosperous and independent in the best sense of the word."

The Transcontinental Division of the Texas & Pacific Railway commences at Texarkana, and passes through the prosperous towns of Clarksville, Blossom Prairie, Paris, Honey Grove, and Bonham, to Sherman, at which point connection is made with the Houston & Texas Central Railway for all points in Southern Texas. This division is now being extended to Whitesboro, a distance of eighteen miles from Sherman, which extension will be in operation early in the coming fall. There is no finer agricultural country in the Southwest than the section traversed by this division. It is thickly settled by an enterprising class of farmers, and offers unexcelled advantages to the immigrant. Sherman, its present terminus, is the county seat of Grayson county, with a population of about 10,000, and is one of the most *solid* and enterprising cities in the State.

The Texas & Pacific Road owns some five million acres of land in Texas, a considerable portion of which is situated in what is known as the Reservation east of the Pecos river. This land is most admirably adapted for grain, cotton, or grazing purposes.

In brief, the Texas & Pacific Road traverses a portion of Texas that is well watered, and for the most part well timbered, with coal and building stone in abundance. And when the enterprise is completed, it will stand second in importance to no other railway on this continent. It will not only develop the vast and varied resources of Northern and Western Texas, but will afford a most advantageous outlet for the mineral and agricultural wealth of that vast country lying between the western border of Texas and the Pacific. The distance from Shreveport to El Paso, over this line, is 897 miles.

This road is among the best managed and equipped in the State. Its officers are among the most enterprising and experienced, and through their ever-watchful efforts nothing is left unprovided to render travel over their line safe, comfortable and speedy; while to freight traffic, all of the facilities known to modern railroading are provided. The general officers and agents of this road are as follows:

Thomas A. Scott, President, Philadelphia, Pennsylvania.
Frank S. Bond, Vice-President.
Hon. John C. Brown, Vice-President.

T. D. Maurer, Secretary and Treasurer, Marshall, Texas.
George Noble, General Superintendent, " "
R. W. Thompson, Jr., General Passenger and Ticket Agent, Marshall, Texas.
W. H. Abrams, Land Commissioner, Marshall, Texas.
W. H. Newman, General Freight Agent, " "
General offices at Marshall, Texas.
S. M. Miller, General Eastern Agent, 415 Broadway, New York.
Thomas Dorwin, General Northwestern Agent, 104 Clark Street, Chicago, Ill.
J. W. Delaney, General Western Passenger Agent, Dallas, Texas.

ST. LOUIS, IRON MOUNTAIN & SOUTHERN RAILWAY.

The St. Louis, Iron Mountain & Southern Railway occupies the same important position among the railways of the Western and Southwestern States as does the New York Central in the Eastern and Middle States. Following the west bank of the Mississippi river, in nearly a due south direction from St. Louis for about twenty-five miles, when it parts company with that stream, the river running in a southeasterly direction, while the road continues on a straight line to the South, passing through a rich and highly cultivated agricultural portion of country, and piercing the very heart of the great mineral fields of Missouri, passing the famed Iron Mountain and Pilot Knob and other hills of iron. At Bismark, a distance of seventy-five miles from St. Louis, the road branches off, one line running in an easterly direction to Belmont, a thriving town situated on the western bank of the Mississippi river, directly opposite Columbus, Kentucky, where direct connections are made with the railway system of the Southern States east of the Mississippi. There is also a branch line from Mineral Point to Potosi, four miles, and from Cairo to Poplar Bluff, seventy-four miles. After passing Bismark, the main line inclines to the southwest, passing through the State of Arkansas diagonally, and entering the State of Texas at Texarkana, a thriving town of about 3,000 inhabitants, the southern terminus of this line, a distance of 490 miles from St. Louis. The road passes through Little Rock and other important points in Arkansas, where connections are made with the entire railroad lines of that State, it being the only direct route to the Hot Springs of Arkansas from points to the north of St. Louis.

At Texarkana, connections are made with the Texas & Pacific Road, by which Marshall, Sherman, Dallas and Fort Worth are reached; while by the International & Great Northern Line, Austin, the capital of the State, and Houston, the railway center of Texas, are reached. At Houston, connections are made with the Galveston, Harrisburg & San Antonio Road, and also with the Morgan Line of rail and steamers to New Orleans and intermediate points on the Gulf.

Thus it will be seen that tributary to the St. Louis, Iron Mountain & Southern Road are the entire railroad systems of Texas and Arkansas and the Southeastern States. It is not only the nearest and most economical route for both passengers and freight between St. Louis, Arkansas, Texas and Mexico, but is the most advantageous avenue of transportation between the Southwest and the Eastern seaboard for the vast herds and flocks from the broad prairies of Texas. There is not a State in the Union that has been so largely benefited from railroad enterprises as has the State of Arkansas by the completion of the St. Louis, Iron

Mountain & Southern Road. It is the trunk line of that State, and over it and its tributaries the products of the soil are shipped out to market, and merchandise and other supplies shipped into the State. Previous to the completion of this line of road, her communications with other States were entirely dependent on the tardy and precarious system of water navigation; but since the opening of this road Arkansas has taken marvelous strides forward in her agricultural, commercial, and manufacturing interests; and as the State, in the fertility of its soil and general resources, compares favorably with other Western States, which shows most conclusively that it was only the want of this road that prevented an earlier development of her resources. The tide of immigration that has been pouring into that State, and the general prosperity witnessed within its borders, are among the advantages afforded the State by this route. In this connection we will state that eighty-five miles of the St. Louis, Iron Mountain & Southern Line, extending from St. Louis to Pilot Knob, was completed in 1858; but the enterprise was suspended during the war, and it was not until 1867, that the work was resumed. In 1869, the Belmont branch was completed, and in May, 1874, a consolidation of the Cairo, Arkansas & Texas and the Cairo & Fulton with the St. Louis, Iron Mountain & Southern was effected. This placed under one management 684 miles of road, making the connection between the Northern and Southern system of railways.

For roads entering St. Louis from the East or North, the natural and speedy route to Tennessee, Kentucky, Georgia, Alabama, Florida, Mississippi, Louisiana, the Carolinas, Texas and Arkansas, is over this road. With the completion of the branch from Malvern Station to the Arkansas Hot Springs, the St. Louis, Iron Mountain & Southern, is the only all rail route by which that popular watering place can be reached, and it is over it that the tens of thousands visit that portion of Arkansas annually. The curative properties of the waters of these springs are world-wide in reputation, and as they are the property of the United States Government, like the air, their benefits are free to all.

The entire road-bed of this line, is among the best ballasted in the West, while its bridges and culverts are constructed with a view to solidity and safety. Their passenger accommodations combine all of the modern appliances for the convenience and comforts of travelers. Immigrants to the South and Southwest are transported in comfortable, first class cars on express trains, a fact that should be borne in mind by that class of travelers. The officers of this line, from the president down to the brakeman, are courteous and accommodating. In brief, it is one of the best managed and most popular roads leading out of St. Louis.

As an illustration of its business importance, it is only necessary to state, that its earnings per mile, in 1876, was \$5,559.85, while its average expenses per mile was \$2,944.23, leaving a net earning per mile of \$2,615.62. This was an increase over its net earnings for 1875, of about 45 per cent., while the increase earnings for 1875 over those of 1874, were \$5,588.70, which is a most favorable showing, considering the general depression in all channels of business during that year. Its business thus far during the current year, exhibits a most satisfactory increase, notwithstanding the tight times and general shrinkage in values.

The following are the general officers and agents of the road :

Hon. Thomas Allen, President, St. Louis, Mo.
 W. R. Allen, Assistant President, St. Louis, Mo.
 H. G. Marquand, Vice-President, New York.
 D. W. McWilliams, Treasurer, 20 Nassau Street, New York.
 S. D. Barlow, Secretary and Assistant Treasurer, St. Louis, Mo.
 Col. W. R. Arthur, General Manager, St. Louis, Mo.
 Arthur W. Soper, General Superintendent, St. Louis, Mo.
 E. A. Ford, General Passenger Agent, St. Louis, Mo.
 O. W. Ruggles, Assistant General Passenger Agent, St. Louis, Mo.
 Seth Frink, General Freight Agent, St. Louis, Mo.
 Hon. Thos. Essex, Land Commissioner, Little Rock, Ark.
 W. A. Kendall, Assistant Land Commissioner, St. Louis, Mo.
 W. L. Van Nest, General Eastern Agent, 415 Broadway, New York.
 R. F. Robb, Ticket Agent, 513 North Fifth St., St. Louis, Mo.
 H. H. Marley, Northern Pass. Agent, 104 Clark Street, Chicago, Ill.
 John Howard, Southern Pass. Agent, 138 Vine Street, Cincinnati, Ohio.
 Richard Couch, Land and Passenger Agent, Pana, Ill.

MISSOURI, KANSAS & TEXAS RAILWAY.

Since the completion of that wonderful structure, the great bridge across the Mississippi river, St. Louis as a railroad center occupies the same importance to the South and Southwest, as does Chicago to the Northwest. And among the many iron arms that reach out from that thriving commercial metropolis of the Southwest, there are none that are of more importance, or that contribute more largely to the mercantile and manufacturing development of St. Louis, than the Missouri, Kansas & Texas Railway. This line of road not only traverses a vast



BRIDGE OVER THE SOUTH CANADIAN RIVER ON THE LINE OF THE M., K. & T. RAILWAY.

section of the most fertile portions of the Southwest, but it has honestly earned the reputation of being among the best equipped and best managed roads in the country. In fact, it is deserving of a more extended notice than the limited space at our command will permit, for should we surrender ourselves to the task of describing its characteristics—the numerous inducements it offers both as an avenue of travel and freight, we could fill a respectable sized volume without bordering on the tedious.

In the first place there is no line of road leading as it does from Hannibal and St. Louis, Mo., passing through a country that presents such a variety of charming scenery as does this road. A glance at the map shows one of the advantages it offers to travel between Texas and other portions of the Southwest and the Eastern, Middle and Northern States. It spans that vast fertile tract of country between Denison, Texas, in the South and West, and St. Louis and Hannibal on the Mississippi river at the North and East, the most prominent points for freight and travel between the East and West.

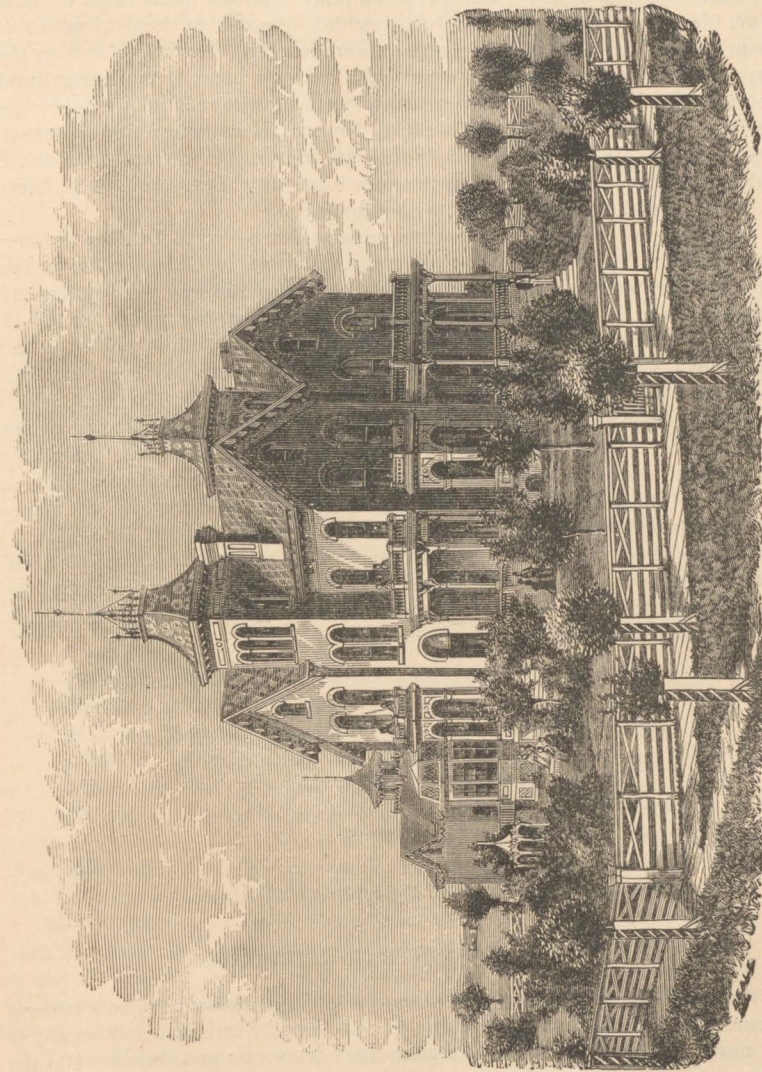
This line offers almost unlimited freight room, and it is over it that a large per cent. of the herds and flocks sent from Western Missouri, Kansas, Texas, New Mexico and Indian territories, to the East are shipped. Cars are received on this line from Eastern, Northern and Southern roads and sent to their destination without breaking bulk.

The main line of this road runs from St. Louis and Hannibal, Missouri, to Denison, Texas, with branch lines from Parsons, Kansas, to Junction City, Kansas, and from Holden, Missouri, to Paola, Kansas, a total of 786 miles, on this entire line. The road-bed is solid, being ballasted in a manner equal to the best roads in the country; the bridges and culverts are all built on the approved system; hence, in point of comfort and safety, this line ranks second to no other in the West.

There is another point deserving of special mention in this connection, and that is, no road in the country has provided more desirable accommodations for what is termed emigration travel to the Southwest. In place of resorting to slow emigrant trains for this class of travel, emigrants are transported in first-class coaches in first-class express trains, and passengers going West and South, pass through the charming Neosho Valley and the beautiful Indian Territory.

In buying an article of merchandise or a piece of mechanism, personal comforts, attractions and comparative value are the points considered, and the same rule should be observed in selecting a route in traveling. In many cases the nearest route is not the quickest or most convenient or attractive. Without the least desire to prejudice the reader against any other line of road, the writer can say from personal knowledge, that one enjoys more comforts, sees more beautiful country between the Mississippi river and Southwestern Texas, in taking the Missouri, Kansas & Texas Railway by the way of Denison, than in passing over any other line of road leading in the same direction.

A glance at the map will show the advantages that this route offers travel and freight, to Southwestern Missouri, Kansas, the Indian Territories and Texas. That this line passes through the most desirable and attractive portions of the great Southwest, no one at all familiar with the topography of the country will deny, and it is equally true, that it traverses the most inviting and advantageous



RESIDENCE AT SEDALIA, MO.

portions of the State of Texas, for either agricultural, manufacturing or commercial industries. It is in fact, the great popular trunk line that spans the State north and south, affording a transportation route from the great chain of lakes at the North, to Galveston on the Gulf, over this line and its connections, all of the prominent commercial centers of Texas are reached. As will be seen by the map, this line and its connections traverses the very heart of the agricultural sections of Texas, passing in its course through the fertile and rapidly improving counties of Grayson, Collins, Dallas, Ellis, Navarro, Limestone, Falls, Robertson, Brazos, Grimes, Waller and Harris, in the last mentioned is situated Houston, which as a railway center occupies the same relations to Texas, as does St. Louis to Missouri, and other portions of the Southwest.

In conclusion, we will say to parties going to Texas—say to Denison or Sherman, Dallas or Fort Worth, Waco or Austin, Houston or Galveston, or to San Antonio—they will find the Missouri, Kansas & Texas Railway the popular and pleasant route. It passes through the famed Indian Territory, which for beautiful scenery and charming landscape views surpasses any other portion of the Southwest. There are two express trains each way every day over this line, which enter and leave Texas at its gate—the enterprising city of Denison. Each train is furnished with all the comforts and luxuries of travel, including palace sleeping cars. Those wishing a beautiful, illustrated guide book, describing Texas and Kansas, and containing articles on sheep and cattle raising, and where the best and cheapest lands are, it will be sent you free of charge, by addressing Jas. D. Brown, General Passenger Agent, M., K. & T. Railway, St. Louis, Mo.

As an evidence that it is the great medium of transporting live stock and other freight between the grazing fields of the Southwest and the markets of the East, the following statement of shipments from Denison for the year 1877, as taken from the company's books, are submitted:

Merchandise.....	No. of pounds,	8,644,502
Cotton.....	No. of bales,	33,660
Grain and other produce.....	" cars,	114
Cattle.....	" "	3,824
Hogs.....	" "	121
Horses and Mules.....	" "	48
Machinery and Agricultural Implements.....	" "	13
Miscellaneous.....	" "	289

The above does not include any of the company's business.

ILLINOIS CENTRAL RAILROAD.

The wondrous development of the agricultural, manufacturing and mineral resources of this country, especially in the West, Northwest and South, is the result of a system of transportation that is as vast and important as the products of the soil, the loom, the forest and the mine. The liberal and rapid construction of railway facilities is the moving spirit of the age that opens so many industries to profitable and successful prosecution. In obedience to this general demand for new and adequate opportunities to market the products of

States distant from the seaboard, the Illinois Central Railroad was constructed. At that time this great work was regarded as stupendous, but upon its completion it opened up the great State of Illinois to the industrial arts, and connected the growing industries of the Northwest with the South. The construction of this great thoroughfare for traffic was commenced in 1852, and in 1856 it was in operation.

In 1852 there were completed.....	14 miles.
" 1853 " "	118 "
" 1854 " "	300 "
" 1855 " "	195 "
" 1856 " "	77 "
Total.....	704 miles.

The main line extends through the center of the State, from Cairo in the south to Dunleith on the Mississippi river, making a distance of 457 miles. This line traverses the central portion of Illinois, and touches the towns of Centralia, Vandalia, Pana, Decatur, Bloomington, El Paso, La Salle, Mendota, Dixon, Polo, Freeport, Warren and Galena, a section of the State highly favored in agricultural and mineral resources. Connecting as it does the agricultural districts of the upper Mississippi Valley, with the Southern States and the Gulf of Mexico, it stands second in importance to no other road on the continent.

The Chicago branch of the line starts from Centralia and runs through the towns of Tuscola, Arcola, Rantoul, Tolono, Effingham, Mattoon, Champaign, Gilman, and Kankakee; affording transportation for the immense cereal wealth of the grand prairie. This company also operate under lease, the Dubuque & Sioux City Railroad, and the Iowa Falls & Sioux City Railroad, in Iowa, making a through route from Dubuque to the Missouri river, a distance of 326 miles. It also operates under lease, the Cedar Falls & Minnesota Railroad from Waterloo to the Minnesota State line, at Mona, a distance of 80 miles, making a total of 406 miles of railroad operated in Iowa. These lines are known as the Iowa division of the Illinois Central Railroad. The company also owns a line from Gilman, Illinois, to Springfield, the State capital, 111 miles, which forms a short and direct route from Chicago to Springfield. Thus it will be seen that the total length of line owned and controlled by this company is 1,218 miles. The connection with the Iowa lines from Chicago, is made via the Chicago, Burlington & Quincy Railroad, to Aurora, and by the Chicago & Iowa Railroad to Forreton, and thence by the main line of the Illinois Central Railroad.

The company has *direct connections* at Cairo with all important commercial points in Tennessee, Alabama, Georgia, Florida, Mississippi and Louisiana, and forms the shortest all rail line between the South and the North and the Northwest, and also between St. Louis and all Southern points, via the Cairo Short Line.

Through cars are run from Chicago and St. Louis to New Orleans daily, via the Chicago, St. Louis & New Orleans Railroad, and transfer of passenger and freight cars is made by means of a transfer boat across the Ohio river, without delay or inconvenience.

The distance from Chicago to New Orleans by this route is 913 miles, or about the same distance as from Chicago to New York, and is therefore the most

available way of reaching the Gulf ports, and all in the Southern States and Mexico, and also Central America and New Orleans, between which a regular line of steamers is now established. Thus it will be seen that the Illinois Central Road is the great northern link in the chain of communication between this country, Mexico and South America, over which the products of field and factory find a southern outlet, instead of being shipped via New York, which is some two thousand miles out of their regular course. There can be no good reason why the large quantities of flour, cereals and provisions required by the South American States and Mexico should not be transported direct over this line, instead of paying tribute to the seaboard markets of the Atlantic coast. Capt. Ead's project of deepening the mouth of the Mississippi river has outlived the days of opposition and experiment, and the complete success of the "jetties" is no longer a question of doubt. This removes the only real obstacle in the way of a direct trade with Europe and the South American States via New Orleans. As an evidence of the importance of this route, it is only necessary to state that the shipments to the South American States during the year 1874, of flour, grain, meats and timber, were over \$16,000,000 worth, to say nothing of the large export trade in farming implements and other machinery.

It seems proper, in this connection, to say that few if any companies in this country, have taken greater pains, or been more lavish in their expenditures to secure the comfort and safety of passengers, or to insure the speedy transit of freights, than has this company. It was among the first, if not the first road running out of Chicago, to adopt the steel rail. Its bridges are chiefly of iron, and are pronounced equal to any structures of the kind on the continent. Its culverts are of solid stone masonry, while its entire road-bed is ballasted in such a manner as to render it comparatively secure against accidents from any sinking or spreading of its track. Its sleeping coaches combine all the comforts and conveniences possible in moving palaces of that description.

To sum the whole matter up in a few words, as a medium of travel between the North and South, its superior equipments and admirable connections make the Illinois Central superior to that of any other line. It is the most economical route for immigrants to Texas or other Southwestern sections, and hence the favorite line for that class of travel. As a medium for the transportation of live stock from the vast grazing fields of Texas to the central and seaboard markets, it offers superior advantages to any other line of road leading in that direction, and it is over it and its connections, that a large per cent. of Texas stock sent to market, is shipped.

Connecting as it does, with the St. Louis, Iron Mountain & Southern Road at Cairo, a glance at the map shows it to be the most direct route between Chicago and Texas.

This company runs through cars twice every day between Chicago, Cairo, St. Louis, Cincinnati, Indianapolis, Peoria, Keokuk, Burlington and Springfield, and its connections reach nearly every place of note in Southern and Southwestern Illinois, Indiana, Ohio, Kentucky, as also with all of the other Southwestern States and territories. They also run two trains daily between Chicago and Sioux City, via Dubuque, which with their connections in Iowa, Minnesota and Nebraska enables them to offer to both freight and travel to or from these directions, superior advantages.

CHICAGO, ALTON & ST. LOUIS RAILWAY.

This line of road forms an important link in the great system of transportation routes uniting the northern lakes with the Gulf of Mexico, and when the Kansas City, St. Louis & Chicago Road, which is now under construction from Mexico to Kansas City, is completed, the Chicago, Alton & St. Louis Railway will have the advantages of being the shortest and most direct route between Chicago and Kansas City, as also between St. Louis and Kansas City. Besides its main line from Chicago to St. Louis, this company own and operate the following branch lines: from Dwight to Washington and Lacon, 79 miles; from Bloomington to Godfrey, 150 miles; from Roodhouse to Louisiana, Missouri, 38 miles; the Louisiana & Marion River Line, 101 miles; and from Louisiana, on the Missouri bank of the Mississippi river, to Mexico, 50 miles; making a total of 687 miles, 53 miles of which—from Chicago to Wilmington—is a double track, and 384 miles is laid with the best of steel rail.

At the present time this line of road makes connection at Mexico, Missouri, with the St. Louis, Kansas City & Northern Line, which enables it to run through trains from Chicago to Kansas City without change of cars, yet as before stated, after the completion of the Kansas City, St. Louis & Chicago Road from Mexico to Kansas City, a distance of 160 miles, an enterprise which is practically an extension of the Chicago & Alton Road, it will form the southwestern link of a continuous and direct line from Chicago to Kansas City, Denver, and the cities of Texas.

The new line from Mexico to Kansas City ranks among the best constructed railway lines in the country. It is laid with steel rail, sixty pounds to the yard, its bridges are all of iron and steel, constructed on the most approved system, and with 3,000 ties to the mile and no reverse curves or heavy grades to encounter, it will stand second to no other road in the Union, for speed and safety. It may be briefly stated that the Chicago & Alton Railway ranks among the most popular and admirably managed roads of the country. It traverses the most populous portions of Illinois and Missouri, and a single glance at the map will show its connections with other lines as most advantageous, both to travel and freight traffic. Its rolling stock embraces 165 locomotives, 150 of which are coal burners, and all are provided with the Westinghouse air brake, 103 first and second class passenger coaches, 94 of which are provided with the Westinghouse air brake, and 3,106 freight cars of all descriptions. On all trains between Chicago and Kansas City, the Pullman sleepers and Dr. Horton's patent reclining chair cars are run through without change, there being no extra charge for seats in the chair car. Elegant dining cars are also run on through trains. On this line free transfer tickets are issued to through passengers to the West and South. The celebrated Denver express train over this road is not excelled in this country for comfort and speed. From Chicago, this line is one of the most popular routes to Texas, Kansas, Colorado, and the Indian Territory.

THE VANDALIA RAILWAY.

The Vandalia Line, as it is called, is to St. Louis and the East what the Pittsburgh, Fort Wayne & Pennsylvania Central Route is to Chicago and the East. In

each case a competition sufficiently sharp exists to impart a spirit of rivalry in providing the public with all of the newest inventions for convenience, comfort and luxury in railway traveling. The Vandalia, like the Fort Wayne & Pennsylvania Route, is the favorite route between the East and the West. There is, however, but one reason which influences people in traveling to any given point, and sentiment has nothing to do with it. It is to get to their destination by the speediest and shortest route, which offers the largest amount of comfort and luxuries, which in these days have been introduced by enterprising railway corporations into that mode of travel. It is the success which has attended the efforts of the managers of the Vandalia Line to supply everything which science or invention has brought forth calculated to add to the comfort and safety of their patrons, and in their fortunate possession of the shortest line of road between St. Louis, Indianapolis, Pittsburgh and other points further east, that renders that route so popular with the public. So far as their track, bridges and culverts are concerned, the Vandalia Company stands second to no other in the West, while their general equipment is equal to that of the best managed roads in the Union. A single glance at any correct railroad map will show the reader the advantageous position occupied in transcontinental routes by the St. Louis, Vandalia, Terre Haute & Indianapolis Railroad. It runs across the States of Illinois and Indiana to the capital of the latter State, at just the proper angle to throw it in connection with the lines running from that point eastward, on the shortest possible line from the great metropolis of the Southwest to the great commercial centers at the East. On its route to the East the Vandalia brings the traveler in connection with almost every railway line of importance in the country, and especially making its eastern connections with the Pan Handle & Pennsylvania Route enables the passenger over it to enjoy all the advantages which have made that route the favorite for travel to the West and North. In short, its relations with the Pennsylvania roads are of such an intimate character, that it enjoys all of the advantages that can be secured by the "right of way" over it. It is owing to these intimate relations that the Vandalia Line draws in its direction so large a per cent. of the passenger and freight traffic between St. Louis and the East. The Pennsylvania Railroad now runs two mail and the Adams Express cars, or a Special Express, leaving New York at 7.30 P. M., which overtakes the fast line leaving New York at 6 P. M.; at Pittsburgh at 8.30 the next morning. From Pittsburgh the Pan Handle & Vandalia Line brings the train through, reaching St. Louis at 7.30 A. M. the second morning after leaving New York. This admirable arrangement enables the mails at New York to close two hours later, and yet make the same connections as before at St. Louis for all points South and West. The Vandalia has earned much of its popularity from the great regularity and speed with which its passenger trains are moved. This is especially true as relates to their fast trains which leave St. Louis mornings and evenings for the East, which are provided, their morning train with Pullman Hotel Car and their evening train with Pullman Sleeping Cars, which are run through to New York, Philadelphia, Washington and Baltimore, there being no change between St. Louis, Philadelphia and New York via the Pan Handle & Pennsylvania Railroad. Besides traversing the richest and most inviting portions of Illinois and Indiana, its connections with lateral lines are such that the traveler over it is enabled to make

close connections with lines leading to all points North and South. The Vandalia Road was chartered in 1865, and completed and put into operation in 1870, and no road in the West can show a better record than it exhibits.

Its officers are gentlemen of experience and high standing in railroad circles, and under the general management of J. E. Simpson, C. E. Follett, General Ticket Agent, and H. W. Hibbard, Manager of the Freight Department, stationed at this end of the line, there is little or no danger of the Vandalia Route ever losing its prestige as the shortest, safest and most comfortable avenue of travel between the two great cities of the Union—New York and St. Louis.

The principal ticket office of the company is located at No. 100 North Fourth street, northeast corner of Chestnut.

THE WABASH RAILWAY.

The lines owned and operated by the above company aggregate 680 miles, 350 miles of which are laid with steel rails. The equipment of the road in every particular, will compare favorably with the best managed roads in the country. Their rolling stock includes 196 locomotives, 67 passenger coaches, 24 mail and express cars, 32 baggage cars, and 4,386 revenue freight cars.

The passenger equipment combines all of the comforts and luxuries of our most popular railways; there is no new feature of especial importance to notice in that respect, although it should be stated that all passenger trains are well supplied with all modern appliances for the safety of passengers, including automatic air brakes and safety platforms. The road is built on nearly an air line the larger portion of the way from Toledo to the Mississippi river, hence with but few simple and no reverse curves to interfere with rapid running. The Pacific Express West, as also the Lightning Express East, over this line, are credited with making faster time than is reached by any other road in the West.

Under the existing sharp competition between railways, both as relates to freight and passengers, it is the aim of every company to render their lines the most popular and pleasant, and it is not employing too strong language to say that the Wabash Line, in this respect, occupies a prominent position in the railway system of the country. In many respects this line possesses superior advantages as a thoroughfare between the East and the West. Starting from Toledo, a thriving commercial center of the West, in its course to the Mississippi, it traverses the richest agricultural portions of Ohio, Indiana and Illinois; its iron arms, with their five distinct western terminal points, grasping and bearing away toward the Atlantic seaboard the products of the Mississippi Valley.

Leaving Toledo, the first point of especial importance reached is Defiance, an enterprising little city of 5,000 inhabitants; the city derives its name from Fort Defiance. The western division of the Baltimore & Ohio Road crosses the Wabash at this point, which renders it one of the most important transfer stations on the line. After passing a half dozen thriving towns that have been built upon this road during the past few years, at a distance of 94 miles from Toledo, Fort Wayne, Indiana, is reached, a city of about 32,000 population and one of the chief commercial and manufacturing centers of that State. Fort Wayne is

the junction of six important railways, including the Wabash, and Pittsburgh, Fort Wayne & Chicago, both of which lines have their machine shops located there. Continuing west from Fort Wayne, Roanoke, Huntington, Antioch and La Grange, are passed, before reaching Wabash, where the Cincinnati, Wabash & Michigan road is crossed. This last mentioned town contains about 5,600 inhabitants and is situated in a most fertile portion of Indiana. Peru, a city of 7,000 inhabitants, is the next point of importance reached. At that point the Indianapolis, Peru & Chicago Railway crosses this line, which affords a southern outlet to Cincinnati, Indianapolis and Louisville. Logansport, the next point of interest, is one of Indiana's most prosperous cities; it has a population of about 21,000, and both in business and inhabitants it exhibits a healthy increase. Passing Clymer, Burrows, Rockfield, Delphi, Colburn and Buck Creek, all offspring of this line, La Fayette the star city of the State, greets the eye, its 25,000 people all giving evidence of its enterprise and prosperity. It is at this point that the Wabash Road receives the passenger and freight traffic of the Toledo, Peoria & Warsaw Railway, thus affording it superior advantages as an outlet to the East for the products of Central Illinois, Iowa, Nebraska and other Northwestern States and territories. It is from this source that an extensive live stock traffic is secured.

The Wabash, with its tributary branches, traverses the most inviting and productive portions of the three great States of Ohio, Indiana and Illinois. This, together with the fact that it terminates at five of the most important outlets for western products on the Mississippi river, namely, St. Louis, Hannibal, Quincy, Keokuk and Burlington, are elements of advantage not enjoyed by other lines of road. At these five points named, the most important and popular railways traversing the Western States and territories are brought in direct connection with this line, thus affording the traveler a direct and speedy route to all parts of Iowa, Nebraska, Kansas, Arkansas, Texas, and the rapidly developing territories of the more distant West and South. In brief, the "Wabash" is one of the best managed and most popular lines, connecting Lake Erie with the Mississippi Valley.

The main offices of the company are at Toledo.

OHIO & MISSISSIPPI RAILWAY.

No change or progress that may come with the future can ever wrest from this line of road its great and important distinction of being the most direct connecting link between the chief city of the Mississippi Valley, and the chief city of the Ohio Valley, and until St. Louis and Cincinnati lose their importance the Ohio & Mississippi Railway can not fail to remain one of the greatest and most useful thoroughfares in the United States. This peculiarity of being the shortest and straightest line between Louisville, Cincinnati and St. Louis gives it a strong hold upon the passenger and freight traffic of the West, which no amount of competition has been able to shake; and it is destined to sustain and strengthen its popularity and importance with the certain and rapid development of the interests of its three great cities, as well as those of Baltimore, which is virtually the eastern terminus of the road. Baltimore is rapidly taking

its place as the great market of the East, and one of the greatest agencies toward this development is the Ohio & Mississippi Railway, by which Baltimore is made accessible to the most important centers of the South and West.

The main line of the road running eastward from St. Louis, passes through the prosperous towns of Sandoval, Odin, Flora—where the Springfield branch connects with the main line, Olney, Vincennes, Mitchell, Seymour, North Vernon—where the Louisville branch connects. The distance from St. Louis to Cincinnati is 340 miles. Two fast express trains, besides the regular mail, run each way daily, and are provided with Miller's platform and coupler, the Loughbride air brake, and all of the most modern and approved appliances for rendering travel safe and luxurious.

The route between Cincinnati and Louisville is short and direct, and the 126 miles of road are run in exceptionally fast time.

The Springfield division, which taps the finest sections of Central Illinois, is 228 miles in length, and commands an enormous traffic. It runs from Beardstown, on the Illinois river, to Shawneetown, lying northeast of Cairo, through a magnificent country.

At Cincinnati and Louisville close connections are made with all roads centering at those points and extending South, North and East. From St. Louis to Baltimore and Washington, the Ohio & Mississippi Railway offers the shortest route and quickest time, as well as the most attractive luxuries of travel. In this respect it stands without a rival, and practically above competition. Up to the 14th of July, 1871, the gauge of this road was six feet, the same as the Erie and Atlantic & Great Western Roads. Finding it necessary in order to accommodate their rapidly increasing traffic and to facilitate the movement of freight by the transfer of cars from other roads of a narrower gauge, to their line; on the day before mentioned, between the hours of 6 A. M. and 7 P. M., the gauge of the main line from Cincinnati to St. Louis, a distance of three hundred and forty miles, was reduced to a four foot eight-and-a-half inch gauge. This was a feat without a parallel in the railroad history of this country.

CHAPTER XI.

STAGE LINES IN TEXAS.

AFTER one has been whirled through dust, cinders and smoke, at the rate of twenty-five miles an hour, for a thousand miles or more, it is a relief to change the rail-car for that dear old relic of the past—the stage coach—with its four prancing horses, its ever-merry driver with tin horn ever ready to signal a station or a start. From the stage coach one can see the country, enjoy the scenery along the route, and be sociable without splitting one's throat in the endeavor to be heard above the din and rattle, as is the case in railroad traveling. While the stage coach, like many other institutions that were held in high esteem in the earlier history of this country, has been forced to fall back before the onward march of the inventive genius of the age, still there is a luxury in that medium of traveling that neither time nor improvements can efface. The above thoughts were suggested while making a trip from San Antonio, Texas, to Fredericksburgh, on the popular and well managed

FOUR HORSE MAIL COACH LINE OF C. BAIN & CO.'S,

Who own and operate the following stage lines in the State.

From San Antonio to Fort Concho, (a daily line) 216 miles; connecting at Fort Concho to El Paso, tri-weekly line, 476 miles.

From El Paso to Mesilla, tri-weekly, 50 miles.

From Austin via Blanco to Fredericksburgh, daily.

From Fort Worth to Weatherford, 30 miles, daily.

From Weatherford to Jacksboro, 40 miles, tri-weekly.

From Weatherford to Fort Griffin, 100 miles, tri-weekly.

On their main line, from San Antonio to Fort Concho, the thriving towns of Boerne, Comfort, Fredericksburgh, Loyal Valley, Mason, Menardville, Fort McKavett, Ben Ficklin, and others of less importance, are reached. These lines traverse the most interesting portions of Texas, and in passing over them the traveler will gain much valuable information relating to the general topography of the country, the development of the various industries, and the characteristics of the citizens. The general equipment of these lines embraces all the comforts and conveniences that ample means and experience can provide. The coaches employed, are of the very best manufactured, while the live stock used are selected with a view to promoting the safety and speed of travelers.

Mr. F. C. Taylor, who is general manager of the company, and who resides at Ben Ficklin, in Tom Green county, where their main office is situated, is a gentleman of thirty years' experience in the management of stage lines in this

(240)

country, and his fine business qualifications and genial deportment, has made him very popular, and earned him numerous warm friends throughout the great Southwest. He has grown gray in the business, and yet he is just as enthusiastic over four dashing horses and a fine coach, as he was twenty-five years ago.

Mr. Bain is also a gentleman of fine business attainments and large experience, having devoted the past twenty years of his life to the business. Twenty years ago he was a driver, then business agent, and through industry and integrity he has earned his present position. Mr. Bain resides at Fort Worth, having charge of the company's business in that direction.



BOWEN'S BEND, SAN ANTONIO RIVER.



VIEW OF THE CAPITOL AND COURT HOUSE AT AUSTIN.

CHAPTER XII. MISCELLANEOUS.

UNDER this head may be found extracts from various sources relating to the State of Texas, which will be of interest to the general reader, and especially to those who contemplate a residence in the State.

CONSTITUTIONAL PROVISIONS.

The following extracts from the constitution of the State of Texas, were adopted on the 18th day of April, 1876:

ARTICLE I.

SEC. 18. No person shall ever be imprisoned for debt.

ARTICLE VII.

SEC. 2. All funds, lands and other property heretofore set apart and appropriated for the support of public schools; all the alternate sections of land reserved by the State out of grants heretofore made or that may hereafter be made to railroads, or other corporations, of any nature whatsoever; one-half of

the public domain to the State; and all sums of money that may come to the State from the sale of any portion of the same, shall constitute a perpetual school fund.

ARTICLE VII.

SEC. 3. There shall be set apart annually, not more than one-fourth of the general revenue of the State, and a poll tax of \$1 on all male inhabitants in this State, between the ages of twenty-one and sixty years, for the benefit of the Public Free Schools.

SEC. 5. The principal of all bonds and other funds, and the principal arising from the sale of the lands hereinbefore set apart to said school fund, shall be the permanent school fund, and all the interest derivable therefrom, and the taxes herein authorized and levied, shall be the available school fund, which shall be applied annually to the support of the Public Free Schools, and no law shall be enacted appropriating any part of the permanent or available school fund to any other purpose whatever, nor shall the same or any part thereof ever be appropriated to or used for the support of any sectarian school, and the available school fund herein provided shall be distributed to the several counties according to their scholastic population, and applied in manner as may be provided by law.

ARTICLE VII.

SEC. 7. Separate schools shall be provided for the white and colored children, and impartial provision shall be made for both.

SEC. 8. The Governor, Comptroller and Secretary of State shall constitute a Board of Education, who shall distribute said funds to the several counties, and perform such other duties concerning public schools as may be prescribed by law.

ARTICLE VIII.

SEC. 9. The State tax on property, exclusive of the tax necessary to pay the public debt, shall never exceed fifty cents on the one hundred dollars valuation, and no county, city or town shall levy more than one-half of said State tax, except for the payment of debts already incurred, and for the erection of public buildings, not to exceed fifty cents on the one hundred dollars in any one year, and except as in this Constitution is otherwise provided.

It is proper to state that the lands set apart by the State of Texas for educational purposes amount to about 20,000,000 of acres, all of which are rapidly increasing in value. Each of the one hundred and sixty-eight organized counties in the State, have 17,712 acres of land appropriated exclusively for the support of free schools. In many of the older counties these lands have already a valuation of at least \$60,000, while the whole amount in all of the counties can hardly fall short of thirty millions of dollars. This princely provision for educating the present and future generations of the State, has no parallel in the world. Since Texas alone, of all of the States, owns her public domain, (that reservation being made at the time of admission into the Union), the appropriation of a large portion of it was made to the best and highest purposes of civil organization.

HOMESTEAD LAW OF TEXAS.

WHAT IS GIVEN TO A POOR MAN IF HE WILL SETTLE ON IT.

AN ACT to regulate the disposal of the public lands of Texas.

SEC. 1. *Be it enacted by the Legislature of Texas,* That every head of a family who has not a homestead shall be entitled to one hundred and sixty acres of land, out of any part of the public domain, as a homestead, upon condition that he or she will select, locate and occupy the same for three years, and pay the office fees on the same. And all single men, twenty-one years of age, shall be entitled to eighty acres of land out of any part of the public domain, upon the same terms and conditions as are imposed upon the head of a family.

SEC. 2. Any person who shall occupy any portion of the public domain as a homestead, under the preceding section shall have the same surveyed, and the field notes returned to the Land Office within twelve months after settling upon the same; and such person shall be entitled to a patent therefor upon filing in the Land Office an affidavit to the effect that such person has occupied and improved said land in good faith, and has complied with the requirements of this act, and paid all fees, and which affidavit shall be corroborated by the affidavits of two disinterested and credible citizens of the county in which the land is situated, and all of which affidavits shall be subscribed and sworn to before the District Clerk, who shall certify to the same, and the credibility of said citizens, under his seal of office.

SEC. 3. Any person who shall hereafter, in good faith, actually settle upon any part of the public domain, not exceeding one hundred and sixty acres, and shall furnish to the Commissioner of the General Land Office, satisfactory evidence that he or she has, in good faith, actually so settled, shall be entitled to purchase the same from the State at the sum of one dollar per acre, and the certificate of the surveyor of the county or district in which the land is situate, that such person is an actual settler on said land, shall be deemed satisfactory evidence thereof.

SEC. 4. Any person now occupying any part of the public domain, in good faith, shall have the right to take necessary steps, at any time within twelve months from the passage of this act, to appropriate the same, or a part thereof, as a homestead, under the first section of this act, or to purchase the same, or a part thereof, under the third section of this act; and no person shall have the right to interfere with said actual settler by file, location or survey, by virtue of any land certificate, or other land claim, whatever, within said prescribed time.

SEC. 5. The holder of any genuine land certificate, or other valued claim against the State of Texas, shall hereafter have the right to locate the same upon any part of the public domain of the State not subject to the claim of actual occupants; as prescribed in the foregoing sections of this act, and in accordance with the law now in force in reference to the location, surveying and patenting of lands in this State; provided, that all such certificates shall be located, surveyed and returned to the General Land Office by the first day of January, 1875, or be forever barred.

SEC. 6. All laws and parts of laws in conflict herewith are hereby repealed, and this act shall take effect and be in force from and after its passage.

Approved Aug. 12, 1870.

WHEAT GROWING IN TEXAS.

The results of the past fifty years demonstrates the fact that the future wheat-growing sections of this country are to be found in the Southwestern States and territories. A glance at the history of wheat culture in this country during the past half century makes the conclusions inevitable, that wheat growing has steadily receded from the Eastern and Middle States, toward the West and Southwest. As the older States, to the east of the Alleghany range, become more densely populated, and the lands divided and subdivided into small farms, where virgin soil that once produced twenty-five, thirty and forty bushels to the acre, became so exhausted that the husbandman had to resort to expensive fertilizing systems, wheat culture was gradually abandoned throughout the New England States, new and more profitable land being sought after further west. Thus we see it driven from the New England States to the valleys of the Hudson, the Delaware and Potomac, where it remained until again forced to retire to the fertile valleys of the Genesee, Alleghany, Susquehanna, where a profitable foothold was maintained until 1840, when it again retired before the onward march of an increasing population, to the great valleys of the Ohio and Mississippi. But, like events are usually followed by like results, and as the lines of railways increased in the Middle and Western States, and the lands are divided up into small farms, the soil losing its virgin vigor, Michigan, Ohio, Indiana, Illinois, Wisconsin, Iowa, and even Minnesota are losing their prestige as wheat-growing States, leaving to Southern and Western Missouri, Nebraska, Kansas, Dakota, Texas, California and Oregon as the future wheat regions of the United States.

The past six years' experience has demonstrated the fact, that with its immense area, its climate, soil and topography most admirably adapted, for profitableness and productiveness, Texas to-day occupies an unrivaled position in the wheat-producing States of the Union. Its coast range and harbors give it advantages over all other wheat sections of the country, and it is no flight of fancy to state, that in area and soil, Texas is capable of producing as much or even more wheat than is now grown in the entire United States. Nor is it the least exaggeration to state, that Texas wheat in point of quality surpasses that grown in any other portion of the country except in Southern California. In hardness, dryness, weight and unfermentable properties it has no superior in the markets of the world. It is no uncommon thing for Texas wheat to weigh seventy pounds to the bushel. An experienced wheat grower, in writing on this subject, says:

"The hardness and dryness are owing to perfect condition of normal growth and maturity, and the prime quality of not easily fermenting is due to the perfect dryness and absence of water in the structure of the grain. This Southern flour will keep in all climates, and is the only American flour adapted to tropical trade. It has been long sought for by the British Government for use by its navy in the tropical seas.

Flour made from Southern wheat can be put into the New York market, six weeks before the earliest Chicago flour, and of course, will always command a premium as new flour early in the season, but when both Western and Southern

flour are fairly in the markets the strictly Southern flour commands from two to three dollars per barrel more than the Western.

Throughout the Southwestern region wheat matures three to seven weeks earlier than in the West or North. This gives time to absolutely monopolize the foreign demand, which is likely to be one hundred millions of dollars in value, with a constant increase.

Owing to the mild climate the lands are more readily worked, and there is but little danger of the crop being winter killed or frozen out, while during the latter part of April or May and June, the harvest season, fair weather usually prevails."

Governor Hubbard, in his address delivered at the Centennial, in Philadelphia, in 1876, says :

"If Texas has demonstrated her capacity for raising all the cotton required to supply the looms of the world, her soil and climate have not less conclusively shown that she can produce the cereals to feed the millions of the earth's inhabitants in a large degree. The grain-growing capabilities of Texas are just beginning to be tested. For the past few years wheat was only grown to meet the necessities of limited sections. In the more recent periods the product has been wonderfully increased, and the yield last year in thirteen of the best grain-growing counties of Texas approximated to 10,000,000 of bushels.

There are fifty counties of the one hundred and sixty-eight organized counties capable of producing twenty bushels to the acre, which is below the average product.

IT IS SUPERIOR.

First. Because it is dryer, more dense, and the heaviest known, containing less moisture than any wheat west of the Rocky Mountains.

Second. Because it produces more muscle-producing qualities.

Third. Because it reaches the market from four to six weeks earlier than flour made elsewhere in the United States.

In quantity the difference is not less marked. Genesee county, New York, from 1830 to 1840, I believe, stood first on the list. The average yield during that time was twenty bushels to the acre. Stark county, Ohio, ranked second, with an average yield of eighteen bushels. The average yield in thirteen counties in Texas from which statistics have been obtained, exhibits the following table :

	Acres.	Yield per Acre.
Wheat.....	301,000	24 1/8
Corn.....	277,000	39 7/8
Oats.....	93,000	56 1-6

I have thus, Mr. President, alluded at some length to the grain-growing capabilities of Texas—and, particularly of wheat, which stands first in the list of cereals in point of value, and as an article of food for man."

TEXAS AS A COTTON GROWING STATE.

In 1876, Texas produced a trifle over one-seventh of the entire cotton grown in this country, while in 1877 its products of that staple fell but a little below one-sixth. For the present year (1878), it is estimated that its cotton crop will exceed one-sixth of the entire product of that staple in the United States. Sea Island cotton produces well along the entire coast, while Petit Gulf or common cotton, produces well in all parts of the State except in the mountainous portions to the extreme northwest. The bottom lands in all parts of the State are pronounced by cotton planters as equal, if not superior, to the bottom lands of the Yazoo, or Lower Mississippi rivers for the production of cotton, and are much easier to cultivate.

Less than thirty years ago the cotton crop of Texas would scarcely reach 25,000 bales per annum, while from 1875 to 1878, its yearly products reached from 600,000 to 680,000 bales, which gives it the first position among the cotton growing States of the Union. To show that this is no assumption on the part of the author, the following table taken from official sources, and unless the trite saying that figures wont lie, can be disapproved, the evidence offered must stand unimpeached :

STATES.	Lbs. Lint Produced.			Actual Acres.		Actual Yield.	
	Average.	1876.	1874-5.	1875-6.	1874-5.	1875-6.	1874-5.
Alabama.....	143	138	127	1,850,000	1,800,000	580,000	520,000
Arkansas.....	250	248	185	1,100,000	950,000	620,000	400,000
Florida.....	119	117	110	225,000	220,000	60,000	55,000
Georgia.....	130	103	122	1,700,000	1,650,000	400,000	460,000
Louisiana.....	220	218	199	1,250,000	1,150,000	620,000	520,000
Mississippi.....	165	153	129	1,900,000	1,880,000	660,000	250,000
North Carolina.....		185	203	620,000	591,000	260,000	273,000
South Carolina.....	140	117	132	1,200,000	1,200,000	320,000	360,000
Tennessee.....	178	178	100	740,000	700,000	300,000	160,000
Texas.....	230	230	200	1,300,000	1,175,000	680,000	535,000
Total.....		167	240	11,885,000	11,316,000	4,500,000	3,322,000

THE RESOURCES OF TEXAS.

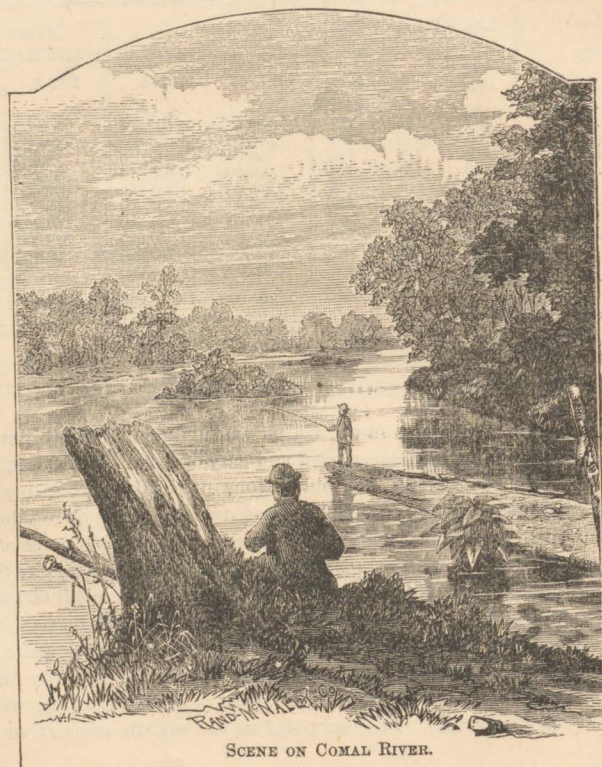
There are few, if any, States in the Union whose financial exhibit stands better, or whose resources are as large, varied and easy of development than the State of Texas. She has always met her obligations promptly, and to-day her total bonded debt, exclusive of the amount held and owned by her own school fund, is about four million dollars. She has an area of 175,500,000 acres of land, of which 84,000,000 acres are unappropriated, reserved and owned by the State.

The taxable property of Texas in 1851, was a little less than \$51,000,000, while according to official reports, it is at the present time over \$400,000,000. With a population, in 1851, of about 220,000, it has increased to nearly or quite 2,000,000 in 1878. Her cotton product in 1860 was about 200,000 bales, while for the season of 1877-78 her products will not fall far short of 1,000,000 bales, with a still larger increase in the cereals. She can point to the eighth seaport in point of

importance in the Union. In brief, Texas owes less, and has advanced in material wealth and population during the past fifteen years more rapidly, than any of her sister States, and yet she is but in the swaddling clothes of her progress. When her contemplated railway extensions are completed, establishing transportation routes with Mexico and the Pacific States, then will her advancement be realized, and her importance as the largest and most prosperous among the sisterhood of States be fully recognized at home and abroad.

SUGAR PRODUCTS.

The rapid expansion of the cotton producing interests of Texas is only equaled by the increasing areas that are being cultivated for the growth of the sugar cane. That industry is assuming vast proportions, and it can hardly be limited to sugar producing belts, for in nearly every section the product is increasing. Along the Trinity, Brazos and Colorado bottom lands, the ribbon cane has a vigorous growth, and these sections of the State are regarded as the



SCENE ON COMAL RIVER.

best adapted for that product. The quality of the soil and the climate are equal in every respect, and superior in many, to the famous sugar plantations of Louisiana. In addition the land is not weakened by long cultivation, and its productive capacities are all fresh; yet the strength and depth of the soil on the Brazos and Colorado rivers are such that it will bear cultivation for a generation without the aid of fertilizers, and without perceptible deterioration. These facts alone are the causes of the large sugar crops in Texas, and in the favored regions, which embrace a vast territory, the average product per acre will reach from 1,000 to 1,200 pounds. In some districts the crop will produce as high as 1,600 and 1,800 pounds per acre. It will be seen that such crops are larger than have been gathered from the best producing sections, either in Cuba or Louisiana. The profits of the sugar crop are very large, and when the industry is engaged in, to any considerable extent, it becomes an almost certain road to wealth. While the product is satisfactorily large, the means of transportation to market are ample and advantageous. This is always an important consideration and adds largely to the profits of the producer. The worn out plantations of the older Southern States are the chief cause of the transfer of the sugar industry to Texas. And like its cattle, wool and cotton products, the sugar-producing regions will yield crops that are sufficient to supply a nation.

LAND TITLES, SURVEYS AND MEASUREMENTS.

The United States system of surveying lands,—viz.: that of dividing the country into townships and sections, and describing the subdivisions by number—has not been introduced here. During her early history Texas made liberal donations of land to her settlers, and especially to those who participated in her struggles for independence.

To such were issued land, or head-right certificates (land warrants); these were issued in the name of the party to whom the grant was made, and entitled him, or his assignee, to survey and acquire title to, out of any of the unappropriated public domain, the number of acres indicated in such grant.

The surveys made by virtue of these certificates have been shown ever since on our county maps as the head-right survey of such grantee. Since the policy of encouraging the construction of railroads by donations of land has been commenced by the State, the several railroads receiving land certificates, or scrip, have been required to locate the same in alternate sections of 640 acres each; one section becoming the property of the company, and the other and adjoining section, being severed from the public domain, and offered for sale by the State for the benefit of the Public School Fund, and are known as "School Lands." Title to them can only be acquired by purchase, as they are not open to homestead entry, nor can land certificates be located upon them.

The original titles of Texas lands commonly expressed the quantity in Spanish measurement, viz.: varas, labors and leagues, and at present in measuring lands, distances are given in lineal varas, instead of in chains and feet.

RAILROADS IN TEXAS.

	Miles Completed.
Galveston, Houston & Henderson Railroad.....	50
Gulf, Colorado & Santa Fe Railroad—Galveston to Arcola.....	45
Galveston, Brazos & Colorado Railroad (narrow gauge).....	15
Texas Transportation Company's Railroad—Houston to Clinton.....	8
Tyler Tap Railroad (narrow gauge).....	21
Texas & New Orleans Railroad—Houston to Orange.....	108
Corpus Christi, San Diego & Rio Grande Railway (narrow gauge) ...	25
Henderson & Overton Railroad.....	15
International & Great Northern Railroad—Houston to Longview— main line.....	236
Phelps to Huntsville—branch	8
Palestine to Austin.....	181
Troupe to Mineola	45
Houston to Columbia	50
	— 520
East Line & Red River Railroad (narrow gauge).....	67
Texas Western Railroad (narrow gauge)—Houston to Patterson.....	41
Houston, East & West Texas Railroad (narrow gauge, Bremond's)— Houston to Trinity river.....	50
Houston & Texas Central Railroad—main line—Houston to Denison..	343
Hempstead to Austin.....	115
Bremond to Waco.....	58
	— 516
Texas & Pacific Railway—Shreveport, La., to Fort Worth, Texas....	222
Transcontinental Division—Texarkana to Sherman.....	154
“ “ Texarkana to Marshall.....	68
	— 444
Galveston, Harrisburg & San Antonio Railroad—Harrisburg to San Antonio	215
Dallas & Wichita Railroad—Dallas to Trinity Mills.....	22½
Rio Grande Railroad—Brownsville to Point Isabel.....	22
Gulf, Western Texas & Pacific Railroad—Indianola to Cairo.....	68
Denison & Southeastern Railroad.....	25½
Long View & Sabine Valley Railroad.....	16
Missouri, Kansas & Texas Railway.....	5½
Neches Railroad.....	20
	—
Total.....	2,319¼

FEES OF DISTRICT AND COUNTY CLERKS IN CRIMINAL CASES.

For issuing each capias or other original writ.....	\$ 75
“ entering each appearance.....	15
“ docketing cause, to be charged but once.....	25
“ swearing and empaneling jury and receiving and recording verdict..	50
“ swearing each witness.....	10
“ issuing each subpoena.....	25
“ each additional name.....	15
“ issuing each attachment.....	50
“ entering each order not otherwise provided for.....	50
“ entering judgment.....	50
“ filing each paper.....	10
“ entering each continuance.....	25
“ entering each motion or rule.....	10
“ entering each recognizance.....	50
“ entering each judgment nisi.....	50
“ entering each indictment or information.....	10
“ each commitment.....	1 00
“ each transcript or appeal, each 100 words.....	10
“ each copy of indictment or information, each 100 words.....	10
“ felony, each case tried in his Court, to be paid by the State	10 00

COUNTY COURT CLERK'S FEES.

For filing each paper in relation to estates of decedents or wards.....	\$ 10
“ issuing notices, including copies for posting or publication.....	75
“ docketing each application, complaint, petition or proceeding, to be charged but once.....	10
“ each writ or citation, including copy thereof.....	50
“ each copy of an application, complaint or petition, that is required to accompany a writ or citation, with certificate and seal, for each 100 words.....	10
“ making and attesting letters testamentary of administration or guardianship	50
“ entering each judgment in relation to estates of decedents or wards..	50
“ all in excess of 200 words in same, for each 100 words.....	10
“ recording all papers required to be recorded by them in relation to estates of decedents or wards, for each 100 words, not otherwise provided for.....	10
“ administering oath to an executor, administrator or guardian.....	10
“ administering oath or affirmation in all other cases, and giving certifi- cate with seal, when necessary.....	25
“ each writ or citation, including copy thereof.....	50
“ docketing each cause, to be charged but once.....	10
“ filing each paper in a cause.....	10
“ each appearance, to be charged but once.....	10
“ entering each continuance.....	10

For docketing each motion or rule.....	\$ 10
“ entering each final order, decree or judgment upon a motion or rule, except for cost, not otherwise provided for.....	50
“ each 100 words in same, exceeding 200 words.....	10
“ swearing each witness.....	10
“ administering each oath or affirmation, without certificate.....	10
“ administering each oath of affirmation, with certificate and seal.....	50
“ each subpoena.....	25
“ each additional name inserted in each subpoena.....	10
“ writing, taking and approving a bond in every case where a bond is required, except a bond for costs.....	1 00
“ swearing and empaneling a jury and recording a verdict.....	50
“ assessing damages in each case not tried by a jury.....	50
“ each dismissal or entry of non-suit.....	25
“ each commission to take deposition.....	50
“ taking depositions, each 100 words.....	15
“ swearing witness to deposition, with certificate and seal.....	50
“ each <i>scire facias</i> , including copy thereof.....	1 00
“ entering each interlocutory judgment.....	50
“ entering each final judgment.....	50
“ each 100 words in same, exceeding 200 words.....	10
“ taxing the bill of costs in each case, including copy thereof.....	10
“ each execution.....	50
“ each order of sale, or <i>venditioni exponas</i>	75
“ each writ of possession or restitution.....	50
“ entering and recording the return of each writ of execution, possession, etc.....	50
“ copies of petition, interrogatories, cross-interrogatories and of all records or papers in their office with certificate and seal, each 100 words, when not otherwise provided for.....	15
“ transcript in any case where appeal or writ of error is taken, with certificate and seal, each 100 words.....	15
“ each certificate to any fact or facts contained in the records of his office, with certificate and seal, when not otherwise provided for..	50
“ entering each order, not otherwise provided for.....	10
“ each acknowledgment.....	50
“ each acknowledgment of husband and wife.....	1 50
“ each declaration of citizenship.....	1 00
“ each letter of citizenship, with decree.....	2 50
“ recording each mark and brand.....	25
“ issuing each marriage license.....	1 00
“ recording the same.....	50
“ making and transmitting the mandate or judgment of the County Court, upon an appeal from the Justices' Court.....	1 00
“ recording any instrument required by law to be recorded, not otherwise provided for, each 100 words, including the certificate and seal, (see “ General Provision ”).....	15

For all *ex-officio* services in relation to roads, bridges and ferries, issuing jury scrip, and all other public services not otherwise provided for, such sum as may be allowed by the Commissioners' Court, not to exceed \$100 per annum. It is the duty of the county judge, at each term of the court, to inquire into and examine the amount of labor actually and necessarily performed by the clerk in the care and preservation of the records of his office, in the making and keeping of the necessary indexes thereto, and other labor of a like class, and to allow said clerk a reasonable compensation therefor, not to exceed the fees therein allowed for services requiring a like amount of labor, to be paid out of the county treasury, upon the sworn account of said clerk, approved by the county judge, not to exceed \$100 per annum. The clerk is allowed necessary books, stationery and office furniture, to be paid on the order of the Commissioners' Court, out of the county treasury, and a suitable office shall be provided by the Commissioners' Court, at the expense of the county. All clerks and their deputies are prohibited from charging any fees or commissions for writing deeds, mortgages, bills of sale, or any other conveyance, for any person, unless they pay a tax as conveyancers. Said clerk shall receive no pay for motions or judgments for costs, or for approving bond for costs, and judgments containing several orders shall not be considered as more than one judgment, for which charges may be made. The county clerks' fees in criminal cases are same as the district clerks.

COMMISSIONERS OF DEEDS FOR TEXAS RESIDING IN OTHER STATES, WITH ADDRESS AND DATE OF APPOINTMENT.

ALABAMA.

George W. Noble, Montgomery, appointed February 28, 1876.
 Wm. M. Loomis, Mobile, appointed September 1, 1876.
 Samuel C. Muldon, Mobile, appointed December 1, 1876.

ARKANSAS.

Dunbar H. Pope, Little Rock, appointed March 20, 1877.
 Mathew Grey, Fort Smith, appointed May 19, 1877.

ARIZONA TERRITORY.

Wm. D. Southworth, Prescott, appointed May 18, 1876.

CALIFORNIA.

N. P. Smith, San Francisco, appointed February 25, 1874.
 R. W. Thomas, Sacramento, appointed July 25, 1874.
 Edward Chattin, San Francisco, appointed December 21, 1874.
 William Hoskins, Oakland City, appointed February 24, 1875.
 John H. B. Wilkins, San Francisco, appointed March 9, 1875.
 Edward Cadwalader, Sacramento, appointed February 17, 1876.
 James R. Lowe, San Jose, appointed May 19, 1876.

Jay E. Russell, San Francisco, appointed October 18, 1876.
 Sam S. Murfey, San Francisco, appointed December 8, 1876.
 T. O. Wegener, San Francisco, appointed December 8, 1876.
 William Harney, San Francisco, appointed February 2, 1877.

COLORADO.

E. Walden Brewster, Denver, appointed February 13, 1877.

CONNECTICUT.

William L. Bennett, New Haven, appointed April 3, 1874.
 Frank F. Starr, Middleton, appointed October 27, 1875.
 Edward Goodman, Hartford, appointed January 14, 1876.
 John Danforth, New London, appointed March 29, 1876.

DISTRICT OF COLUMBIA.

Joseph T. K. Plant, Washington, appointed April 1, 1874.
 Samuel C. Mills, Washington, appointed May 12, 1876.
 John W. Frazee, Washington, appointed January 29, 1877.

GEORGIA.

A. G. McArthur, Savannah, appointed December 12, 1873.
 John W. Burroughs, Savannah, appointed May 12, 1874.
 Lionel C. Levy, Jr., Columbus, appointed November 24, 1874.
 Howell C. Glenn, appointed January 18, 1875. Re-appointed April 16, 1877.
 Garland A. Snead, Augusta, appointed June 21, 1876.
 B. R. Freeman, Atlanta, appointed March 10, 1877.
 Matt. R. Freeman, Macon, appointed July 11, 1877.

INDIANA.

Thomas H. Spann, Indianapolis, appointed February 24, 1877.
 Peter Hansbrough Lemon, Indianapolis, appointed April 2, 1877.

ILLINOIS.

Henry T. Thomas, Chicago, appointed November 5, 1873.
 Phillip A. Hoyne, Chicago, appointed April 18, 1874.
 Charles Knobelsdorff, Chicago, appointed May 11, 1874.
 J. W. Dickson, Chicago, appointed October 16, 1874.
 J. H. Haveyhorst, Jr., Havana, appointed February 16, 1876.
 S. S. Willard, Chicago, appointed February 16, 1876.
 N. B. Haynes, Chicago, appointed March 8, 1876.
 Simeon W. King, Chicago, appointed May 20, 1876.

KENTUCKY.

J. B. Harper, Louisville, appointed February 20, 1874.
 Harry Stucky, Louisville, appointed December 28, 1875.
 Fred. L. Harper, Louisville, appointed February 21, 1876.
 W. A. Cooke, Bowling Green, appointed May 8, 1876.

LOUISIANA.

M. L. Ainsworth, New Orleans, appointed March 26, 1874.
 Alfred Ingraham, New Orleans, appointed April 2, 1874.
 Andrew Hero, Jr., New Orleans, appointed April 30, 1874.
 J. A. Quintero, New Orleans, appointed November 24, 1874.
 B. C. Cuvellier, New Orleans, appointed June 7, 1875.
 A. J. Armstrong, New Orleans, appointed June 29, 1874.
 Jules Massy, New Orleans, appointed July 23, 1875.
 Marcel F. Ducras, New Orleans, appointed August 27, 1875.
 William B. Klienpeter, New Orleans, appointed December, 1875.
 George W. Christy, New Orleans, appointed May 19, 1876.
 F. A. Leonard, Shreveport, appointed June 26, 1876.
 James Graham, New Orleans, appointed February 26, 1877.
 Dickson Henry Dyer, Shreveport, appointed February 28, 1877.
 C. D. Favrat, Baton Rouge, appointed May 14, 1877.
 John G. Eustis, New Orleans, appointed June 20, 1877.
 J. N. A. Wilson, New Orleans, appointed July 12, 1877.
 Gabriel Montecat, Houma, appointed August 8, 1877.

MARYLAND.

William B. Hill, Baltimore, appointed November 1, 1873.
 Henry R. Dulany, Baltimore, appointed March 12, 1874.
 W. W. Latimer, Baltimore, appointed February 20, 1874.
 James S. Key, Baltimore, appointed June 21, 1876.
 E. Swinney, Baltimore, appointed July 25, 1876.
 Murray Hanson, Baltimore, appointed September 1, 1876.

MASSACHUSETTS.

George T. Angel, Boston, appointed February 16, 1876.
 Charles Hull Adams, Boston, appointed September 22, 1876.
 James W. Chapman, Boston, appointed December 8, 1876.
 Edward J. Jones, Boston, appointed February 26, 1877.
 Samuel Jennison, Boston, appointed March 31, 1877.

MISSISSIPPI.

George B. Myers, Holly Springs, appointed May 8, 1876.
 W. C. Bishop, Columbus, appointed April 25, 1877.

MISSOURI.

George M. Maverick, Sedalia, appointed February 25, 1874.
 J. P. C. Kershaw, St. Louis, appointed July 7, 1874.
 C. D. Green, Jr., St. Louis, appointed August 6, 1874.
 Solomon J. Levi, St. Louis, appointed April 24, 1875.
 Julius Robertson, St. Louis, appointed July 14, 1876.
 John W. Hodgkin, St. Louis, appointed November 14, 1876.
 John P. Coleman, Washington, appointed January 16, 1877.

NEW YORK.

H. A. Bagley, New York, appointed December 12, 1873.
 John A. Hillery, New York, appointed March 9, 1874.
 James Taylor, New York, appointed March 18, 1874.
 Frederick R. Anderson, New York, appointed May 6, 1874.
 J. B. Nones, New York, appointed June 11, 1874.
 Henry C. Banks, New York, appointed July 13, 1874.
 Rufus K. McHarg, New York, appointed October 1, 1874.
 George W. Browne, New York, appointed October 22, 1874.
 Marvin J. Merchant, New York, appointed November 5, 1874.
 Thomas Proctor, New York, appointed February 12, 1875.
 Jacob Dubois, New York, appointed September 27, 1875.
 George R. Jacques, New York, appointed October 2, 1875.
 W. H. Melick, New York, appointed November 8, 1875.
 Charles H. Thompson, New York, appointed December 13, 1875.
 Horace Andrews, New York, appointed December 24, 1875.
 Charles H. Smith, New York, appointed December 24, 1875.
 William Edwin Osborne, Brooklyn, appointed February 16, 1876.
 S. B. Goodale, New York, appointed February 17, 1876.
 Charles W. Anderson, New York, appointed February 23, 1876.
 Thomas Kilvert, New York, appointed February 25, 1876.
 Richard M. Bruner, New York, appointed March 6, 1876.
 Eleazar Jackson, New York, appointed May 15, 1876.
 James E. Halsey, New York, appointed May 29, 1876.
 N. Pendleton Schenck, New York, appointed December 29, 1876.
 Ed. W. Francis, New York, appointed May 1, 1876.
 Thomas B. Clifford, New York, appointed May 22, 1877.
 Spencer C. Doty, New York, appointed May 1, 1877.
 William H. Bowers, New York, appointed May 3, 1877.
 Charles Nettleton, New York, appointed June 20, 1877.
 Charles Edgar Mills, New York, appointed June 28, 1877.
 Edwin F. Corey, New York, appointed June 30, 1877.
 Henry Bischaff, Albany, appointed August 10, 1877.
 Geo. B. Newell, New York, appointed August 18, 1877.

NEBRASKA.

James Sweet, Nebraska City, appointed May 7, 1875.

NEW HAMPSHIRE.

Albert C. Buzell, Exeter, appointed August 10, 1877.

OHIO.

S. S. Carpenter, Cincinnati, appointed February 2, 1875.
 Howard Douglas, Cincinnati, appointed February 28, 1876.

PENNSYLVANIA.

Henry Phillips, Jr., Philadelphia, appointed December 8, 1873.
 John Russell, Philadelphia, appointed May 1, 1874.
 Joseph S. Perot, Philadelphia, appointed May 24, 1874.
 John Spurhawk, Philadelphia, appointed September 10, 1874.
 Theodore D. Rand, Philadelphia, appointed December 30, 1874.
 J. Paul Diver, Philadelphia, appointed September 4, 1875.
 Charles Chancey, Philadelphia, appointed January 3, 1876.
 H. E. Hindmarsh, Philadelphia, appointed February 28, 1876.
 Theodore Albert Stizer, Philadelphia, appointed June 2, 1876.
 Samuel L. Taylor, Philadelphia, appointed August 24, 1876.
 F. C. Fallon, Philadelphia, appointed March 28, 1877.
 Henry Reed, Philadelphia, appointed March 30, 1877.

RHODE ISLAND.

Charles Selden, Providence, appointed May 23, 1874.

TENNESSEE.

E. H. Wyatt, Memphis, appointed April 24, 1874.
 R. Dudley Frayser, Memphis, appointed July 3, 1874.
 H. L. Claiborne, Nashville, appointed May 4, 1875.
 J. M. Coleman, Memphis, appointed June 23, 1875.
 M. B. Trezevant, Memphis, appointed September 22, 1876.
 J. R. Barry, Gallatin, appointed February 24, 1877.

VIRGINIA.

Edgar M. Garrett, Richmond, appointed January 11, 1876.

WISCONSIN.

Richard Burke, Milwaukee, appointed January 5, 1877.

WEIGHT OF GRAIN, ETC., PER BUSHEL, IN TEXAS.

The weight per bushel of grain and other articles, as adopted by the State Agricultural Society of Texas, is as follows:

Wheat.....	.60 lbs.	Timothy Grass Seed.....	.45 lbs.
Rye.....	.56 "	Clover Seed.....	.60 "
Shelled Corn..	.56 "	Hemp ".....	.44 "
Ear Corn.....	.70 "	Millet ".....	.50 "
Oats.....	.35 "	Hungarian Seed.....	.48 "
Barley.....	.48 "	Blue Grass ".....	.14 "
Peas.....	.60 "	Corn Meal.....	.48 "
Beans.....	.60 "	Irish Potatoes.....	.60 "
Cotton Seed.....	.30 "	Sweet ".....	.50 "
Flax Seed.....	.56 "		

TEXAS NORTHERS.

Much has been said and written, in which fancy in place of facts have given shape to opinions regarding the winter northers in Texas, and it is not surprising that outside of those familiar with the climate of the State, that erroneous opinions should prevail, notwithstanding the fact, that Texas northers are simply a bugbear. That they are at times disagreeable and quite severe can not be denied, and yet they are no more so, than the severe winds that are so often encountered in the Northern and Eastern States. In one sense, Texas northers are beneficial, they have a direct tendency to purify the atmosphere, thereby rendering the country more healthy, and as they never prevail more than three days at a time, they are in fact, less to be dreaded than the severe west winds of Iowa or Illinois. The fact is, these northers always occur after a protracted season of mild, pleasant weather, and it is the sudden change that makes them so sensibly disagreeable. They never assume the proportions of the tornado or cyclone, so common during summer months in more northern latitudes, and whose tracks are so often marked by the destruction of life and property.



VIEW OF SAN PEDRO SPRINGS, SAN ANTONIO.

GOV. HUBBARD'S VIEWS OF TEXAS.

An extract from Governor Hubbard's Oration on Texas, delivered at the Centennial at Philadelphia, September 11th, 1876:

MR. PRESIDENT—You have asked, and my State has commissioned me, to speak of our history, our present, and our hopes for the future. I would not be true to that history did I not remind you of the fact that Texas, free and independent, not from fear or force, but because of her ancestral love and blood, sought a place in the American Union. She was descended from the same English-speaking and liberty-loving people, and her struggle was for the same great principles of free government. As the apple of Newton, in physics, fell to the earth, so the young republic gravitated to the bosom of the fatherland. You purchased with gold, from tottering dynasties, Florida and Louisiana, out of which have been carved other commonwealths, now sparkling like jewels in your crown. Other nations, all along through the ages, have extended their area by bloody conquests, in the eternal war of the strong upon the weak. The great republic did not purchase Texas with either gold or blood. It will be remembered, too—it is a part of the history of those stormy times—that already England had proposed to become our ally, on terms of right royal favor, and to protect us from the invasion of Mexico on the one side and the annexation to the United States on the other. Other great powers, whose ministers held court at our unpretending capitol, entered with their Talleyrands and Richelieus into the artful intrigues of "state-craft" to prevent the annexation of Texas to the Union. The subtle whispers of the siren were unnoticed, and the tempting cup was dashed from the lips by the statesmen and the heroes of the cabinet, and the Congress of the republic. We held high counsel together with Jackson and Tyler and Polk and Benton, and that great American Congress of 1844-45, on the one side, and Houston and Rusk, and Kaufman and Vanzandt, and Henderson and Jones, and the Convention of Texas, on the other. We became a member of the Union by a solemn national treaty, signed and duly attested by the great seals of State, on terms and conditions self-imposed, which can never be broken. Texas became a *more* than co-equal State, because she reserved as her own all her public lands, then amounting to nearly two hundred millions of acres, and the right—to be exercised at will—of dividing her territory into other States for the Union: a right—pardon the digression—which will never be exercised, my countrymen, until San Jacinto is forgotten, and the martyrdom of the Alamo fades from the memory of men. That annexation cost this Government nothing—Texas paid her own war debt, amounting to millions of money. It is true, war with Mexico ensued ten years after Texas had shattered her lances and routed her legions, with the Emperor and Dictator a suppliant captive at her feet on the field of victory. What did that war effect? In addition to the lustre shed upon our arms, it extended our possessions to the Pacific—embracing the El Dorado of the West—and making us indeed and in truth an "ocean-bound republic." And in addition to all this *material* wealth, the annexation of Texas brought to the Union a history, all illuminated by the noblest sacrifices and the heroism of men who were willing to die for their country. She came bringing as precious gifts the traditions of the early colonists, and bearing on helmet and shield,

battle scars of the struggle and of the victories from '24 to '36." She brought to you Goliad and Conception and the Alamo, and points to the inscription on the monument made of the stones on which Crockett and Bowie and Travis fell, as to the brazen serpent in the wilderness: "Thermopylæ had her messenger of defeat, the Alamo had none." And last, but not least, she brought to you kindred blood and a great heart, beating in unison with the Union, and surrendered the ensign of the "Lone Star," hallowed by so many thrilling memories, and took her place in the common sisterhood of States.

I come, Mr. President, a representative from one of a younger generation of States. And what has struck me most in my coming has been the fact that the moment I crossed the mighty stream which drains the grandest valley in the world, I seemed to step from some fabled Atlantis, still girded with primeval forests and extended plains, unto one which denotes a *finished empire*. Its opulent cities, its splendid highways and bright waters were thronged with millions of freemen and the various and wonderful productions of their industry of more than a hundred years. From the Mississippi to the eastern slope of the Rocky Mountains the march of progress is grandly moving onward to the front. New towns, new cities, new States, are rising there like Delos from the sea. Fertile lands, rich mines—mocking the wealth of the Indies—underlaid by measureless fields of coal and iron, unnumbered herds of cattle scattered over countless plains, a genial clime opening to the hand of man the facile culture of *all* the products of other lands. Cotton, wheat, corn, rye, oats, rice, barley and sugar *grow side by side on the same fertile fields*. Ere another centennial, this splendid trans-Mississippi empire will rival, in abounding populations, abundance of products, and contributions to the happiness of man, all the older commonwealths of the republic. Of this "New West," the State I have the honor to represent here to-day holds the far left, its *proper* and *only* ocean outlet, and keeps steady step to the march of this imperial progress and power.

LAND SCRIP.

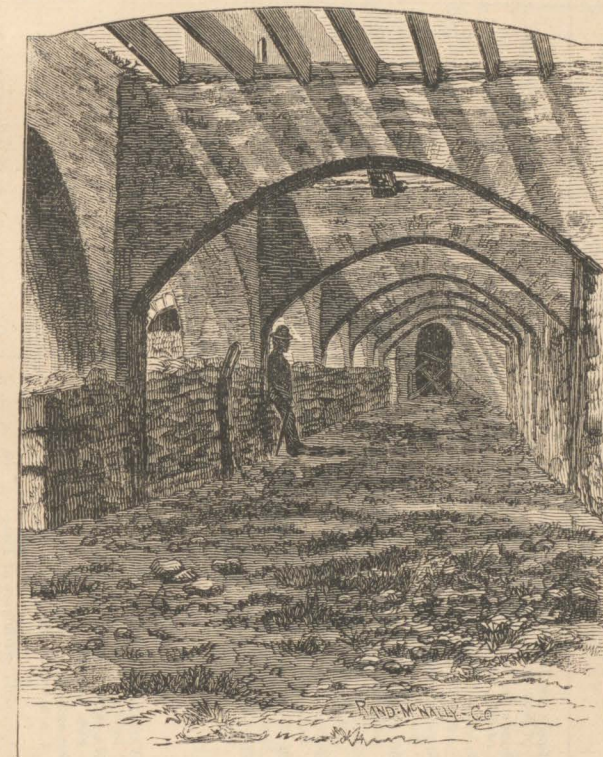
Texas has made large grants of land to encourage the building of railroads within her borders. To the several companies, as their roads are completed, drafts upon the public domain, and known as land certificates or scrip are issued. These certificates are for sections of 640 acres each, and are granted usually at the rate of from 16 to 20 per mile of road. By virtue of this scrip, surveys of the unreserved public domain can be made, and title thereto acquired in alternate sections of 640 acres each. It has been by the location of this scrip that the several railroad companies in the State have acquired title to the lands which they now own. Several of these companies have pursued the policy of selling their land certificates instead of locating the same, and many certificates are now in market. We have frequent inquiry as to the present opportunities for location of certificates on desirable lands, and to answer such, we would say that while the public domain of the State still embraces the immense quantity of 67,580,000 acres, nearly this entire amount lies in the extreme western portion

of the State, far beyond railroads or any present considerable settlements, and in sections offering comparatively few attractions for present occupancy. Land certificates can not be located upon either school, university, asylum, or located railroad lands.

SPANISH LAND MEASURE.

1 Vara.....	33 $\frac{1}{8}$ inches.
1 Acre.....	5,646 square varas—	4,840 square yards.
1 Labor.....	1,000,000 square varas—	177 acres.
$\frac{1}{3}$ League.....	8,333,333 square varas—	1,476 acres.
1 League.....	25,000,000 square varas—	4,428 acres.
1 League and Labor.....	26,000,000 square varas—	4,605 acres.

To find the number of acres in a given number of square varas, divide by 5,646—fractions rejected.



MISSION OF SAN JOSE—RUINS OF VESTIBULE—1720.

STATEMENT OF THE PUBLIC DEBT OF THE STATE OF TEXAS, FEBRUARY 1st, 1876.

BONDED DEBT.	Bonds Issued.	Bonds Sold.	When Due.	Rate of Interest.	When Payable.	Bonds Redeemed.	Outstanding.	Totals.
Bonds for funding State Debt, Act of Nov. 19th, 1866	\$125,100 00	\$125,100 00	Jan. 1, 1877	6 per cent.	Semi-annually	\$ 100 00	\$125,000 00	
Bonds for funding State Debt, Act of May 2d, 1871	150,000 00	79,000 00	Twenty years	6 per cent.	Semi-annually	4,000 00	75,000 00	
Frontier Defense Bonds, Act of August 6th, 1870	730,000 00	750,000 00	Forty years	7 per ct. gold	March 1, Sept. 1	53,000 00	637,000 00	
Revenue Deficiency Bonds, Act of May 19th, 1871	400,000 00	279,000 00	Sept. 1, 1876	10 per cent.	March 1, Sept. 1		279,000 00	
Bonds for Funding State Warrants, Act of May 30th, 1873	500,000 00	80,800 00	Ten years	10 per cent.	January and July	85,000 00	4,400 00	
Bonds for Funding State Warrants, Act of May 2d, 1874	500,000 00	499,000 00	January, 1881	10 per cent.	January and July		499,000 00	
Revenue Deficiency Bonds, Act of Dec. 2d, 1871	500,000 00	500,000 00	Twenty years	7 per ct. gold	January and July		500,000 00	
Bonds for payment of Floating Debt, Act of March 4th, 1874	1,000,000 00	1,000,000 00	Thirty years	7 per ct. gold	January and July		1,000,000 00	
Pension Bonds, Act of August 13th, 1870, and April 21st, 1874	1,070,357 00	1,070,357 00	Twenty years	10 per cent.	January and July		1,070,357 00	\$4,240,757 00
FLOATING DEBT.								
Warrants on General Revenue, unpaid Feb. 1st, 1876							36,512 72	
Warrants on School Fund, unpaid Feb. 1st, 1876							831,493 98	
Pension Certificates and Approved Claims unbounded							82,904 00	
Approved Certificates of Debt Interest due the Agricultural and Mechanical College Fund							46,947 84	
							45,880 00	543,137 84

POST OFFICES IN TEXAS.

Post Office.	County.	Post Office.	County.
Acton	Hood	Bald Prairie	Robertson
Ad Hall	Milam	Ball Knob	Hood
Alabama	Houston	Bandera	Bandera
Alameda	Eastland	Banquette	Nueces
Alamo Mills	Cass	Barnesville	Johnson
Albade	Caldwell	Barton	Anderson
Albany	Shackelford	Basin Springs	Grayson
Alder Branch	Anderson	Bastrop	Bastrop
Allah	Hunt	Bazette	Navarro
Allen	Collin	Bear Hill	Montague
Alleyton	Colorado	Beaumont	Jefferson
Alma	Rusk	Beaver	Anderson
Alto	Cherokee	Beaver Creek	Clay
Alum Creek	Bastrop	Beckville	Panola
Alvarado	Johnson	Bedias	Grimes
Anahuac	Chambers	Bedford	Tarrant
Anaqua	Victoria	Bee Caves	Travis
Anderson	Grimes	Beeville	Bee
Anderson's Mills	Travis	Belknap	Young
Angus	Navarro	Bellevue	Rusk
Anneta	Parker	Bellville	Austin
Annona	Red River	Belmont	Gonzales
Antioch	Lavaca	Belton	Bell
Aransas	Bee	Benchley	Brazos
Arcola	Fort Bend	Ben Ficklin	Tom Green
Arlington	Tarrant	Ben Franklin	Delta
Armstrong	Erath	Bennett	Lamar
Arneckville	DeWitt	Bennett Ferry	Brazoria
Ash Creek	Hill	Benton	Atascosa
Ashland	Hunt	Benvenue	Clay
Atascosa	Bexar	Ben Wheeler	Van Zandt
Athens	Henderson	Bernardo Prairie	Colorado
Atlanta	Cass	Berry's Creek	Williamson
Audubon	Wise	Bethel	Anderson
Augusta	Houston	Beverly	Coryell
Aurora	Wise	Biegel	Fayette
Austin	Travis	Big Sandy	Upshur
Bagdad	Williamson	Birdsdales	Bell
Bagwell	Red River	Birdston	Navarro
Baileyville	Milam	Birdville	Tarrant
		Birthright	Hopkins

Post Office.	County.	Post Office.	County.
Black Jack Grove	Hopkins	Brownwood	Brown
Black Jack Springs	Fayette	Brushy Creek	Anderson
Blackland	Rockwall	Bruton	Wood
Black Oak	Hopkins	Bryan	Brazos
Black Springs	Palo Pinto	Buckhorn	Austin
Black's Store	Freestone	Buena Vista	Shelby
Blanco	Blanco	Buffalo	Leon
Blanket	Brown	Bunn's Bluff	Orange
Bleakwood	Newton	Burkeville	Newton
Blooming Grove	Navarro	Burnett	Burnett
Blossom Prairie	Lamar	Burns Station	DeWitt
Blowout	Llano	Burton	Washington
Blue Ridge	Collin	Buckner	Fayette
Bluff	Fayette	Butler	Freestone
Bluff Springs	Travis*	Caddo	Stephens
Bluffton	Llano	Caddo Grove	Johnson
Boerne	Kendall	Cairo	Jasper
Bold Springs	McLennan	Calahan	Calahan
Bolivar	Denton	Caldwell	Burleson
Bonham	Fannin	Caledonia	Rusk
Bonner's Mills	Angelina	Callisburg	Cooke
Bonton	Kendall	Calloway	Upshur
Boon's Ferry	Tyler	Calvert	Robertson
Borden	Colorado	Cambridge	Clay
Boren's Mills	St. Augustine	Cameron	Milam
Boston	Bowie	Camp Colorado	Coleman
Bovine	Lavaca	Camp San Saba	McCulloch
Bovine Bend	Austin	Camp Stockton	Pecos
Boxville	Lavaca	Caney	Matagorda
Brackettville	Kinney	Canton	Van Zandt
Brady	McCulloch	Carrizo	Zapata
Brandon	Hill	Carroll's Prairie	Hopkins
Bransford	Tarrant	Carrollton	Upshur
Brazoria	Brazoria	Cartersville	Parker
Brazos Point	Bosque	Carthage	Fanola
Brazos Santiago	Cameron	Castell	Llano
Breckenridge	Stephens	Castroville	Medina
Bremond	Robertson	Cat Spring	Austin
Brenham	Washington	Cedar	Fayette
Bridgeport	Wise	Cedar Bayou	Harris
Bristol	Ellis	Cedar Creek	Bastrop
Brookland	Sabine	Cedar Hill	Dallas
Brooklyn	Shelby	Cedar Mills	Grayson
Brookston	Lamar	Cedar Valley	Travis
Brownsborough	Henderson	Centennial	Panola
Brownsville	Cameron		

Post Office.	County.	Post Office.	County.
Center	Shelby	Content	Colorado
Centralia	Trinity	Cooke's Point	Burleson
Centre Point	Kerr	Cooper	Delta
Centreville	Leon	Corn Hill	Williamson
Chalk Mount'n	Somervell	Corpus Christi	Nueces
Chambers' Creek	Ellis	Corsicana	Navarro
Chappell Hill	Washington	Coryell	Coryell
Charles Barker	Ellis	Cottage Hill	Bexar
Charleston	Delta	Cottdale	Wise
Chase	McLennan	Cotton Gin	Freestone
Chatfield	Navarro	Cotton Plant	Lamar
Cheesland	Angelina	Courtney	Grimes
Cherino	Nacogdoches	Cove	Coryell
Cherokee	San Saba	Cow Creek	Burnett
Cherry Spring	Gillespie	Covington	Hill
Chester	Tyler	Crane's Mill	Comal
China Spring	McLennan	Crawford	McLennan
Cincinnati	Walker	Crockett	Houston
Circleville	Williamson	Crosby	Harris
Cistern	Fayette	Cross Gin	Cooke
Clarksville	Red River	Cross Timbers	Ellis
Clay Hill	Titus	Crossville	Bell
Clayton	Panola	Cuero	DeWitt
Clear Spring	Guadalupe	Cummingsville	Goliad
Cleburne	Johnson	Curry's Creek	Kendall
Clifton	Bosque	Cusseta	Cass
Clinton	DeWitt	Cuthand	Red River
Coffeerville	Upshur	Cypress Mill	Blanco
Coke	McLennan	Cypress Top	Harris
Cold Spring	San Jacinto	Daileyville	Karnes
Coleman	Coleman	Daingerfield	Morris
Colettoville	Victoria	Dallas	Dallas
Coleville	Cooke	Dalton	Cass
Colfax	Van Zandt	Daly's	Houston
Colita	Polk	Danville	Comal
College Station	Brazos	Davilla	Milam
Collins City	Cherokee	Dayton	Liberty
Collinsville	Grayson	De Berry	Panola
Coltharp's	Houston	Decatur	Wise
Columbia	Brazoria	Deckman	Dallas
Columbus	Colorado	De Kalb	Bowie
Comanche	Comanche	Delhi	Caldwell
Comfort	Kendall	Del Rio	Kinney
Conception	Duval	Deming's Bridge	Matagorda
Concord	Hardin	Denison City	Grayson
Concrete	DeWitt		

Post Office.	County.	Post Office.	County.
Denman	Kimble	Emory	Rains
Denton	Denton	Engelwood	Robertson
Dever's Woods	Liberty	Ennis	Ellis
Dexter	Cooke	Etna	Smith
D'Hanis	Medina	Eureka Mills	Harris
Dido	Tarrant		
Dobyville	Burnett	Fairfield	Freestone
Dodd	Fannin	Fairmount	Sabine
Dodge Station	Walker	Fair Play	Panola
Dog Town	McMullen	Fair View	Wilson
Dolby Springs	Bowie	Farmers Branch	Dallas
Donelton	Hunt	Farmersville	Collin
Double Bayou	Chambers	Farmington	Grayson
Double Horn	Burnett	Farrsville	Newton
Double Springs	Tarrant	Fayetteville	Fayette
Douglass	Nacogdoches	Ferris	Ellis
Douglassville	Cass	Field's Store	Waller
Dresden	Navarro	Fincastle	Henderson
Dripping Springs	Hays	Fischer's Store	Comal
Dublin	Erath	Fiskville	Travis
Duffau	Erath	Flanagan's Mills	Rusk
Dugansville	Grayson	Flatonia	Fayette
Duval	Travis	Flint Hill	Medina
		Flint Rock	Travis
Eagle Ford	Dallas	Florence	Williamson
Eagle Lake	Colorado	Floresville	Wilson
Eagle Pass	Maverick	Forestburgh	Montague
Eagle Point	Montague	Forest Hill	Bell
Eagle Springs	Corvell	Forest Home	Cass
East Hamilton	Shelby	Forney	Kaufman
Eastland	Eastland	Fort Concho	Tom Green
Echo	Live Oak	Fort Davis	Presidio
Edon	Van Zandt	Fort Ewell	Lasalle
Egypt	Kaufman	Fort Graham	Hill
Eight Mile Creek	Harrison	Fort Griffin	Shackelford
Elbee	Burleson	Fort McKavett	Menard
Elgin	Bastrop	Fort Worth	Tarrant
Elizabeth	Denton	Fosterville	Anderson
Elkhart	Anderson	Fredericksburg	Gillespie
Elliott's	Matagorda	Frelsburg	Colorado
Elm Grove	Caldwell	Friendship	Harrison
Elm Mott	McLennan	Frio Town	Frio
Elmo	Kaufman	Frosa	Limestone
El Paso	El Paso	Fulton	Aransas
Elysian Fields	Harrison		
Elwood	Fannin	Gabion	Galveston

Post Office.	County.	Post Office.	County.
Gabriel Mills	Williamson	Groesbeeck	Limestone
Gainesville	Cooke	Guadalupe	Kendall
Galveston	Galveston	Gussettville	Live Oak
Garden Valley	Smith	Guy's Store	Leon
Garrett's Bluff	Lamar		
Gates Valley	Atascosa	Hackberry	Lavaca
Gatesville	Coryell	Hagansport	Franklin
Gause	Milam	Hailville	Houston
Gay Hill	Washington	Halesborough	Red River
Gentry's Mill	Hamilton	Hallettsville	Lavaca
George's Creek	Somervell	Hallsville	Harrison
Georgetown	Williamson	Haltom's	Montgomery
Gholson	Brown	Hamburg	Van Zandt
Giddings	Lee	Hamilton	Hamilton
Gilford	Shelby	Hammond	Robertson
Gilmer	Upshur	Handley	Tarrant
Gladewater	Gregg	Hannaville	Brown
Glenfawn	Rusk	Happy Hollow	Burnett
Glen Rose	Somervell	Hardeman	Matagorda
Glenwood	Upshur	Hardin	Hardin
Goliad	Goliad	Harmony Hill	Rusk
Golinda	Falls	Harper's Mill	Erath
Gonzales	Gonzales	Harrisburg	Harris
Gordonville	Grayson	Harrisville	Bell
Goshen	Henderson	Harwood	Gonzales
Graball	Washington	Haught's Store	Dallas
Grady's Mills	Ellis	Haw Creek	Fayette
Graham	Young	Hawkins	Wood
Granbury	Hood	Hawkinsville	Matagorda
Grand Bluff	Panola	Hazel Dell	Comanche
Grand Lake	Montgomery	Headsville	Robertson
Grand Rancho	Palo Pinto	Hearne	Robertson
Grand Saline	Van Zandt	Hedwig's Hill	Mason
Grand View	Johnson	Helena	Karnes
Grange Hill	Upshur	Helotes	Bexar
Grape Land	Houston	Hemphill	Sabine
Grape Vine	Tarrant	Hempsteadt	Waller
Grassville	Lee	Henderson	Rusk
Gray Rock	Titus	Henrietta	Clay
Graytown	Bexar	Hermitage	Cass
Green Hill	Titus	Hewitt's Store	Cooke
Greenville	Hunt	Hickory	Denton
Greenwood	Wise	Hickory Creek	Houston
Griffin	Cherokee	Hickory Hill	Cass
Griffinsville	Bosque	Hico	Hamilton
Grigsby Bluff	Jefferson	Hidalgo	Hidalgo

Post Office.	County.	Post Office.	County.
High Hill	Fayette	Jim Ned	Brown
Highland	Young	Johnson's Station	Tarrant
Highland Station	Galveston	Johnstonville	Upshur
Hightower	Stephens	Jones' Mills	Coryell
Hill Creek	Bosque	Jones' Prairie	Milam
Hillsborough	Hill	Jonesville	Harrison
Hill's Ferry	Clay		
Hiner	Parker	Kaufman	Kaufman
Hochheim	DeWitt	Keechi	Leon
Hockley	Harris	Kemp	Kaufman
Holly Springs	Jasper	Kemper City	Victoria
Homer	Angelina	Kenner	Matagorda
Hondo	Llano	Kentuckytown	Grayson
Honey Creek	Hamilton	Kerrville	Kerr
Honey Grove	Fannin	Kickapoo	Anderson
Hope	Lavaca	Kildare	Cass
Hopewell	Burnett	Kilgore	Gregg
Houston	Harris	Kimball	Bosque
Howard	Bell	Kingsbury	Guadalupe
Howe	Grayson	King Spring	Burnett
Howth Station	Waller	Kiomatia	Red River
Humboldt	Hunt	Kosse	Limestone
Humphrey	Hunt	Krohne	Burleson
Hunter's Retreat	Montgomery		
Huntsville	Walker	Ladonia	Fannin
Hutchins	Dallas	La Fayette	Upshur
		Lagarta	Live Oak
Independence	Washington	La Grange	Fayette
Indian Creek	Brown	Lake Fork	Wood
Indianola	Calhoun	Lake Station	Robertson
Industry	Austin	Lamar	Aransas
Ioni	Anderson	Lamparas	Lamparas
Iowa Point	Clay	Lancaster	Dallas
Iredell	Bosque	Landrum	Falls
Iron Bridge	Gregg	Lanier	Cass
Iron Mountain	Rusk	Laredo	Webb
Ironwood	Liberty	Larissa	Cherokee
		Lavernia	Wilson
Jacksborough	Jack	Lawrence	Kaufman
Jacksonville	Cherokee	Laytonia	Brazoria
Jamestown	Smith	Lebanon	Collin
Jasper	Jasper	Ledbetter	Fayette
Jeddo	Bastrop	Leesburg	Camp
Jefferson	Marion	Leesville	Gonzales
Jewell	Eastland	Lenterfitt	Lamparas
Jewett	Leon	Leona	Leon

Post Office.	County.	Post Office.	County.
Leon Springs	Bexar	Maple Springs	Red River
Lewis' Ferry	Jasper	Marianna	Polk
Lewisville	Denton	Marion	Guadalupe
Lexington	Lee	Marlin	Falls
Liberty	Liberty	Marquez	Leon
Liberty Hill	Williamson	Marshall	Harrison
Lindale	Smith	Martindale	Caldwell
Linden	Cass	Martin Springs	Grayson
Linn Flat	Nacogdoches	Martinsville	Nacogdoches
Lipan	Hood	Mary's Creek	Parker
Lisbon	Dallas	Marysville	Cooke
Little Elm	Denton	Mason	Mason
Little Mineral	Grayson	Mastersville	McLennan
Livingston	Polk	Matagorda	Matagorda
Llano	Llano	Maysfield	Milam
Lockhart	Caldwell	Melisa	Collin
Lock Hill	Bexar	Mellville	Rusk
Lodi	Marion	Melrose	Nacogdoches
Lodwick	Marion	Menard's Chapel	Polk
Lone Grove	Llano	Menardville	Menard
Lone Oak	Hunt	Meridian	Bosque
Long Branch	Panola	Merrilltown	Travis
Long Point	Washington	Merriman	Eastland
Longstreet	Montgomery	Mesquite	Dallas
Longview	Gregg	Mexia	Limestone
Looneyville	Nacogdoches	Meyersville	DeWitt
Lovelady	Houston	Middleton	Leon
Loyal Valley	Mason	Midway	Madison
Luling	Caldwell	Milam	Sabine
Lynchburg	Harris	Milano	Milam
Lynch's Creek	Lamparas	Milford	Ellis
		Mill Creek	Bowie
McCrawville	Cooke	Miller Grove	Hopkins
McDade	Bastrop	Millheim	Austin
McKinney	Collin	Millican	Brazos
McLainsborough	Hill	Millsap	Parker
McMillin	Bell	Millwood	Collin
Macksville	Harrison	Milton	Lamar
Macomb	Grayson	Mim's Store	Marion
Macy	Brazos	Mineola	Wood
Madisonville	Madison	Mission Valley	Victoria
Magnolia Springs	Jasper	Modoc	Henderson
Mahomet	Burnett	Moffat	Bell
Malakoff	Henderson	Monroe	Rusk
Manor	Travis	Montague	Montague
Mansfield	Tarrant	Monterey	Hill

Post Office.	County.	Post Office.	County.
Montgomery	Montgomery	Oak Grove	Tarrant
Monticello	Titus	Oak Hill	Travis
Morales	Jackson	Oakland	Colorado
Mormon Grove	Grayson	Oak Valley	Hill
Moscow	Polk	Oakville	Live Oak
Moss Bluff	Liberty	Oakwood	Leon
Mott	Angelina	Oenaville	Bell
Mott Springs	Shelby	Oliver Springs	Comanche
Moulton	Lavaca	Omega	Upshur
Mountain City	Hays	Onion Creek	Travis
Mountain Spring	Cooke	Orange	Orange
Mount Calm	Limestone	Orangeville	Fannin
Mount Carmel	Smith	Overton	Rusk
Mount Gaynor	Hays	Ovilla	Ellis
Mount Enterprise	Rusk	Oyster Creek	Brazoria
Mount Joy	Delta		
Mount Olivet	McLennan	Pack Saddle	Llano
Mount Pleasant	Titus	Paige	Bastrop
Mount Sylvan	Smith	Palestine	Anderson
Mount Vernon	Franklin	Palmer	Ellis
Mud Creek	Smith	Palo Alto	Bell
Mustang	Denton	Palo Pinto	Palo Pinto
		Paluxy	Hood
Nacogdoches	Nacogdoches	Pana Maria	Karnes
Navarro Mills	Navarro	Paradise	Wise
Navasota	Grimes	Paris	Lamar
Navidad	Jackson	Patroon	Shelby
Nechanits	Fayette	Pattonville	Lamar
Nechesville	Anderson	Peach Tree	Jasper
Nelsonville	Austin	Pecan	Delta
New Boston	Bowie	Pecan Grove	Coryell
New Braunfels	Comal	Pendleton	Sabine
New Fountain	Medina	Penitas	Nueces
New Pleasant Grove	Lamar	Pennington	Trinity
New Prague	Fayette	Peoria	Hill
New Salem	Rusk	Perdido	Goliad
Newton	Newton	Perry	McLennan
New Ulm	Austin	Perry's Landing	Brazoria
New Waverly	Walker	Persimmon Grove	Kaufman
New York	Henderson	Persley	Navarro
Nockenut	Wilson	Personville	Limestone
Noland's River	Johnson	Peyton	Falls
Norman Hill	Bosque	Phelps	Walker
Nueces	Nueces	Pidcock Ranch	Coryell
		Pierce Junction	Harris
Oak Forest	Gonzales	Pilot Grove	Grayson

Post Office.	County.	Post Office.	County.
Pilot Point	Denton	Rhea's Mills	Collin
Pine Hill	Rusk	Rice	Navarro
Pine Mills	Wood	Rice's Crossing	Williamson
Pineville	Tyler	Richardson	Dallas
Pink Hill	Grayson	Richmond	Fort Bend
Pin Oak	Fayette	Riddleville	Karnes
Pipe Creek	Bandera	Rio Frio	Uvalde
Pittsburgh	Camp	Rio Grande City	Starr
Plano	Collin	Ripley	Titus
Plantersville	Grimes	Riverside	Walker
Pleasanton	Atascosa	Roan's Prairie	Grimes
Pleasant Point	Johnson	Rockdale	Milam
Pleasant Valley	Dallas	Rock Falls	Erath
Plenitude	Anderson	Rock Hill	Collin
Pond Spring	Williamson	Rockhouse	Fayette
Popalote	Bee	Rockport	Aransas
Porter's Springs	Houston	Rockwall	Rockwall
Port Lavaca	Calhoun	Rogers Prairie	Leon
Post Oak	Clay	Roma	Starr
Post Oak Grove	Lavaca	Rose Hill	Harris
Postoak Island	Williamson	Rosston	Cooke
Powell Dale	Bosque	Rossville	Atascosa
Prairie Lea	Caldwell	Round Mountain	Blanco
Prairie Plains	Grimes	Round Rock	Williamson
Prairie Point	Anderson	Round Top	Fayette
Prairie Valley	Hill	Roxton	Lamar
Prairieville	Kaufman	Running Brushy	Williamson
Presidio	Presidio	Rural Shade	Navarro
Price's Creek	DeWitt	Rusk	Cherokee
Procter	Comanche	Russell Gap	Bosque
		Rutersville	Fayette
Queen City	Cass		
Queen Peak	Montague	Sabana Creek	Comanche
Quinan	Wharton	Sabine Pass	Jefferson
Quitman	Wood	Sabinetown	Sabine
		Sage	Burnett
Ragsdale	Fannin	Saint Elmo	Travis
Rancho	Gonzales	Saint Jo	Montague
Randolph	Houston	Saint Mary's	Refugio
Regan	Falls	Saint Paul	Collin
Red Bluff	San Saba	Salado	Bell
Red Oak	Ellis	Salem	Newton
Red Rock	Bastrop	Salt Creek	Montague
Refugio	Refugio	Saltillo	Hopkins
Reiley Springs	Hopkins	San Anders	Milam
Retreat	Grimes	San Antonio	Bexar

Post Office.	County.	Post Office.	County.
San Augustine	San Augustine	Snowville	Hamilton
San Coswe	Rusk	Somerset	Atascosa
San Diego	Nueces	Sour Spring	Caldwell
Sandusky	Grayson	South Bosque	McLennan
Sandy	Blanco	South Gabriel	Burnett
Sandy Mountain	Llano	South Grape Creek	Kendall
Sandy Point	Brazoria	South Sulphur	Hunt
San Elizario	El Paso	Spanish Camp	Wharton
San Felipe	Austin	Spanish Fort	Montague
San Gabriel	Milam	Spring	Harris
San Marcos	Hays	Spring Branch	Comal
San Patricio	San Patricio	Springfield	Limestone
San Pedro	Houston	Spring Hill	Navarro
San Saba	San Saba	Springtown	Parker
San Ygnacio	Zapata	Stafford	Fort Bend
Sardis	Cass	Starrville	Smith
Sattler's	Comal	Steele's Grove	Tyler
Savoy	Fannin	Stephensburg	Red River
Schulenburg	Fayette	Stephensville	Erath
Scottsville	Harrison	Steward's Mill	Freestone
Scyene	Dallas	Stillwater	Henderson
Secret Springs	Clay	Stockdale	Wilson
Seguin	Guadalupe	Stonewall	Gillespie
Sempronius	Austin	Strickling	Burnett
Serbin	Lee	Stringtown	Hays
Sharpsburg	San Patricio	Stubblefield	Johnson
Shawnee Creek	Angelina	Sublime	Lavaca
Shaw's Ranch	Calahan	Sugar Hill	Panola
Shelby	Austin	Sugar Land	Fort Bend
Shelbyville	Shelby	Sugar Loaf	Coryell
Sherman	Grayson	Sulphur Bluff	Hopkins
Showel Mount	Burnett	Sulphur Springs	Hopkins
Sidney	Marion	Sulphur Station	Bowie
Siep Springs	Comanche	Sutherland Springs	Wilson
Siesta Dara	Medina	Sutton	Robertson
Simsonville	Upshur	Sweet Home	Lavaca
Sisterdale	Kendall		
Sister Grove	Collin	Tarkington's Prairie	Liberty
Sivel's Bend	Cooke	Taylor	Red River
Skippet's Gap	Erath	Taylor's Bayou	Jefferson
Smith Point	Chambers	Taylor's Creek	Lampasas
Smithwick Mills	Burnett	Taylor'sville	Williamson
Smithson Valley	Comal	Tehuacana	Limestone
Smithville	Bastrop	Tennessee Colony	Anderson
Snake Prairie	Bastrop	Terrell	Kaufman
Snow Hill	Titus	Terry	Orange

Post Office.	County.	Post Office.	County.
Terryville	DeWitt	Wælder	Gonzales
Texana	Jackson	Walker's Station	Red River
The Grove	Coryell	Wallace Prairie	Grimes
Thomasville	Bell	Wallisville	Chambers
Thornton	Limestone	Walnut Hill	Panola
Thorp's Spring	Hood	Walton	Van Zandt
Tiger Mill	Burnett	Wareville	Uvalde
Toledo	Fayette	Warrenton	Fayette
Tomaha	Red River	Washington	Washington
Towash	Hill	Waskom Station	Harrison
Town Bluff	Tyler	Waterville	Wharton
Townsen Mills	Lampasas	Watson	Milam
Travis	Austin	Waverly	Walker
Travis Peak	Travis	Waxahachie	Ellis
Trinity	Trinity	Weatherford	Parker
Trinity Mills	Dallas	Webberville	Travis
Troupe	Smith	Webster	Wood
Troy	Bell	Websterville	Harris
Turner's Point	Kaufman	Weesatche	Goliad
Turnersville	Coryell	Weimar	Colorado
Turtle Bayou	Liberty	Welcome	Austin
Twin Sisters	Blanco	Weldon	Houston
Tyler	Smith	Wellborn	Brazos
Tyner	Blanco	Wenona	Erath
		Wesley	Austin
Union Grove	Kaufman	Westbrook	Blanco
Unionville	Marion	West Falls	Falls
Uvalde	Uvalde	Westfield	Harris
		Weston	Collin
Valley	Guadalupe	West Point	Fayette
Valley Creek	Fannin	Wharton	Wharton
Valley Mills	Bosque	Wheatville	Morris
Valley View	Cooke	Wheelock	Robertson
Van Alstyne	Grayson	White Hall	Grimes
Vansickle's	Hunt	Whitehouse	Smith
Vashtel	Harrison	White Mound	Grayson
Vaughn's Mill	Trinity	White Oak	Hopkins
Velasco	Brazoria	White Rock	Hunt
Verona	Collin	Whitesborough	Grayson
Victoria	Victoria	White Sulphur Springs	Cass
Vienna	Lavaca	Whitman	Washington
Virginia Point	Galveston	Whitt	Parker
Volo	Bell	Whittville	Comanche
		Wichita	Clay
Waco	McLennan	Wiess Bluff	Jasper
Wadeville	Navarro	Wilderville	Falls

Post Office.	County.	Post Office.	County.
William Penn	Washington	Woodville	Tyler
Williamsburgh	Lavaca	Wortham	Freestone
Williams Ranch	Brown	Wren	Washington
Willow	Gillespie	Wrightsborough	Gonzales
Willow Hole	Madison	Wynton	Hunt
Willis	Montgomery		
Wills Point	Van Zandt	Yorktown	DeWitt
Winchester	Fayette	Youngsport	Bell
Winnsborough	Wood	Ysleta	El Paso
Winton	Gonzales		
Wolf's Crossing	Burnett		
Wonders	Nacogdoches	Zavala	Smith
Woodbury	Hill	Zedlar's Mill	Gonzales
Woods	Panola	Zionville	Washington

THE MISSISSIPPI RIVER.

It is appropriate to notice this vast water route to the Gulf in connection with the transportation facilities that are afforded to the West and Southwest, and urge if possible its early improvement. Although the palmy days of passenger traffic by river have gone by, and the era of splendid packet steamers belongs to a past age, the importance of cheap transportation for freight to the Gulf is greater to-day than ever before, and this necessity will continue to increase as the great valleys of the Mississippi river and its tributaries become more densely populated and their vast resources and capacities are developed. Upon this subject of no less than national concern the St. Louis TEXAN, says:

"The rapid construction of railroads in this country from 1869 to 1877, inclusive, with the vast expenditure of money, diverted the public mind from other and equally important enterprises, which, in a great measure, involve the commercial interests of 12,000,000 of people who occupy the states bordering on the Mississippi river. If we enlarge the proposition so as to include the tributaries of that river, we shall then embrace the commercial interests of at least 18,000,000 of people, and an area of the most productive country in the world, of 1,200,000 square miles, and navigable water channels of 18,000 miles in length. The bare statement of these facts is sufficient to command the earnest consideration of the country, and suggest the urgency of public aid toward the improvement of our greatest navigable river without further argument or investigation. But as the capital of the East is strongly organized against appropriations for this purpose we propose to furnish the representatives in Congress from that section a little 'mighty interesting reading.'

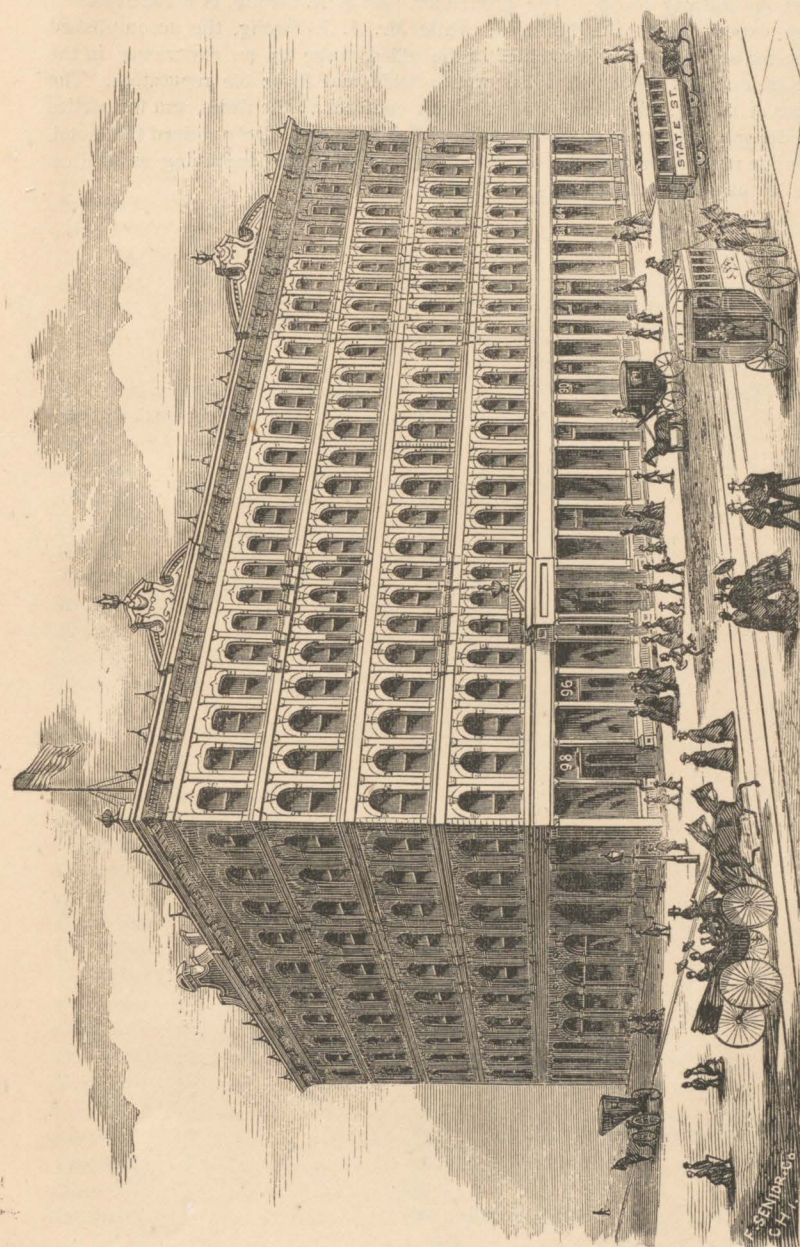
"In doing so we will again refer to the construction of railroads, the importance of which we fully recognize. During a period of five years, including 1869 to 1874, there were constructed in this country 29,820 miles of railroads, or an average of 5,964 miles per annum, at a cost of \$60,525 per mile, according to the estimates of Mr. Poor, including rolling stock, equipments and depots, making the grand total of \$1,801,873,500. Of this sum the Government gave in subsidies about \$90,000,000, and in addition donated about 100,000,000 acres of the public domain. It is not necessary to inquire whether these roads have or have not paid dividends upon the stock invested; it is only necessary to state that they are private corporations and demand tribute from the people for freight and passenger traffic. As is stated these roads received nearly \$100,000,000 from the Government and 100,000,000 acres of land.

"Now the Mississippi river and its tributaries are public navigable waters. They belong to the people and are free to all. The commerce of eighteen millions of people would be promoted in their improvement. It would cost hardly one-fifth of the amount that the nation has already given in cash to railroads. With a uniform gauge of water from St. Louis to New Orleans the immense trade of the South American States would gravitate to this country, and when we consider its magnitude and importance there will be very little difficulty in showing that the Government would be fully repaid for every possible expenditure, by duties upon imports alone, without taking into account the increasing value

of the trade to that country. In relation to the country referred to, we are practically in juxtaposition, and therefore our geographical advantages are superior to any of the European States, while England and France command the larger portion of the commerce of South America. No regular line of steamers from the United States make connections with that country, while Europe employs a fleet of seventeen steamers that make monthly trips, and yet the port of New Orleans is many thousand miles nearer. The valley of the Mississippi can supply all that is needed by those States, while it can purchase and distribute throughout the country all of their surplus products. To accomplish this all that is needed is the permanent improvement of our great water way. The enterprise and energy of our merchants will do the rest. They would explore and control the great trade that now flows to Europe. There are few who fully appreciated the vast trade of Brazil alone. That great Empire exports to the amount of nearly \$200,000,000 annually, and its imports amount to a yearly average of \$110,000,000. Of this amount England supplies 51 per cent., France 20 per cent., the United States only 4 per cent., while the remainder is distributed among other nations. The total amount of the trade between the United States and the South American States, including the West India Islands and Mexico for the year ending June 30th, 1876, was: Exports from this country, \$39,830,487; imports into the United States, \$152,965,344. During the same year England alone sold these countries \$114,191,168. These figures are sufficient to show the importance of the trade that should be controlled by the United States, and can be if Congress would deal as liberally with the transportation routes belonging to the people as it does with private corporations."

CHICAGO.

As this magnificent city by the lake is dividing the trade of Texas with other cities, and as it is the central point to which the railways of the North and especially of the Northwest converge, it is appropriate to notice its surprising growth and expansion. Its cattle and stock markets, its manufacturing industries, its vast trade in all of the products of the soil and the loom, have long since established its commercial character, and given it in that respect an equal position with the larger cities of the country. Thousands of those residing in the North and Northwest are dependent upon Chicago for a supply of merchandise of every variety, and as its Southern railway connections extend into the State of Texas, it is from this point that thousands of immigrants are yearly moving toward the more genial climes and productive country of the Southwest. As they remain for a few days in this city before going to their new homes, they can not fail to observe the miles of splendid streets, the grand churches, the magnificent public buildings and unequalled hotels that abound upon every hand. In this connection the reader will notice the splendid proportions of the ST. JAMES HOTEL, at the corner of State and Washington Streets, an engraving of which may be found upon the opposite page. It is situated in the heart of the business portion of the city, convenient to all lines of street cars, places of amuse-



ST. JAMES HOTEL, CHICAGO.

ment and railway depots. The proprietor, Mr. J. N. Strong, is a gentleman of large experience in the business; while Mr. J. J. Strong, the accomplished manager, and Mr. Caswell as chief in the office, make up an experience in the management of a hotel that has won a wide and favorable reputation. The prices at the St. James are moderate and conform to the times, and for parties and delegations special rates are made. We have particularly noticed that hotel, as it is a most desirable place to stop at, and publish the engraving as an illustration of the splendid buildings in Chicago.

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ST. LOUIS TEXAN.

An independent, vigorous, weekly newspaper, devoted to a more intimate relationship between the North and East and the great Southwest, especially the State of Texas. To bring the productive, manufacturing and mercantile interests of these two sections into a closer association, and to faithfully and fairly present the advantages, capacities and resources of Texas, are objects of sufficient magnitude to command the best energies of a newspaper. Not only does the TEXAN give a full and reliable description of the country in which more than a quarter of a million are annually finding new homes, but it is a truthful reflex of the opinions and transactions of the people of Texas. In an itemized form it quotes weekly the doings of the people of that State, and discusses the various industries that employ the energies of its people. It makes a specialty, in its "Spirit of the Texas Press," to note the leading thought of the various papers of that State, which is the best possible index to the character of the people, and practically combines the best thought of a hundred papers published in that State. In this respect, its great value will be appreciated and its usefulness be recognized. Added to these special features is its liberal and independent policy in discussing the interests relating to the railways of the country, and the choice selections of entertaining miscellaneous reading.

Price per annum, \$3, three copies for \$5, five copies for \$7.50, and ten copies for \$12.50, with an extra copy free to the getter up of the club. A copy of the "Southern and Western Texas Guide," cloth bound, and one copy of the TEXAN one year, \$3; and one copy of the Guide, paper bound, and one copy of the TEXAN one year, \$2.50. Mr. A. H. Granger is the proprietor and manager of the TEXAN, and W. I. Smith, the editor. All business communications should be addressed to A. H. GRANGER, 503 Market Street, St. Louis, Mo.



