

The Farmer and The Railroad



Dedicated

to

The man who makes grow
two blades of grass,
where grew but one before.

—*The Farmer.*

The Farmer and the Railroad

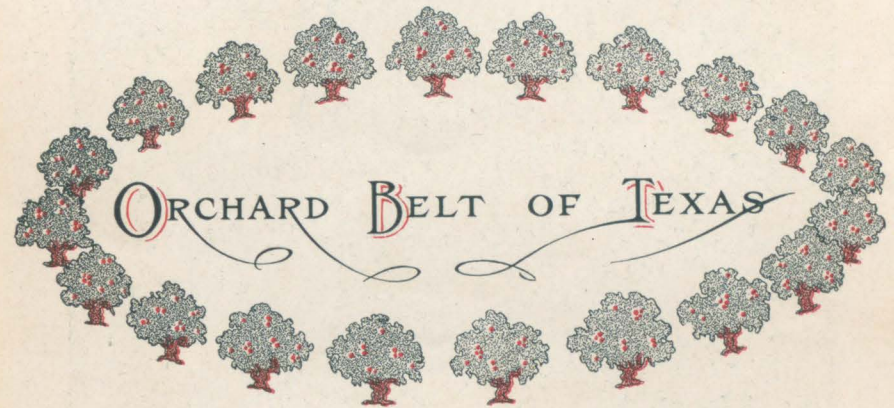
Co-Operation for Profit

By George W. Butler

“There is a principle which is a bar against all information and which will keep a man in everlasting ignorance; that principle is contempt prior to investigation.”

—*Herbert Spencer.*

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Compliments of

Land and Colonization Department

Crosbyton-Southplains Railroad

Peoples Gas Building - Chicago

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Judge Murray, of Crosby county, and one of his big apple producers His only regret is that he can't go back twenty-five years and devote all his time to orcharding.

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White enameled terra-cotta passenger station at Lubbock, our junction point with the Santa Fe system.

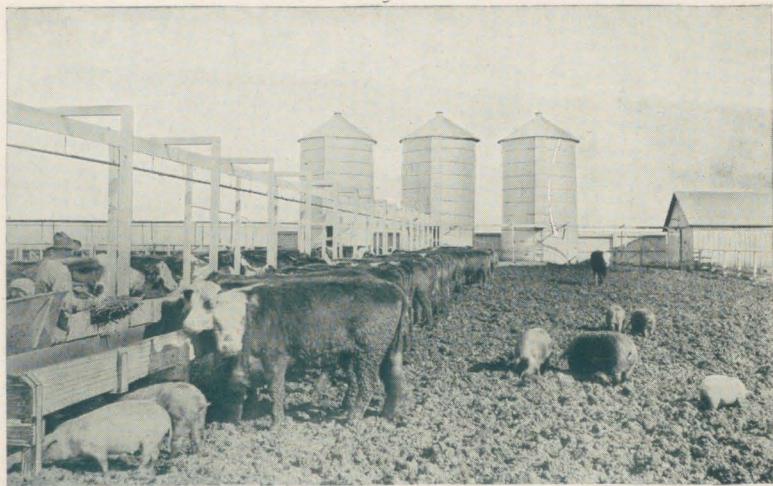
CO-OPERATION FOR PROFIT

RAILROAD lands in a new country have always been a source of wealth to the settler. The many millions of acres of land which were granted by the government to the pioneer railroads of this country have created "wealth beyond the dreams of avarice." The combined value of the railroads of the United States is insignificant when compared with the vast fortunes represented by the increased valuation of the land through which these roads were built.

The railroads by comparison retained but "the small end of the deal." In doing so, however, they built up an empire from which they could draw a never-ending revenue. They recognized that the principle of co-operation entered into the development of the frontier and that in order to attain the ends for which they set out, others must share in the profits which would directly and indirectly result from their work.

That the policy of co-operation was a success is attested by the wonderful transcontinental railroads of today and the thriving agricultural empires which they traverse. In this co-operative plan, the Railroad and the Farmer have been inseparably linked. Mindful of the possibilities of a new railroad, the pioneer farmer

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A few thoroughbreds of both kinds. Feeding troughs are connected with barns by modern tramways to carry the rations.

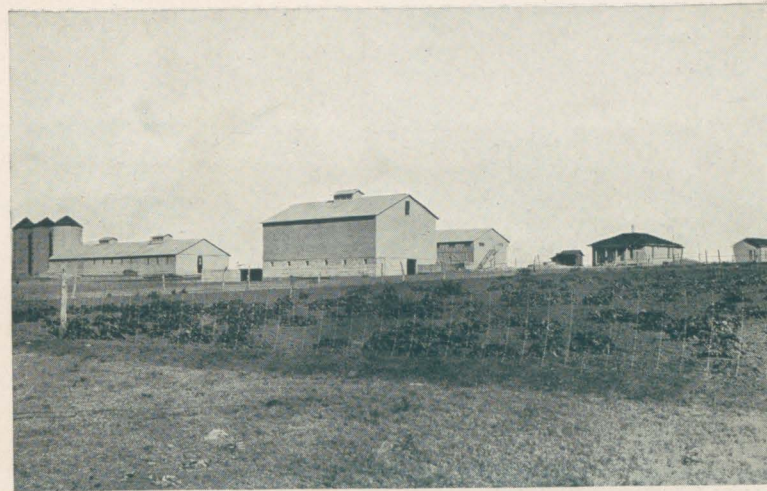
pushed beyond the frontier and established his home in the path of the railroad-yet-to-come. His hardships were more than compensated for by the ever-increasing value of his land and the ready markets which were opened to his product by the coming of the railroad.

RAILROAD LAND SCARCE

Today there is but little railroad land to be had. The great land grants have been exhausted. Nevertheless the underlying principle of co-operation between the farmer and the railroad is today as vital to the success of both as it was thirty years ago. The Railroad must have the Farmer — the Farmer must have the Railroad.

Instead of dispensing land with a prodigal hand as they did a few years ago, the railroads themselves have been forced to acquire by purchase large blocks of land in the country through which they build, in order that they might quickly and thoroughly settle the new field with thrifty farmers to produce revenue for their lines. Profit-making from the land standpoint has been made secondary to profit-making from never-ending freight and passenger traffic. The big speculator who formerly bought railroad land and did not improve it but held back the country by

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A general view of the buildings on the three-hundred acre dairy farm.

waiting for the real farmer to develop adjoining land, is now barred from this field to the mutual benefit of the farmer and the railroad.

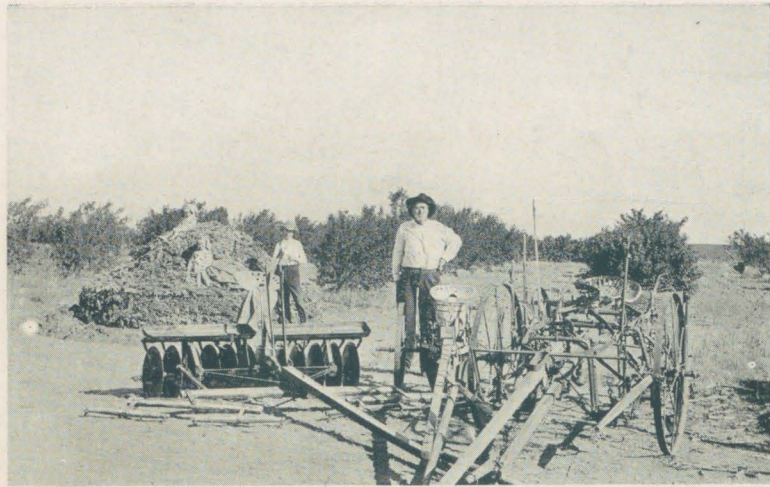
FARMER'S PROFIT

Lucky is the farmer who is able to take advantage of the railroad's campaign for settlers. In all countries his greatest and most substantial profit has been derived from the increased valuation of his land. As he is responsible for the increases in land values he should be, by the same token, the beneficiary of such increases. The savings of a life-time of drudgery on the old farm are often exceeded in one year's advance in a new country. The systematic settlement of the railroad lands makes possible a progress which under other circumstances it would take years to accomplish.

FARMER vs. STEER

James J. Hill, the constructive genius of the railroad world, than whom there is no better authority on traffic conditions, estimates that from every quarter section of land, properly cultivated, there is created a freight revenue to the railroads of **THREE HUNDRED DOLLARS** per annum.

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Orchard in background shows that farmers of Crosby county appreciate the fruit-producing value of their soil.

ONE HUNDRED AND TWENTY miles of road can economically serve at least FIFTEEN THOUSAND FARMERS and create a gross freight business of approximately FIVE MILLION DOLLARS.

ONE STEER, with fifteen acres to graze upon, produces only FOUR DOLLARS in freight. ONE QUARTER SECTION of land at this rate can create but FORTY-TWO DOLLARS for the railroad.

These figures are based upon ordinary farm crops which move to market on comparatively small freight rates. They are also based on the assumption that the land is farmed under ordinary methods such as obtain in Illinois, Indiana, Minnesota and other grain states. They do not take into consideration fruit, vegetables and perishable commodities which carry a higher tariff owing to the additional expenses entailed in their speedy handling.

It can thus be seen that THE FARMER IS THE LIFE BLOOD OF THE RAILROAD. No more potent argument could be advanced for the railroad's campaign "to turn the lariat into a plow-line."



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Breaking sod with traction engines. This outfit turns sixteen furrows on every round.

PIONEERS AND PROSPERITY

THE Crosbyton-Southplains Railroad is as yet in its infancy, having but its first division in operation. It has in contemplation the construction of eighty miles of additional road, which will ultimately connect it with two of the great trunk lines of the southwest. It threads its way through a virgin territory — the Orchard Belt of Texas—that is not only rich in promise but which has evidences on every hand of its wonderful fertility as demonstrated by those hardy pioneers who lead the way into this country long before the railroad was even conceived of in the minds of its builders. They were convinced of the productivity of the soil.

The success which has attended the efforts of these worthy farmers is such that today the new settler has but to look about him to find well developed farms, one year's product of which, in many instances was sufficient to pay the entire purchase price of the land. It is not a country of experiment. The trials and tribulations of the pioneer faded away with the "open range." The newcomer may put his plow-share in the ground upon the day of his arrival and prepare for the crop which is sure to follow. The experiences of early settlers are an open book to him, and a record of which they are proud, as their country has made good from the turning of the first furrow.



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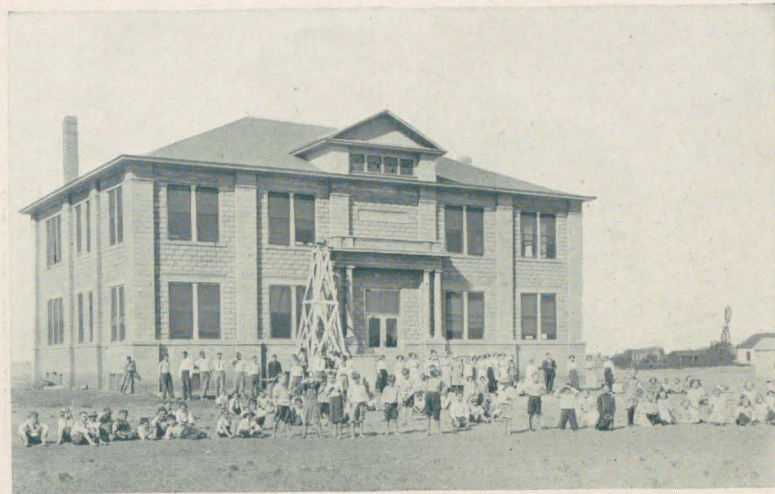


Field showing the luxurious growth of native grasses.

NEW SETTLERS NEEDED

The builders of the Crosbyton-Southplains Railroad were among the pioneers. They realized that a country of such richness needed but one thing to make it blossom forth; and that one thing — settlers. The tide of immigration did not flow towards Texas a couple of decades ago. They foresaw however, that the steadily increasing population of the United States with its steadily decreasing supply of available agricultural land, of necessity would bring their country into the lime light once the tide turned and the bounteousness of the region became appreciated. Firm in this belief, they began acquiring land, first in a small way, as their means permitted, and finally in large amounts, until they added township after township to their holdings in Crosby County. Cattle in great herds grazed upon the rich grasses. Farming was tried in a limited way. The results were astonishing. Gradually the plow supplanted the steer. The necessity of marketing the surplus crops became a problem. The railroad had its beginning in the minds of these pioneers. A route was selected, tapping the great system of the Santa Fe; funds were raised and actual construction started with that vigor and rapidity so characteristic of a country backed by confidence in its own intrinsic worth and ultimate destiny.

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The Public School at Crosbyton, one of the most modern buildings of its kind in the state of Texas.

CROPS PAY FOR LAND

With the railroad an actuality the same indomitable spirit was turned towards interesting others in the good things which the country has to offer. A land and colonization department was established for the purpose of spreading the gospel of Crosby County and of inducing those who desired to better their condition to cast their lot with a country which has accomplished so much. As confidence begets confidence, a plan was agreed upon whereby the new settler should be invited to come into the country and let the crops he might raise pay for his land. A down payment of a small amount — enough to give him a stake in the community — is all that is asked. Then it is up to the country to make good the rest.

This crop-payment plan is a step in advance of the co-operative movement. Not only is the newcomer given a chance to work out his destiny with the investment of but little money, but he is relieved of that much dreaded nightmare — the farm mortgage with its rapidly maturing interest notes. Here he is given possession of his land and agrees in return, aside from his small cash payment, to plant his land to such crops as have proved most profitable and to turn over on his purchase contract a fractional

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The "Forty-Mule-Team" which is a big factor in working the ten-thousand acre farm at Crosbyton.

part of his crop each year until the land pays itself out. His annual crop-payment corresponds to the tenant's crop rent, with this difference — his crop payment applies on his purchase payment whereas the tenant's crop rent secures nothing but temporary possession. A fee simple title is assured with NO NOTES, NO MORTGAGE AND NO FORECLOSURES.

RAILROAD'S FAITH SHOWN

In devising a plan for the immediate settlement of its lands with thrifty northern farmers the Crosbyton-Southplains Railroad has met every argument which might be advanced by even the most skeptical landseeker. To begin with, the Company's faith in the country is demonstrated by the fact that its road has been built and equipped without the aid of a bond issue. Every dollar invested came from stockholders who knew the country and its possibilities.

Further than this, ten thousand acres of the land contiguous to the railroad have been plowed and put into crop by these same investors. The most approved methods of agriculture have been introduced. The most skillful agriculturist in the Southwest has been engaged to superintend this farm and to assist new settlers in adapting themselves to the country.

The improvement of this land required an investment of at least \$50,000 which is an additional evidence of the Company's faith in its productiveness.

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Mr. Hames and daughter in their thrifty orchard, six miles from Crosbyton.

FRUIT INDUSTRY AWAKENING

ASIDE from the usual grain crops, such as wheat, oats, corn, milo maize, kafir corn, millet, cotton, broom corn, etc., which are the backbone of every solid agricultural country, the Orchard Belt of Texas has achieved a reputation for profitable fruit growing, which in time we are convinced will even surpass the income derived from the staples. For over fifteen years some of these pioneers have raised apples, apricots, plums, peaches, grapes and other temperate zone fruits with such success that today several hundred acres have been planted in orchards. At Crosbyton, the present terminus of the railroad, a three hundred acre orchard has been planted and is now three years of age. The trees show a wonderful growth and are as thrifty as any of those in the celebrated orchard districts of the West. All this has been done without irrigation. The altitude of the orchard belt — 2,800 feet above sea level — together with the long, warm growing days and the cool nights, combine to make the climatic conditions ideal for the fruit grower. Practically all the old settlers have their orchards and with the commercial orchards, which have been planted on a larger and more scientific basis, about to come into bearing, the Orchard Belt of Texas within another year or so will become thoroughly known to the early fruit markets of the North and East. Supplementary irrigation by means of wells and gasoline engines, has been introduced and substantial increases in yield

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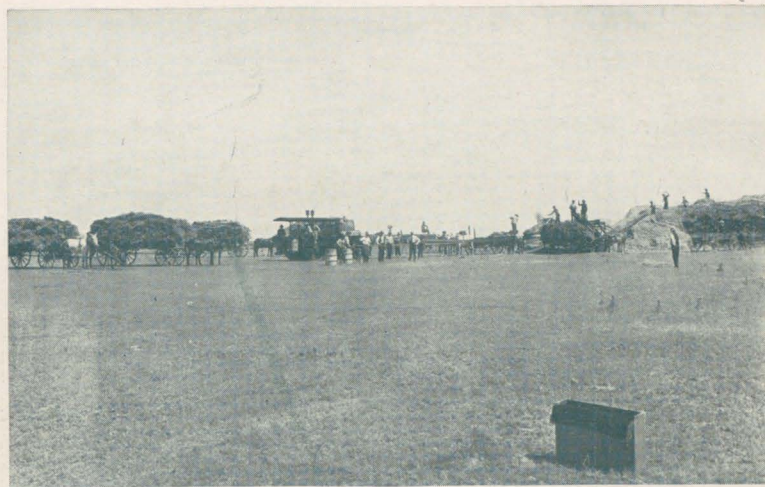
Home of Judge Gough, superintendent of the Company's ten-thousand acre farm.

obtained, but even without irrigation, owing to the favorable distribution of the rainfall during the growing season, together with improved methods of cultivation, the results achieved compare favorably with the output of many of the famous irrigated sections of the West. Pests are unknown, so the orchardist has nothing to fear in that respect.

SOCIAL CONDITIONS

The Crosbyton-Southplains Railroad is alive to the fact that in order to make its country inviting to the new settler other things are necessary than mild climate, rich soil, profitable crops and easy access to market. Educational and social conditions enter into the proposition. The coming generation as well as the present one must be taken into consideration. Splendidly graded schools with competent teaching forces drawn from the universities and normal schools of the state have been provided, the details of which are set forth more fully in subsequent pages of this book. The social life of the people is much further advanced than is the case with a community in a new country which has been left to shift for itself. Many of the people are from the North. The social atmosphere is that of the hearty, openhanded West. The country is essentially a white man's home. With the exception of a few Mexican farm hands the inhabitants are thoroughly American. The colored man is conspicuous by his absence.

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Threshing scene in Crosby county. With wheat yielding from 20 to 40 bushels per acre, and oats 40 to 80 bushels, harvest time is a busy one here.

Much more can be told about this wonderful country which is of interest to every man, woman or child who desires to get the best there is out of life. The accompanying photographs and detailed information regarding crops, climate, rainfall, soil, schools and other essential conditions we believe are set forth sufficiently to convince the most prejudiced unbeliever that we have at least told the truth. The figures and other details contained within the following pages are based upon actual experiences and every item can be proved to the satisfaction of the investigator.

The purpose of this booklet is to arouse sufficient interest in the prospective settler or investor so that he will make a trip to our country. In no other way is it possible to appreciate all that this realm has to offer. Our booklet will have accomplished its mission if it has aroused a desire within you to look further into the details. We have scores of letters from farmers who have settled in our country in which they relate their experiences, which we shall be pleased to forward you under separate cover. THE CONVINCING ARGUMENT, however, is an ACTUAL TRIP to the ORCHARD BELT OF TEXAS. Every first and third Tuesday the Crosbyton-Southplains Railroad runs personally conducted excursions at greatly reduced round trip rates, and as these fares are refunded to new settlers, the cost of the trip amounts to nothing.

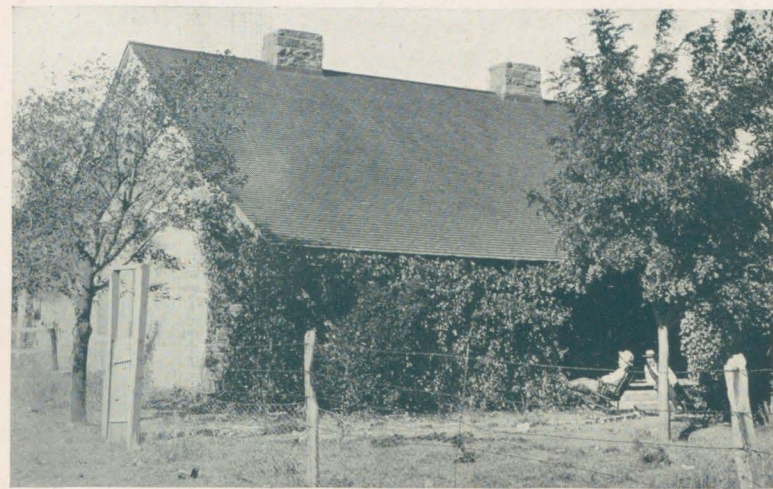


Another restful spot in Blanco Canyon. A great place for the farmer's family to spend Sunday.

LOCATION

THE Orchard Belt of Texas which embraces the lands traversed by the Crosbyton-Southplains Railroad, is that strip of country lying west of Dallas and Fort Worth and extending to the eastern line of New Mexico. The district is 50 to 100 miles wide. Immediately west of the center of this belt Crosby County is located. The map attached hereto shows exactly its location. It is a noticeable fact that in many states a difference of fifty or one hundred miles in a given direction may make a great change in soil and climatic conditions. In selecting Crosby County as the banner county in the Orchard Belt, the question of its superiority over other parts of the Orchard Belt was determined by years of careful observation and experience. Government records covering a score of years were available in securing exact figures upon rainfall, temperature and other conditions essential to determining the adaptability of the country to agriculture. These figures were compiled at the government's station in Crosby County, and therefore can be relied upon as an exact record of conditions purely local as distinguished from government reports embracing general sections of the country.

Crosby County is reached by the main line of the Santa Fe from Chicago to the Pacific Coast by means of its new North and



"The Stone House," ranch headquarters, 4 miles from Crosbyton. Its vine-clad verandas and shady lawns bespeak ease and comfort.

South line through Texas, of which the seaport—Galveston—is the terminus. At Lubbock the Crosbyton-Southplains Railroad intersects the Santa Fe, running due east through Lubbock and Crosby Counties. At present the Crosbyton-Southplains Railroad is in operation from Lubbock to Crosbyton, but construction work will soon be under way through the heart of the Orchard Belt to the East. Many thousands of acres have been made available to the farmer already and approximately twenty-five thousand acres have been put in crop.

CLIMATE

One of the first considerations of the new settler is that of climate. In this respect, Crosby County possesses about all the things that go to make what is termed an "ideal climate." The summers are long and cool, possessing all the warmth that is desirable for a growing season, the heat of which is ever tempered by a delightfully refreshing breeze. Add to this a crisp, invigorating air which is produced by an altitude of 2,800 feet and you have a combination which is healthful and pleasant to man and beast. The cool nights are particularly restful. The winters are short but possess enough snap to benefit the soil and to make one appreciate the other three seasons. Light frosts seldom occur

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Kaffir corn on its native heath. One of the greatest stock feeds in the world.

until after October and evidences of spring are at hand early in February. A healthier and more agreeable climate cannot be imagined. Hay fever, malaria, and similarly dreaded diseases are unknown to the Orchard Belt of Texas.

RAINFALL

From an agricultural standpoint the most important factor is not the gross amount of rainfall during the year, but how the rainfall is distributed. When compared with Illinois and Iowa and other more humid states, the rainfall in the Orchard Belt may seem slight, but when a reference is made to the records of the United States Weather Bureau, it will be found that over half of the total precipitation in this section comes when the crops are most in need of moisture. The records show a fall of practically twenty-four inches. Of this amount seventeen inches are distributed during April, May, June, July, August and September. The winter snows and early spring rains make the soil perfect for plowing and planting, so that every inch of rainfall during the growing season serves its purpose better than double the amount does in a country where the precipitation is greatest in the spring and fall.

A number of years of observation has convinced the old settlers that Crosby County can be relied upon for its regular rainfall as

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The White River Falls in Blanco Canyon, 4 miles from Crosbyton, have a flow of 14,000,000 gallons daily. Bathing and fishing are among the favorite sports of the vicinity.

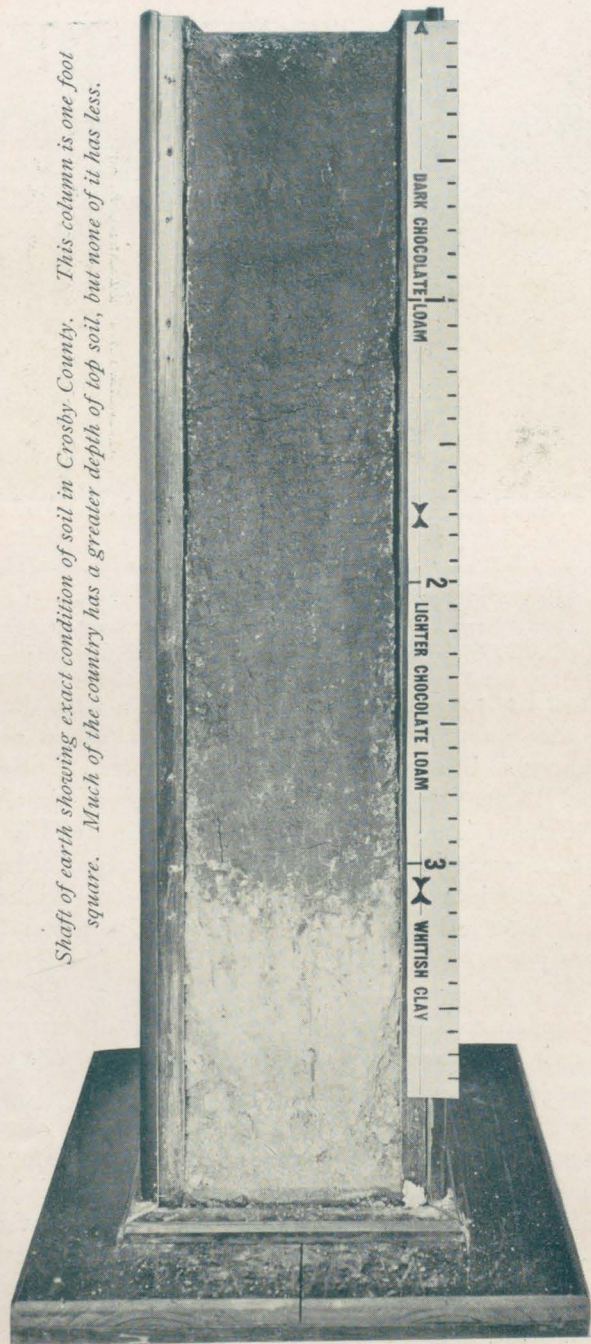
a result of its location. It is an accepted fact that the heaviest precipitation occurs along the water courses (called canyons in this country). Crosby County has Yellow House Canyon on the west and Blanco Canyon on the east, and the old timers will tell you that the moisture-laden winds "drop their load" in that section with a regularity which assures annual crops. The unusual climatic conditions which prevailed all over the United States during the last year and particularly in the Southwest during the last three years, affected somewhat the crops in the Orchard Belt, but never to the extent of making a crop failure. In fact a complete crop failure is unknown. How many countries even in the oldest agricultural sections, can show a record as good as this?

SOIL

Granted an agreeable climate and sufficient rainfall, the real big consideration with the farmer in selecting land is the soil. The uniformly excellent soil of Crosby County was the magnet which drew the first farmers to the Orchard Belt. A dark chocolate loam with sufficient sand to make it work easily, covers the broad prairies to a depth of from three to eight feet. This soil is underlaid with a stratum of lighter loam, under which is a whitish

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Shaft of earth showing exact condition of soil in Crosby County. This column is one foot square. Much of the country has a greater depth of top soil, but none of it has less.



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A Crosby county grape arbor, showing orchard in the background.

clay subsoil. The accompanying picture of a column of earth shows the condition. This shaft of earth was secured by excavating around it, leaving one foot square untouched. It was then boxed and shipped one thousand miles before being photographed.

On account of the flatness of the country there is no loss of soil or moisture from erosion or drainage. The land absorbs rapidly all the rain that falls. The water penetrates to a great depth, the earth remaining cool and moist below the surface. A fine dust mulch forms after harrowing which preserves every bit of moisture for the use of the crops. The land breaks easily even from the sod and, after being subjugated by the first crop, increases its productiveness with intelligent handling and rotation. Many instances may be cited of land which has been in crop for ten years, and which is producing larger crops today than when first cultivated. Fertilizer is unknown in this country.

WATER

One of the many blessings of this country is its pure and inexhaustible water supply. The best stratum is reached at depths varying from fifty feet in the canyons to two hundred and fifty feet on some portions of the higher land. In the deeper sections the water stands up sixty feet in the wells. In the opinion of geologists this water table is an unbroken water-shed from the Rocky Mountains which is definitely traceable from Colorado to the Gulf of Mexico. It is fed from mountain springs and melting snows. It is chemically pure and free from "gyp" or alkali.

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Kaffir corn harvesters ready for the day's work

IRRIGATION

WITH sufficient rainfall to make a crop in any year, and particularly with the rainfall so well distributed during the growing season, there has been no incentive for the farmer to take up the many feasible plans of irrigation which apply to this country. However, the inexhaustible water-shed, which underlies Crosby County, tempted the more progressive farmers to try irrigation on small portions of their farms with the result that several new wells and outfits have been put in recently. With the uncertainty of rainfall during the growing season in any state, every farmer will admit that there are times even in Illinois when a little water, properly applied, will add materially to the output, especially in orcharding, trucking, etc. It is only in the sense of getting the greatest returns per acre that we recommend irrigation on a small part of our farms in Crosby County. We advocate putting from ten to thirty acres under irrigation on every quarter section. Wells, with outfits sufficient to water one hundred and twenty acres, can be installed at a cost not exceeding fifteen hundred to two thousand dollars. With a well located at a common point on any section, thirty acres of each quarter section could thus be irrigated and the proportionate cost to each farmer would not exceed five hundred dollars. As the farmer can raise

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Crosby county wheat in shock and in field An exceptionally fine grade of winter and spring wheat is one of the staples of this country.

all the staple crops without irrigation, there is no necessity for his taking up this feature of the proposition until after he has made his first crops and familiarized himself with conditions. We believe that the benefits to be derived from adopting the irrigation plan on a small scale will be apparent to him then, and that no further argument or persuasion will be necessary. What others have done in the community will convince him as it has convinced us.

CROPS

In order to give a comprehensive idea of the crops which are raised in the Orchard Belt of Texas, and particularly in Crosby County, it would be necessary to touch upon practically all the grains and vegetables peculiar to the temperate zone. However, mention will be made here of such crops as have demonstrated their adaptability to the soil and climate from the standpoint of the greatest profit per acre.

WHEAT

As many of the first farmers of Crosby County hailed from sections where wheat was one of the principal crops, it is natural that this cereal should have a firm hold upon the country. Both the fall and spring varieties do well here. Wheat is a paying crop

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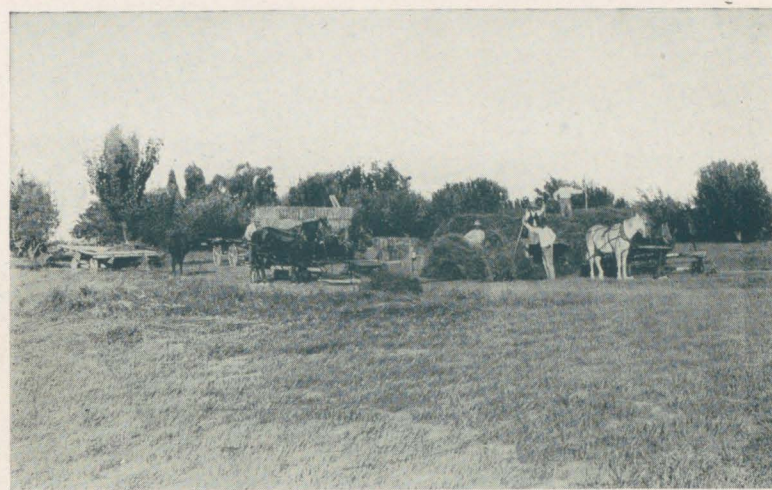
Kaffir corn harvester at work. This picture shows how this crop is handled from the machine end.

even on newly broken prairie, but each year of proper tillage increases the yield. Last year's crop on the Company's big farm at Crosbyton, averaged twenty-one bushels per acre, in spite of the fact that this was the first crop taken off this ground and that a heavy rain fell while the grain was in shock reducing the number of bushels harvested. A safe, conservative average would be from twenty to forty bushels. By thoroughly preparing the seed bed, much larger crops are obtained. The cool nights are especially favorable to wheat. Seeding and harvesting are followed in the same manner as in other wheat producing sections. "Headers" are used a great deal. The mule and the traction engine divide honors in preparing the soil.

CORN

The farmer from the central states instinctively looks into the corn situation in any new country. Here we can satisfy him on the corn proposition and "go him one better" by introducing him to a new member of the corn family to which he takes like the proverbial "duck to water." Indian corn makes from thirty to sixty bushels to the acre. This yield will be greatly increased with the influx of northern farmers, as little, if any, attention has

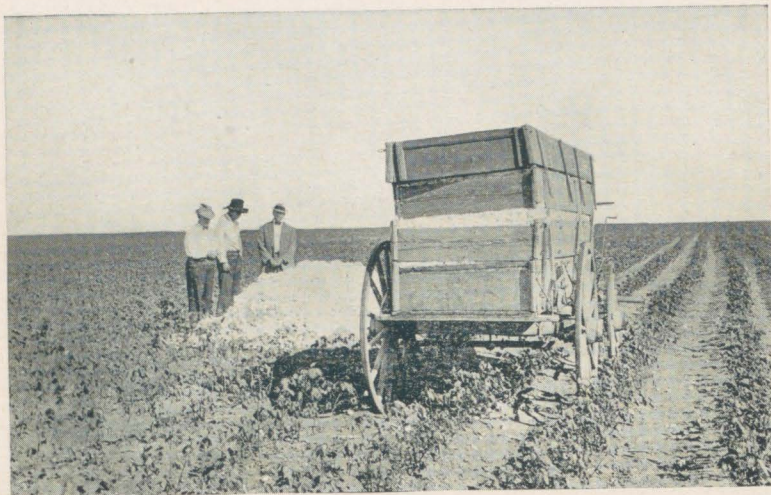
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A hay-baling outfit at work on a Crosby county farm.

been given to scientific selection and breeding. The cool nights also possibly work against a maximum yield from the corn planter's viewpoint. Nature, however, has more than offset this by her bounteous yields of kaffir corn and milo maize. Yields of from one to four tons per acre are the regular order of things. The market range on this cereal is from ten dollars to twenty dollars per ton, but as a great portion of it is fed direct, the profit per acre in most cases far exceeds the figures quoted. It is a machine crop from beginning to end and absolutely dependable. Reliable figures are available from the big packing houses of the Southwest whereby it is conclusively proved that, pound for pound, kaffir corn and milo maize for feeding purposes, are better weight producers than corn. This is another sound reason for the favoritism shown this crop over that of corn. As grain, fodder or ensilage, it is one of the most profitable farm products, and will make twenty-four tons per acre as ensilage. It is shipped to European markets in great quantities.

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A wagon load "and then some." Cotton averages from one-half to three-fourths of a bale in Crosby county. Good for at least twenty-five dollars net per acre.

COTTON

FARMING everywhere south of the Mason and Dixon line is almost synonymous with cotton raising. There is a real, solid, mercenary reason behind this situation. With the great markets of the world dependent upon the United States for the bulk of their cotton production, it is not strange that strict attention should be given to the raising of this staple where the climatic and soil conditions are ideal for its propagation. The boll weevil is absolutely unknown here. An average yield in Crosby County of from one-half to three-quarters of a bale can be confidently expected by the industrious farmer. At ten cents per pound, which is a poor price even in the year of a big cotton crop, the farmer receives twenty-five dollars per acre for a yield of a half bale to the acre. The by-products of the cotton such as seed, meal, etc., will more than offset the cost of making the crop, as well as that of ginning the same.

The work necessary to raising cotton is simple. The plowing, planting and cultivating differ but slightly from that of corn farming. The picking, which takes place during the fall months, is the only hand labor involved. Machines, however, have been invented and tested out which successfully perform this end of

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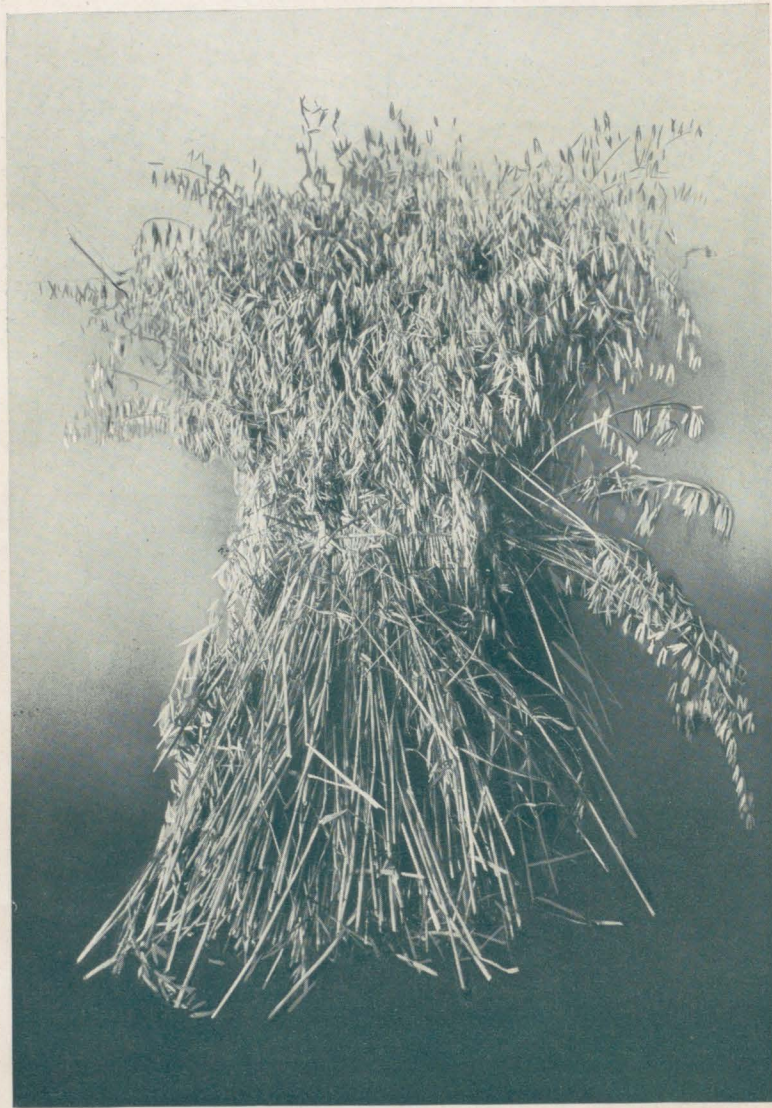


Additional views of the 300 acre dairy farm at Crosbyton, showing Kaffir corn and milo maize stacked for feed, as well as a few thoroughbreds.

the harvest, but are not in general use as yet owing to the desire on the part of the manufacturers to simplify and perfect some of the more delicate parts of the machine. Two more years, it is confidently predicted, will see these machines in general use. Northern farmers take readily to cotton after acquiring a knowledge of the crop and its great money-making virtues.

ALFALFA

Every farmer is interested in alfalfa — "the king of hay crops." The plant thrives in the soil of Crosby County and many acres have been put in, especially near the water courses. Attention has been directed towards this crop but recently, owing to the fact that kafir corn and milo maize make such excellent feed and ensilage that the farmer has been content to "let well-enough alone." The dairy herd, however, has educated the farmer up to the possibilities of the "alfalfa patch." With a little irrigation from windmills or gasoline engines, three to five crops per year are harvested, averaging about one ton to the cutting. Some of the best stands of alfalfa, however, have never had artificial irrigation, the rainfall being ample for the needs of the plants. This crop is destined ultimately to rival the big staples as a revenue producer.



Oats run from 40 to 80 bushels to the acre under proper cultivation in Crosby county. The range of market price is usually higher than that of the north.



Hog raising is one of the great profit producing-industries of the Crosby county farmer. No hog cholera here.

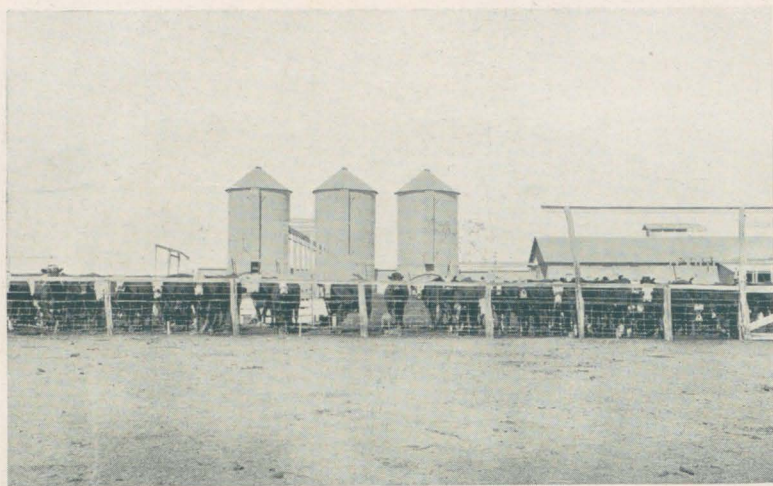
OATS

Another crop which receives considerable attention from the farmers of Crosby County is oats. With proper tillage, a yield of from forty to eighty bushels can be depended upon. Oats are sold in this country by the bundle as well as by the bushel, and the market prices in the harvest season are about the same as those in the north, but later in the year oats usually command a premium over the market price of other sections.

HOGS

If it were possible for the farmer to arrange conditions himself so as to make them most suitable for hog raising, he could not improve upon the combination which exists in Crosby County. Hog colera is absolutely unknown. Shoats can be purchased for a "mere song" and with the great yields of kafir corn and milo maize throughout the country, the fattening process is one of the cheapest and most profitable of any in the stock-raising business. Every farmer has a fond spot in his heart for this end of his industry. Crosby County hogs have topped the market at Fort Worth, time and time again. By feeding kafir corn and milo maize to hogs, many farmers have tripled and quadrupled their returns per acre from such crops.

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*Silos and feeding pens on 300 acre dairy farm at Crosbyton.
Most complete outfit in the southwest.*

BROOM CORN

Broom corn is another crop which has demonstrated its adaptability to Crosby County. Yields of from one-third to one-half ton per acre have been recorded where the crop was merely handled as a side line, but with its general cultivation and improvement, larger yields are looked for. With broom corn selling at one hundred and eighty dollars per ton in the market, a half-ton crop brings the farmer about ninety dollars per acre. This crop will ultimately be a great wealth producer in this section.

VEGETABLES

There is not much use in detailing what can be done with the different members of the vegetable kingdom. Any country which will produce in abundance all the crops herein enumerated, will naturally make big yields in the vegetable line when proper cultivating methods are followed. Irish and sweet potatoes are among the most profitable for the reason that greater acreage may be planted to these tubers, and the entire operation may be handled by machine. In fact any farmer can have fresh vegetables for his table, as well as a goodly quantity to sell, for practically nine months in the year. Canteloupes of as fine quality as those of the celebrated Rockyford district of Colorado are raised to per-

The Farmer and The Railroad



Another Crosby county orchard.

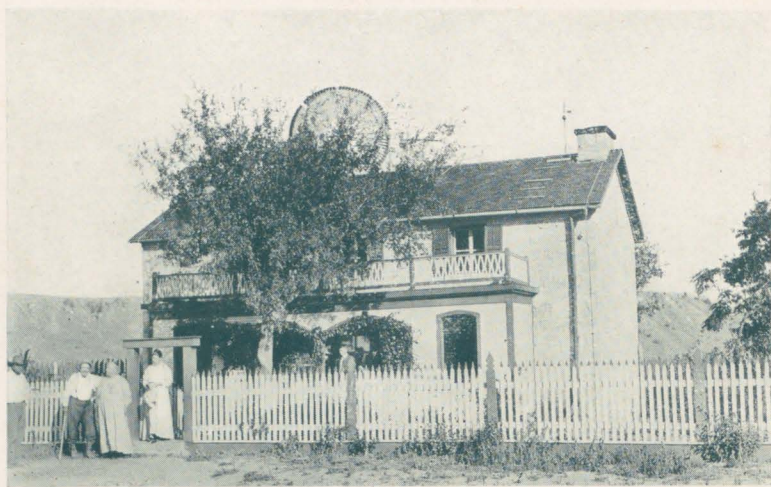
fection. Land in the Rockyford districts sells as high as one thousand dollars per acre. Watermelons are also a source of great profit.

FRUIT

The agricultural complexion of an entire state has often been changed during the later years of its settlement period by the general cultivation of some crop which, at the outset, was considered merely as a side line or an experiment. Alfalfa, from an insignificant start, has brought Kansas into the front ranks of the farming states. Twenty years ago alfalfa was practically unknown in that country.

The great future of our country we believe lies in its adaptability to fruit culture. In no line of farming endeavor are such profits or such great land values possible as in horticulture. We are far beyond the experimental stage with the apple, apricot, plum, peach and kindred fruits. Every farmer is waking up to the fact that a fortune lies dormant in the fruit-producing soil of Crosby County. Many orchards from four to twelve years of age are producing commercial crops today, which, if the country were thickly settled, and the land were selling at reasonable prices, based upon its earning power, would command \$1,000 per acre,

The Farmer and The Railroad

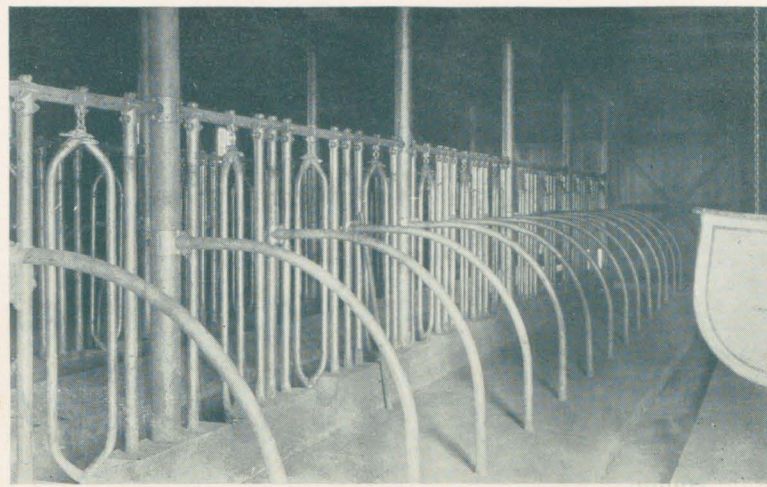


*Residence of the late Hank Smith, former buffalo hunter.
The oldest home in Crosby county.*

and pay handsomely on an investment of that amount. Examples can be shown of single trees in these same orchards which have produced sufficient apples to net the farmer thirty dollars in one season. With trees planted eighty to the acre, you can figure out for yourself whether this country has a future in the fruit field. You don't have to take anybody's word for it; a dozen thrifty, producing orchards can be visited within as many miles of Crosbyton.

Any farmer who goes into Crosby County and puts in ten acres of orchard and properly cultivates the same, will find that at the end of ten years, his annual fruit crop will at least equal the purchase price of his original quarter-section. Meanwhile he has raised the staples of the country, has paid for his land and has lived as well as any man can in "God's Great Outdoors." Naturally orcharding will bring up the value of all his land, and we feel confident in predicting that the selling price of these lands in ten years will be such as to make the best Illinois corn land look small by comparison. Greater things than this have been accomplished in many countries which have had less to recommend them in their early stages.

The Farmer and The Railroad



A model feeding barn on the 300 acre dairy farm. The floors are of cement and concrete and the attachments of iron and steel.

DAIRYING

SINCE the days of the buffalo the Orchard Belt of Texas has been justly famous for its nutritive grasses and its fine climatic conditions for feeding, both winter and summer. It is natural that the milch cow should do well. The farmers who settled before the railroad came were not content with condensed milk and substitutes for butter. They brought with them their Jerseys and their White-Faces and today boast of dairy products which would be a credit to any country. One of the finest equipped dairy farms to be found in the southwest is located within a mile of the City of Crosbyton. With the great feeding crops of kafir corn and milo maize exceptionally productive here and with the excellent natural pasturage which the country affords, the dairying industry will eventually be a big factor in developing the diversified resources of the entire section.



A healthy bunch of Crosbytonians photographed on the steps of the new schoolhouse.

SCHOOLS

THE school fund of the State of Texas is the largest of any commonwealth in the United States. A liberal policy, combined with judicious expenditure in the past, has built up a school system in the city and country districts which would do credit to many of the older eastern states. The universities, agricultural colleges, normal schools and other institutions of higher education are in the top rank. The teaching forces of the elementary and high schools have been recruited largely from these sources, so that an excellent standard has been attained.

At Crosbyton a thoroughly modern school, built of concrete, has been constructed at a cost of \$14,000. Courses of study in line with the most approved methods of education are followed. Crosby County is justly proud of what it has done in the way of caring for the educational needs of its coming generation of citizens and as quickly as new settlers come in and the demand for additional schools is recognized, provision is immediately made from the great fund reserved for that purpose.



Concrete block church recently erected at Crosbyton, in conformity with plan of uniform improvements.

CHURCHES

In the matter of looking after the spiritual as well as the material welfare of its people Crosby County has progressed sufficiently to encourage the new settler in the belief that he will find that freedom and tolerance of religious views which is so much a part of the independent spirit of the West. In the early days of the Orchard Belt "Man was a religion unto himself," but with the arrival of new settlers with confirmed ideas as to their forms of worship congregations sprang up in all sections of the country until today practically every religious sect has its representation. Many have their own churches throughout Crosby County but where such is not the case services are often held by more than one congregation in the same meeting house.

NEW CHURCHES AIDED

At Crosbyton a new Presbyterian Church has been erected, the structure being made of concrete blocks, a picture of which appears in this book. Other churches are to be built in Crosbyton as a result of many new settlers moving into the adjacent country. There is a warm spirit of welcome awaiting new churches here, both among the townspeople and this company.

The Farmer and The Railroad



The silo has come to stay in Crosby county. The big money-making possibilities of being able to feed green stuff the year 'round assures permanency to this improvement.

Liberal donations together with building sites are assured to congregations of any faith which may organize and may desire to erect houses of worship.

PANAMA CANAL

In considering the commercial and agricultural future of Texas there is a factor to be reckoned with, the full importance of which no man is able to estimate at the present time—that is, the opening of the Panama Canal. All the nations of the world are awaiting this event and speculating on the effect it will have upon the commerce of the civilized globe. It is only reasonable that a project having such far-reaching possibilities should be brimful of opportunity to the nation controlling its destinies and particularly so to that part of the United States which is geographically situated so as to be nearest the canal zone.

That is why the State of Texas is now on tip-toe awaiting the consummation of the world's greatest engineering feat. Owing to its location the Orchard Belt of Texas, with its possibilities of producing under intensive cultivation millions of dollars worth of products for which the world markets are constantly calling, is on the threshold of an era of permanent prosperity unparal-

The Farmer and The Railroad



First National Bank Building, Crosbyton. Another concrete block structure.

leled in the settlement of any new country. The seaports of the world will be at its doors. Its rates will be among the lowest to the Pacific Coast and the Orient owing to its proximity to the canal itself.

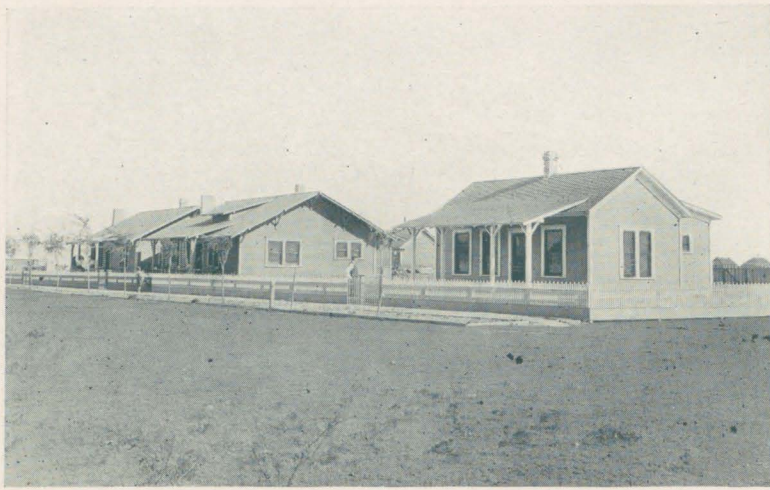
ITS BENEFICIAL EFFECT

The bulk of the production of the entire Mississippi Valley will find its outlet to foreign markets through this southern route. It is inevitable that land values in the State of Texas and the Orchard Belt in particular will advance with the tide of commercial progress. The influx of settlers, the birth of new industries, the intensive cultivation of the land, the perfecting of social conditions—all play their parts in the advancement of land values and surely no single factor could be conceived of which would bring about more rapidly a realization of these conditions than the opening of the Panama Canal.

INCREASE IN CROPS OF TEXAS

Few people appreciate the wonderful importance of Agricultural Texas in connection with the feeding and clothing of the nation. Statistics usually make dull reading but the facts which they prove sometimes are of such vital significance that the figures assume an added interest.

The Farmer and The Railroad



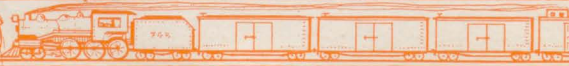
Crosbyton reflects prosperity in its every improvement. These bungalows show that the shacks of a pioneer country have no place here.

The Department of Agriculture of the United States has recently published a report which shows Texas as the leading state from the point of total farm production. According to this report for 1910, the total value of the crops raised in Texas amounted to \$364,110,000.00. This out-stripped the production of Illinois which ranks second with a total crop valuation of \$290,295,000.00.

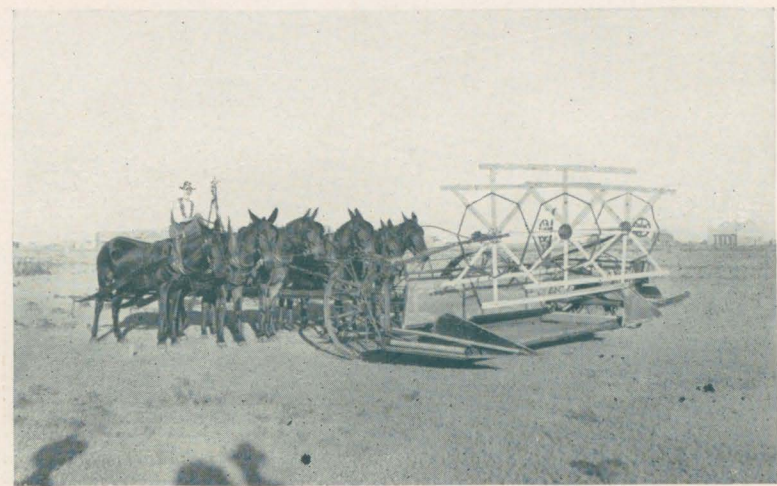
What is even more encouraging is the fact that Texas has shown a steady increase in its farm products for a number of years and from present indications it will not only continue to lead in point of agricultural production but will be absolutely in a class by itself, owing to the enormous acreage which is being added to the cultivated farm area each year. In 1909 Texas ranked second with a crop valuation of \$316,794,000.00, being surpassed only by Illinois in that year. In 1899 Texas was third, Illinois and Iowa leading in the list.

GREATEST PERCENTAGE OF INCREASE

The total percentage, however, compiled by the Department of Agriculture shows that for the year 1909 and 1910 Texas



The Farmer and The Railroad



"Header Binders" of this type are popular with the Crosby county farmer in harvesting his small grain crops.

products evidenced an increase of 14.9%, whereas Illinois shows a decrease of 13.9%, and Iowa a decrease of 4.1%. This percentage shows that Texas is but on the threshold of a great agricultural era, whereas Illinois and Iowa by the same token are in what might be termed a decline in this respect. The percentage of increase between the years of 1889 and 1910 shows a gain of 740% for Texas as against 49% and 28% for Illinois and Iowa respectively.

To stand foremost among the states in an agricultural country such as the United States is an achievement of which Texas is justly proud. With tremendous resources in the form of virgin acres still untouched by the hand of the plowman, it is impossible to estimate what the results will show ten years hence. The steady influx of population with its great wealth producing effect upon the state is truly reflected in these figures of the Department of Agriculture.

Impressive as these figures must be to the ordinary man, they convey but a faint idea of the wonderful richness of the agricultural resources of Texas which, to be appreciated thoroughly, must be seen at first hand.



The Farmer and The Railroad



A "family gathering" in Crosby county. Typical of the country and a credit to any community.

CROSBYTON

AT the present terminus of the railroad is located the City of Crosbyton, the metropolis of Crosby County. A little over three years ago the site of Crosbyton was the scene of a big cattle roundup. Today it is a thriving city rapidly approaching the thousand mark in point of population. Its growth is typical of the country and attests the push and prosperity of the region. It has scores of fine residences similar to those shown in this booklet. Its stores carry complete lines of up-to-date merchandise and compare favorably with those of cities many times its size. It has two banks, three hotels, two lumber yards, cotton gin, public garage, schools, churches, local and long distance telephone connections, many miles of cement sidewalks and cement curbing, city park and many other features which go to make "the city beautiful." Owing to its reputation for cleanliness it has recently been named the "Spotless Town of Texas." The matter of moving the county seat from the inland town of Emma, nine miles distant, was recently decided by the court of appeals and within a short time a new court house will be erected in Crosbyton. The County Clerk's office is located in Crosbyton as well as all of the business houses formerly at Emma, the structures having been moved nine miles over the prairie upon the opening of the railroad. With a rich country to draw from in every direction and thousands of new settlers coming into the county, Crosbyton has a prosperous future in store for it.

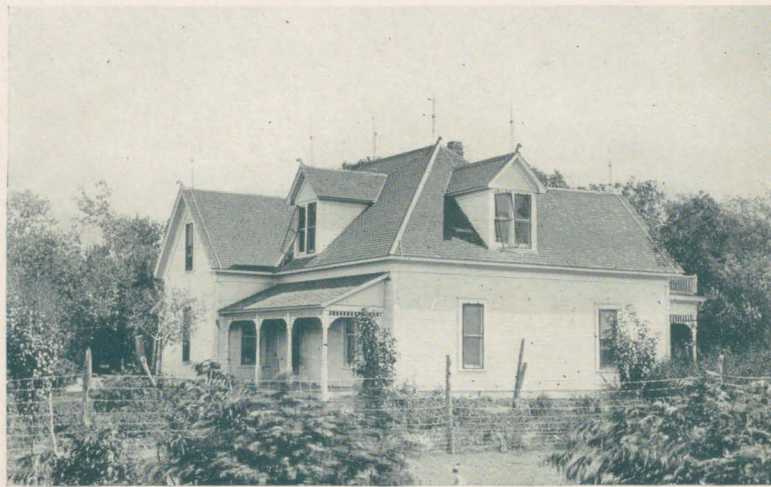
The Farmer and The Railroad



Improvements of this type are the rule rather than the exception in Crosbyton.

TRANSPORTATION

WERE we to boast of what has been accomplished by us in the way of railroad transportation in the Orchard Belt of Texas, it would not be in keeping with the modest statements which we have made throughout this booklet as regards the products of the country. Therefore we think it will suffice to say that the Crosbyton-Southplains Railroad, tapping the great system of the Santa Fe at Lubbock and, with its contemplated extensions to the Burlington and Frisco Systems to the East, offers the farmer the best possible facilities for putting his products into the big markets of the United States at a minimum cost. The lands which we are anxious to settle with thrifty northern farmers, extend on both sides of our right-of-way for a distance of fifteen miles in either direction. The farmer may suit himself as to location. The country roads throughout the year are in excellent condition so that the question of distance is not a great factor. His hauling to market can be done at such times as will not interfere with his farm work. There are no idle days for the Orchard Belt farmer, if he wishes to make every day produce the profit which the country has in store for him.



Another Crosby county residence which is typical of the home spirit of its owner.

CROP PAYMENT PLAN

Under the terms of the crop payment plan offered to new settlers, land may be purchased under such lenient conditions that any farmer can comply with them. A cash payment of one-fifth the purchase price is required, after which the balance of the payment must come from the product of the farm. A contract is entered into between the Company and the purchaser whereby the latter agrees to plant three-fourths of his land each year, and to turn over one-half of the crop grown thereon as his annual payment. If his crop should be light, no demand can be made upon him for more than the fractional part agreed upon. Therefore he has nothing to worry about in connection with notes or interest. The Company banks upon the land to pay itself out, so the farmer has nothing to lose. Possession is given immediately upon the signing of the contract.

The remaining twenty-five per cent of the land may be used by the farmer for pasture, orchard, truck garden, etc., from which he can secure an income to help reduce his household expenses. The entire proceeds from this portion of the land may be retained by the farmer.

If the farmer should desire to make an outright purchase, terms of one-fifth cash are offered, with the balance represented by vendor lien notes payable from one to six years with interest at six per cent, or ten years with interest at 8 per cent.



It takes a good country to justify improvements such as this. Crosby county has reached a stage of development that creates confidence.

CONCLUSION

AFTER reading the foregoing pages we hope that the sincerity with which we have treated the details of our proposition has made its impression upon you. If there is still a lurking suspicion that we are naturally partial to our own country and consequently that we might take too optimistic a view of what this section CAN and DOES DO for the farmer, we want you to ponder over a few facts.

The success which we have achieved in the operation of our large cattle interests, the management of our big farms and the building of our railroad, warrants us in classifying ourselves as business men whose actions are usually based upon GOOD COMMON SENSE. Our entire proposition — railroad, land, townsites and hundreds of thousands of dollars which we have invested — depends upon the truth of the statements made herein because it was upon the facts as stated in this book that we made our investments. The correctness of our judgment has been demonstrated by the results already accomplished. Our only weakness is the scarcity of settlers. Our weakness is your opportunity. Were it possible for us to operate our railroad and to farm economically all the land adjacent to our line, we are candid to say, this opportunity would not be offered to the settler. The railroad must have the freight to survive, and the farmer is the man to produce that freight. That's why we want him. The future of





The blackberry patch and home of W. H. Hames, one of Crosby county's most industrious farmers.

the railroad is the big consideration with us. Unless the claims we set forth herein regarding the land are absolutely trustworthy our enterprise would collapse like a house of cards. In order to get the new settler and TO KEEP HIM we must have a country where he can do all that we claim he can.

Remember, we do not ask you to do the pioneering. Everything has been done for you. We ask you only to judge by the results.

We ask you to take nothing for granted. What we do want you to do, however, is to make a trip to the Orchard Belt of Texas, investigate our country and our statements, and then, if you are satisfied, to settle in our midst.

With an incomparable climate, with exceptional soil conditions, with a certainty of profitable crops, with the best of railroad facilities, with big increases in land values certain, with school and social conditions the equal of any farming country on earth, with terms and prices within the reach of the little farmer as well as the big one; what greater inducements could be held out to the man who wants to make more than merely what the world owes him — a living.

The BEST PROOF of our CONFIDENCE IN THE LAND is that we are willing to sell you a FARM upon a CROP PAYMENT contract.

By Special Arrangements with other Railroads
throughout the United States, we
have arranged for

REDUCED RATES

FROM ALL POINTS

EXCURSIONS

to the

Orchard Belt of Texas

the

1st and 3rd TUESDAYS

of each month throughout the year

Private Cars With
Meals and Berths

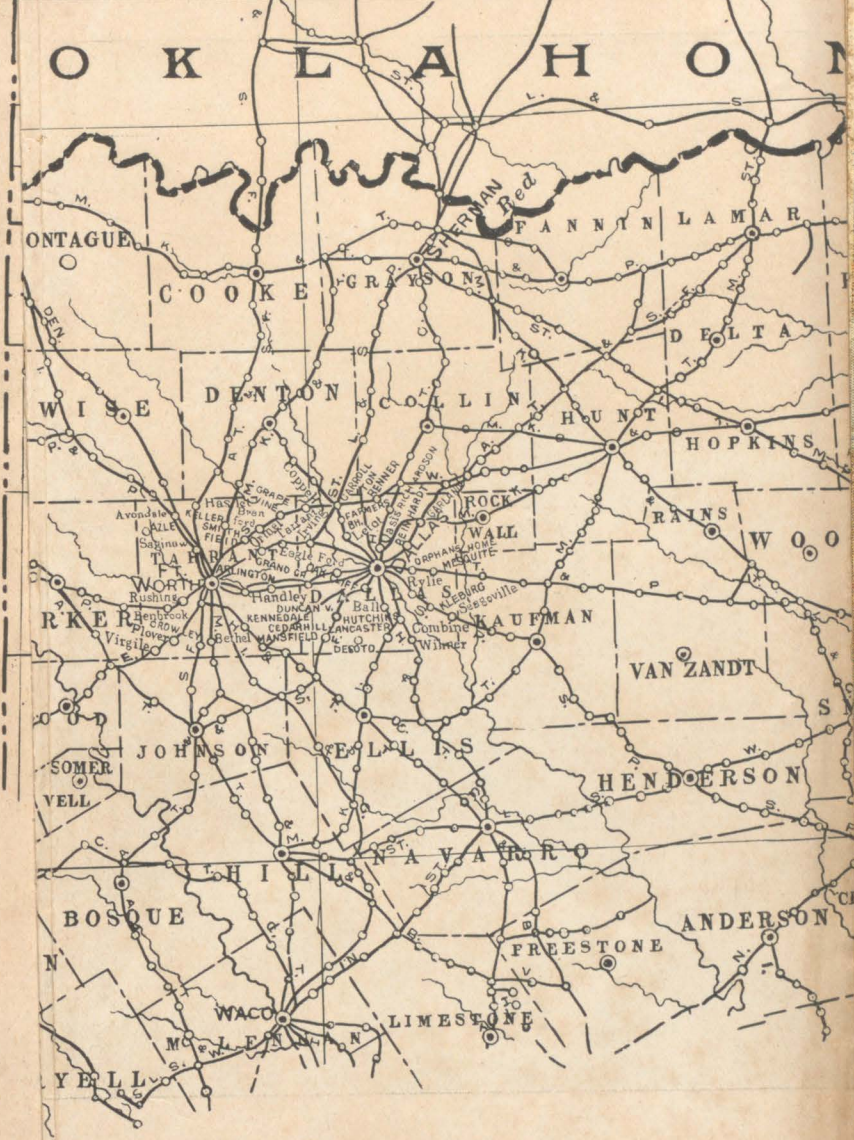
Personally Conducted by

Representatives of the

CROSBYTON-SOUTHPLAINS RAILROAD COMPANY

For further information, address
Land and Colonization Department
Peoples Gas Building
CHICAGO

Bentley, Murray & Co., Printers
159-161 Wabash Avenue
Chicago



RED BELT OF TEXAS

this Company in
(County)



MAP OF THE ORCHARD BELT OF TEXAS

Showing the holdings of this Company in
(Crosby County)



Crosby County Soil—An Inexhaustible Natural Resource

It stretches in unbroken richness as far as the eye can reach. One man can till more acres of this soil than of any other in the world. No time or expense for fertilization, no hills, stumps, rocks or short turns. It slides off the plow-share like cheese and holds water like a sponge. It is perfectly adapted to our climatic conditions and if it were made to order it could not be improved.

A Deep Chocolate Loam—The Accumulated Mold of Ages

