

FROM  
O S HARDY,  
Chief Press Bureau  
Times Building, W...



**DUE**

**SOUTHWEST**  
OVER THE \*  
**COTTON BELT**

**ROUTE**



FROM  
O S HARDY  
Chief Press Bureau  
Times Building, W...



THE JOURNEY "DUE SOUTHWEST."

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1. The Road Taken, and the Route Traversed.
  2. Southeast Missouri as we Behold it.
  3. Arkansas and Northwest Louisiana as they appear to us.
  4. Texas as it is Unfolded.
  5. Cotton Production of these Regions.
  6. Timber and Mills on the Line.
  7. Cities and Towns on the Line in Arkansas.
  8. Texas Cities and Towns.
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COMPILED FOR THE  
Passenger Department St. Louis Southwestern R'y.

1891.



# DUE SOUTHWEST.

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THROUGH FIELDS OF VIRGIN SOIL.

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FOR THE FARMER AND PLANTER, STOCKMAN, LUMBERMAN  
AND BUSINESS MAN GENERALLY.

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A DESCRIPTION OF THE COUNTRY

TRAVERSED BY THE "COTTON BELT ROUTE,"

—FROM—

Cairo, Illinois, through Southeastern Missouri and  
Arkansas into Texas.

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With Illustrations of its Cities and Towns, Forests and Streams, and  
other Scenic Aspects, from Sketches by Special Artists.

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ST. LOUIS, MO.:  
WOODWARD & TIERNAN PRINTING CO.  
1891.

## PREFACE.



THE rugged pioneer of fifty, forty, thirty years ago, plodding snail-paced westward, with jaded steers and groaning axletrees, seeking some little Eden to his heart's desire in the vast empty empery beyond the Mississippi, passed by, unmindful or unimpressed, like the gold hunter that outstripped him on the way, many a fairer field than the one he sought.

Along the beaten track made by this vanguard of civilization, upon the highways of steel that have replaced it, settlement has proceeded faster than in any of the original States. And yet there has been preserved to this day and unto this generation, whole provinces, easily accessible by rail, still in many parts in their very first estate. Provinces of primeval forest, virgin prairie and metalliferous hills. Provinces equal to States in area, many of them, and of as infinite variety of resource. Of resources little utilized perhaps, and but half appreciated, because they are only half disclosed.

One such region it is the purpose of this work to describe, the region traversed by the COTTON BELT ROUTE, from Cairo, Illinois, through Missouri and Arkansas into Texas. From those fat alluvions of the Ohio and the Mississippi, which, for their fertility, have been given the name of "Egypt," to that summer-clime of the Southwest which Nature has endowed like a Palestine, the Blest.

## THE COTTON BELT ROUTE.

ST. LOUIS SOUTHWESTERN R'Y.



THE COTTON BELT ROUTE, or St. Louis Southwestern Railway, as it is laid down on the larger maps of the Union, has something the semblance of a rocket, projected diagonally across the face of Arkansas, and bursting over the State line of Texas, into five great star-tipped rays. The stick end of the rocket is the Arkansas division of the road, beginning at Cairo, Illinois, and proceeding through Southeastern Missouri and Arkansas to Texarkana; the rays diverging are the branches of the road in Texas and Louisiana, and the star-points the furthest terminals of the line, Shreveport, Louisiana, Lufkin, East Texas, Gatesville and Hillsboro, Central Texas, Fort Worth and Sherman, North Texas. On the folders of the road it appears in Missouri and Arkansas not exactly an air line, but it is very nearly so, and its general direction is DUE SOUTHWEST.

This then is the route we shall take for our winter's migration out of the chill regions of the Lakes, the Alleghanies, and the North Atlantic slope, to the balmy, the blooming, the bustling Southwest.

We meet at Cairo, we voyagers by the COTTON BELT, but not by appointment, for we have not yet even scraped a passing acquaintance. We need not describe ourselves. We are typical Americans, intent on the business we have in hand, but not so absorbed by it that we are oblivious to our surroundings. It is the old familiar scene of preparations for departure. Of ticket buying, baggage checking, general hurly-burly and commotion, sorrowful adieux. Of osculating maidens, exchanging admonitions, parting, embracing, over and over again, at every warning of the yard engine bell. Of ancient dames, spectacled, parcel-laden, flurried, clinging desperately to wraps and umbrellas and cold provender in paper bags. Of emigrants, bound from the old home in Indiana or Eastern Kentucky to the new in Texas, three and four generations of them, from the wrinkled grandsire to the dimpled babe he soothes in his arms.

And we, looking on, interested in all this, realize that we know but little more of the journey we are undertaking than these our rustic fellow-passengers by rail. And that little only by hearsay. We do know this much, however—that is we of the

mills at Pawtucket are aware—that we shall not go far on our way till we see the long stapled cotton of the Missouri and Arkansas bottoms growing in the fields. And we, the New York exporter, have been reliably informed that from this same region ship timbers and staves were largely sent abroad, so long ago as before the war. And likewise we of the lumber market of Chicago, know, that the so-called Georgia finishing pine, of the building trade, is often, yes mostly, the cut of Arkansas mills.

We shall learn more of this cotton and timber country doubtless, as we proceed, and have some misapprehensions concerning it corrected. We find, indeed, already from the first posted man we meet, that our pre-conceived notions of it as all Southern swamp, where the white denizen is ague-stricken and only the negro can be thoroughly acclimated are entirely erroneous.

We discover that if we had come to it for health we would find restoration in the bluffs and highlands and piney woods that align this route in Missouri, Southwestern Arkansas and Eastern Texas. If for scenery, that we shall cross noble rivers, skirt picturesque lakes, and ride through one long sylvan vista, for very nearly the breadth of two States. And if for adventure, though at our age the blood is cooled, that we have come to a land where all the larger game still abounds.

And if we seek neither health, nor scenic attractions, nor adventure; if we have come with an eye singly to business, we shall find it also here: In thriving towns and cities, centers of trade, industry and railroads, at mill sidings and cotton platforms. At the outset in fact we have relations with one of the greatest of Southwestern enterprises, the COTTON BELT road itself. And this is what we learn of it.

THE ST. LOUIS SOUTHWESTERN RAILWAY, is, with its branches in Missouri, Arkansas, Louisiana and Texas, 1,222 miles long. Of this total mileage, 581 is in Missouri and Arkansas, 40 in Louisiana and 640 in Texas.

The COTTON BELT really begins at St. Louis, with which city it has Iron Mountain connections to Delta, Mo., and from Paragould, Arkansas. But the main stem of the road, or as it is called, the Arkansas division, extends from Bird's Point, Missouri, on the Mississippi opposite Cairo, Ill., which is its easternmost terminal, to Texarkana, at the dividing line of Arkansas and Texas. Diverging from this mainstem are seven principal branches; the Delta branch, Malden, Mo., to Delta, Mo., fifty-one miles; Little Rock branch, Altheimer, Ark., to Argenta, across the Arkansas river from Little Rock, forty-three miles; Shreveport branch, Lewisville, Ark., to Shreveport, La., sixty-one miles; Fort Worth branch, Commerce, Texas, to Fort Worth, Texas, ninety-eight miles; Sherman branch, Mt. Pleasant, Tex., to Sherman, Tex., one hundred and ten miles; Lufkin branch, Tyler, Texas, to Lufkin, Texas, eighty-nine miles, and the Hillsboro branch, Corsicana, Texas, to Hillsboro, Texas, forty-two miles.

The principal cities on the route are the following: New Madrid and Malden, Missouri; Paragould, Jonesboro, Brinkley, Clarendon, Stuttgart, Little Rock, Pine Bluff, Camden, and Lewisville, Arkansas; Shreveport, Louisiana; Texarkana; Mt. Pleasant, Tyler, Rusk, Lufkin, Athens, Corsicana, Hubbard City, Hillsboro, Waco, McGregor, Gatesville, Commerce, Wolfe City, Sherman, Greenville, Plano, and Fort Worth.

Two of these cities, Little Rock and Fort Worth, have a population of 35,000 to 40,000 souls; Waco has 25,000; Shreveport, between 15,000 and 20,000; Pine Bluff about 14,000; Texarkana, 12,000, and four others, Camden, Tyler, Corsicana and

Sherman, from 4,000 to 12,000. They comprise, as a group, the most prosperous and progressive cities of the Southwest.

The points on the COTTON BELT at which connections are made with other lines, are the following: At Cairo, with the Illinois Central bound from St. Louis and Chicago to New Orleans; the Cairo, Vincennes and Chicago, of the "Big Four" system; the Mobile and Ohio—St. Louis to New Orleans and Mobile—and the Iron Mountain of the Missouri Pacific system. At Delta and Dexter, Missouri, the Iron Mountain, also. At Paragould, Ark., the Iron Mountain, here affording the COTTON BELT its most direct connection with St. Louis. At Jonesboro, the Kansas City, Fort Scott and Memphis, running from Kansas City to Birmingham, Ala. At Brinkley, the Little Rock and Memphis. At Little Rock, the Iron Mountain. At Camden, the Iron Mountain. At Shreveport, the Texas and Pacific, and Vicksburg, Shreveport and Pacific. At Texarkana, the Iron Mountain and Texas and Pacific. At Big Sandy, Texas, the Texas and Pacific. At Tyler, Texas, the International and Great Northern. At Corsicana, the Houston and Texas Central. At Waco, the Houston and Texas Central, and the Missouri, Kansas and Texas. At McGregor, Texas, the Gulf, Colorado and Santa Fe. At Greenville, Texas, the Missouri, Kansas and Texas. At Plano, Texas, the Houston and Texas Central. At Wylie, Texas, the Gulf, Colorado and Santa Fe. At Fort Worth, the Texas and Pacific, Houston and Texas Central, the Missouri, Kansas and Texas, the Fort Worth and Denver City, the Gulf, Colorado and Santa Fe, and the Fort Worth and Rio Grande. At Wolfe City, the Gulf, Colorado and Santa Fe. And at Sherman, the Texas and Pacific, and the Houston and Texas Central.

On the most thickly populated divisions of the line two passenger trains, equipped with the latest appointments and conveniences, are run daily each way. On the branches, where the travel is light, one daily each way. The average speed of passenger trains, twenty-two miles an hour, approximates the time made by competing lines.

The COTTON BELT has been put, and is maintained throughout in excellent condition. It has easy grades, few deep cuts or fills, high trestles or bridges, and no tunnels. Its road bed and rolling stock are the objects of constant solicitude on the part of its management, and it has enjoyed always a remarkable immunity from serious accidents of any sort.

It is in continuous process of improvement. Although no extensions were made to it during the year just past, \$1,000,000, in round numbers, was applied to the betterment of it—to new bridges, stations, sidings and warehouses, cars, and engines.

The COTTON BELT has a profitable traffic. The average number of freight trains run on the line daily is eight. They transported, in 1889, 1,050,123 tons of freight. Lumber furnished forty-seven per cent of this business, 492,788 tons; cotton, although 348,792 bales were hauled—equal to thirty-five per cent of the cotton crop of Arkansas itself—figured only as eight per cent of the total traffic of the road. Other principal items of its business in the year 1889 were, coal, 74,546 tons; general merchandise, 65,244 tons; grain, 58,014 tons; flour, 35,861 tons; oil, 23,809 tons; bacon and provisions, 15,473 tons; mill products, 16,334 tons; hay, 11,081 tons; live stock, 10,071 tons; immigrant outfits, 7,599 tons; agricultural implements, 3,735 tons, and classed as miscellaneous, over 138,536 tons.

This statement exhibits, upon even the most cursory view, many of the characteristics of the country traversed by the COTTON BELT ROUTE. It shows, in the items of lumber, cotton and live stock, the principal productions of this region; in the items,

grain, flour, oil, coal, provisions, etc., the staples it takes in trade; in "immigrant outfits," the migration into it; and in "agricultural implements," the progressive character of its husbandry.

The COTTON BELT, however, owns no land along its line other than its right of way, depot sites and terminal grounds. It is engaged strictly in the business of transportation. And, while it endeavors to further settlement of the country through which it runs, it shows no favor in this particular to one district over another.

Its passenger earnings for 1889—the last statement yet published—show how fast that settlement is proceeding. Just as its freight earnings likewise are a measure of the commercial growth of the country along its line.

It carried that year 644,118 passengers, which was 127,820, or forty per cent, more than during the year before. Its freight traffic, similarly, was twenty per cent more in 1889 than in 1888. Its total earnings, \$3,876,285.17, during the same time, were \$450,000 more than those of 1888. And the year 1890, when the figures of it are compiled, is expected to show greater relative gains even than this.

The history of the COTTON BELT is very like that of the other notable roads of the country, namely, development from a small beginning, and steady growth despite the financial complications that seem to be inseparable from the evolution of a great railroad enterprise. It was built originally as a narrow gauge road through Missouri and Arkansas by the joint investments of parties resident in these States and in New York. About two years ago it passed into the hands of receivers, and it was under the management of the receivers that the gauge was widened to standard and the road put in first-class physical condition.

The road has recently been sold under foreclosure, the sale has been confirmed, and the new company will take possession as soon as certain legal formalities necessary to the change have been completed. Meanwhile its affairs proceed without interruption under the efficient management of S. W. Fordyce and A. H. Swanson, receivers; W. B. Doddridge, general manager; E. W. La Beaume, general passenger and ticket agent; L. F. Day, freight traffic manager.

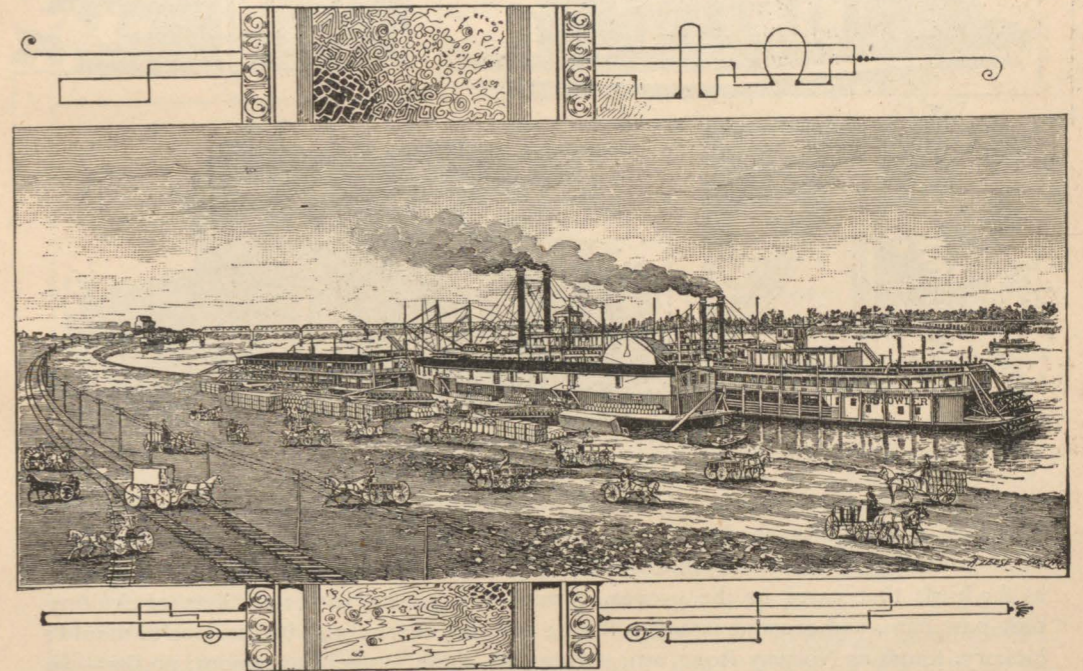


## SOUTHEAST MISSOURI AS WE BEHOLD IT.



WE LEARN all this respecting the COTTON BELT, and very much more not particularly germane to our story, from one of the officials of the road who happens along. To him we are indebted also for other courtesies extended; for pamphlets and papers furnished us describing the State we shall traverse first. Which descriptions we shall digest at our leisure, and perhaps put our ruminations in print. For we scribble a little, some of us, too, for the press.

A copious fountain of mother wit, and sage opinion too, we find our versatile new-made acquaintance, the drummer, to be. "Representing," he says, with a positive air that enforces respect, if not also conviction, "the largest house of its line in the world." Gifted is he, we more than suspect, with ready hyperbole—a most excellent fault for one of his trade. But companionable to the last degree. And communicative of many things we much desire to know. A native of it himself, and thoroughly posted on this same district of Southeastern Missouri we are

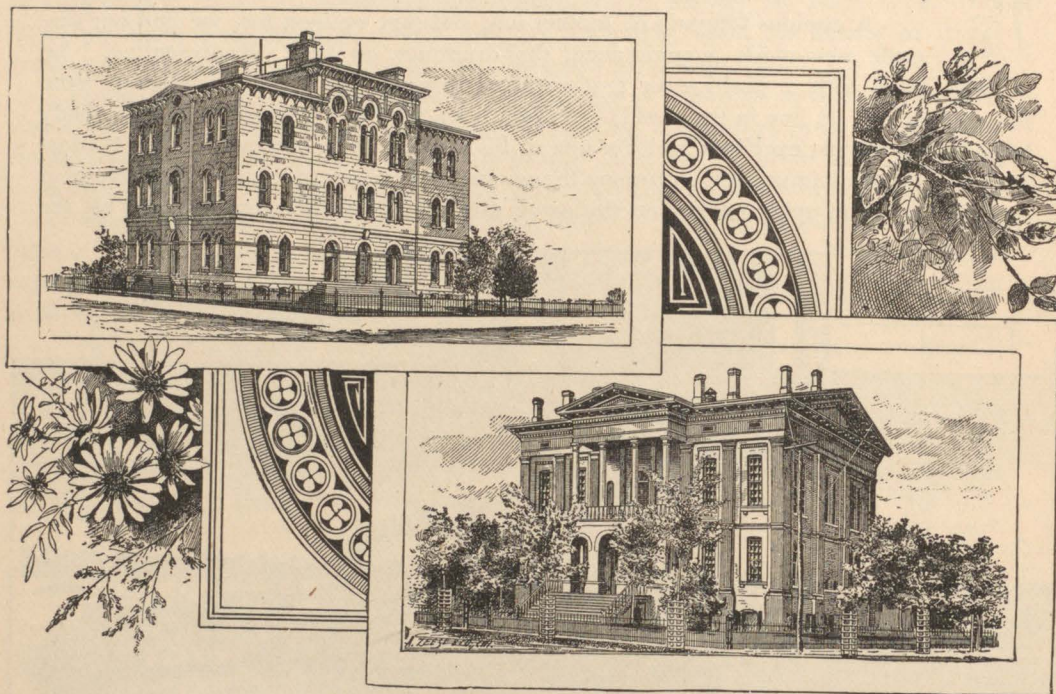


THE LEVEE AT CAIRO, ILL.

passing through. Knows every station we reach without turning his head to see. Greets familiarly half the people that board us *en route*, and introduces us, off-handed, to farmers, land agents, stave men, mill men, store-keepers, cotton and stave buyers as we journey along. And to other drummers also, as knowing and as cheery as himself.

For long ere this we have left Cairo behind; Cairo, queen of the delta of Illinois; Cairo, half hidden, as we recede from it, by its rampart of levees—a panorama, as we last descry it, of graceful packets with white hulls and black stacks, tugs and barges, ferry steamers, snag boats, hoop-pole rafts, and the other nondescript craft that comprise its river fleet. Long ago, an hour at least, we have crossed the mighty Father of Waters, where the Ohio, "La Belle Riviere," pushes him nearly out of his bed; ferried over a solid train on the COTTON BELT'S own transfer boat. And now with Bird's Point Landing (our first Missouri station), ten, fifteen, twenty miles back, we bowl along merrily under full headway and on schedule time.

We have disposed our luggage and taken seats in one of the new and luxurious chair cars of the line, as comfortable, for a short run, as a sleeper itself. For we have stop-over privileges and may drop off when and where we choose, to spy out the land.



PUBLIC BUILDINGS, CAIRO, ILL.

All at once we plunge into forest. Whirl by monarchs of the greenwood, primitive majesties, casting their shadows far athwart our right of way; magnificent oaks, gums of monumental girth, cypress in deepest livery of woe, beeches costumed as delicately as the birds that carol in the groves, cottonwood, purity itself; thickets of fruiting paw-paw here, and scented sassafras there; catalpa, everlasting, impervious to mould; hickory, tough as Norway iron; ash, springy as cutler's steel; sycamore, poplar—we can distinguish them all, but nowhere yet a pine. "Patience a bit," says our oracle, "we shall find plenty anon." A few we do see when we get into Arkansas. But to the great pine belt of the Southwest is still some twelve hours run.

We rush past brakes denuded of all their original growth save gnarled and twisted cypress knees or hollow stumps. Past the deserted cabins, in the abandoned clearings—a rod or two at most—of the pioneers of this wilderness, whose primitive pre-emp-

tions drove, farther and farther West, the Leather-stockings that preceded them; just as they themselves were elbowed out, in turn, by advancing civilization. Past dead and half dead timber, acres of it, rotting, upright, slowly from its butt-ringed base—a woeful waste of precious resource it seems, but the only method practicable to subdue these wild lands.

Past woodmen giving, or just about to give, some giant of the forest the final stroke of grace. Past logging teams, with galled and jaded steers plodding wearily to mill. Past little portable stave plants or small hard wood mills, ready to move at an hour's notice to a near source of supply; for the present making "Canada butts," or "quarter-sawed stuff," or converting, in a trice, by running it through the saw, the gum of the forest into the black walnut of commerce. Past bigger mills, littered about with logs and timber, cut and uncut, with saw dust, debris, rough cabins, and, perhaps, a store, and with a freight train, it may be, at the siding waiting to load. Past cross-roads corners, where horsemen madly race to meet the train that never stops. Past loitering tramps, idling in the sunshine or lounging in the shade. Past gangs of section men encamped and making their Sunday ablutions in the nearest brook. Past water tanks at trestles, with the solitary cabin of the tender alongside. Past fields, at intervals, of bursting cotton bolls or tasselled corn. Or, past the minor stations, where a bale or two of the fleecy product of the adjacent fields awaits the "local freight."

These are the scenes successively unfolded to the traveler by the COTTON BELT ROUTE, from either Cairo or Delta, through Southeastern Missouri, to the Arkansas line. And, for that matter, for the whole length of the route as far as Lufkin, Tex., a distance of 634 miles.



THE COTTON BELT has a total length of 127 miles in Southeastern Missouri, seventy miles of main line, Cairo to St. Francis, 5.7 miles of branch, Paw Paw to New Madrid, and 51.37 miles of branch, Delta to Malden. It operates in five counties of the State, traversing four, Mississippi, New Madrid, Dunklin and Stoddard, and penetrating (to reach Delta) one, Cape Girardeau.

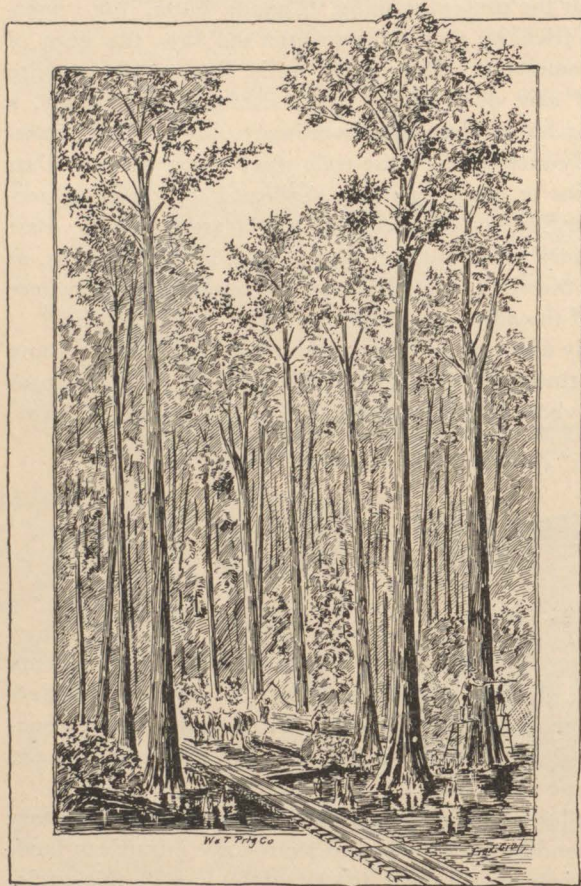
A circle with a radius of fifty miles would embrace all of these counties tributary to the road. The Mississippi river bending Southwestward from Cape Girardeau landing to Point Pleasant, serves to delineate roughly half the circumference of this circle, within which are numerous bayous, creeks and larger streams all flowing toward the great river, through the richest bottoms and most valuable timber in Missouri.

The general aspect of this region is everywhere much the same. It is low-lying, except on Crowley's ridge, which extends from Cape Girardeau through Southeastern Missouri to Helena, Arkansas. The COTTON BELT runs partway in Missouri at the base of this ridge. And all the way along or through what is known as the "Big East Swamp."

The term swamp, applied to this region is, however, a misnomer, given it doubtless, years ago, before its characteristics were fully determined, or, as some say, by the State itself to secure these lands from the public domain. It is, rather, a forest, beginning at the Mississippi, lying on the Southeast side of the line, and occasionally

on both sides, three to twelve miles wide, and in an air line about 150 miles long. Ridges slightly higher than the general surface intersect it. Except in the river bottoms it is not subject to overflow; and if the obstructions in its principal streams were removed it is believed it would largely drain itself. Clearing it of timber dries it out now.

On the Delta branch of the road, in this so-called swamp, there are three quarries. From one of these, known as "Lost Mountain," because of its isolated position, rip-rap rock is furnished the road. There are fine marbles and large deposits of iron ore and potters' clay, in the hills adjacent to the line, which are undeveloped.



CYPRESS BRAKE, NEAR MALDEN, MO.

The hardwood and cypress timber of this forest is, at present, the most valuable resource of this part of the State. Its wealth in this respect seems to be appreciated most by the lumbermen of the Northwest, whose States are already almost disforested. Many of them have made large investments in timber lands and mills in Southwest Missouri. Michigan and Indiana especially, are largely represented here.

But this region is no more all forest than it is all swamp. The area of its lands available for agricultural purposes is large, and, as the timber is cut, is steadily being extended. Cotton is the principal crop. A bale to the acre in favorable seasons is not an unusual yield. Corn and vegetables thrive just as well as in that far famed district of the Illinois delta, known as "Egypt," with which district, near neighbor to it, it has many characteristics of soil, climate and productions in common. It is the greatest melon shipping district of the West. Its higher grounds, in Stoddard county for instance, are

very fine orchard and grain lands. And the bottoms have the incidental advantage of the superior stock range afforded by the forest.

Its average annual temperature is about that of North Carolina. Dexter, Malden, New Madrid and Cape Girardeau, its principal towns, have a mean approximating that of Wilmington, N. C., Los Angeles or Chattanooga. The rainfall is about forty-three inches a year.

Once the widely prevalent but erroneous impression that Southeast Missouri is all swamp is removed, and its corollary that the country is ague stricken goes with it. No more hardy or long-lived body of people could be found than the dwellers in these

same "swamps." Neither is it difficult for strangers to be acclimated. Attracted by its opportunities, a strong laboring element from the great Northern lumber districts has located all along the COTTON BELT line. And many farmers from worn-out fields in Illinois, Indiana, Kentucky and Tennessee, are settling upon its lands. These new comers find it, as a general rule, salubrious enough.

This region is peopled almost exclusively with whites. And the general sentiment of the dominant race is that it should remain so. The introduction of negroes has been forcibly resisted, singularly enough, in communities where the majority was of the party with which the colored man affiliates most. The railroads, even in contract work, recognize this prejudice, and favor the white laborer.

Southeastern Missouri is progressing. It has good schools, and an orderly and thrifty population. It has transportation facilities by two lines of rail, the COTTON BELT and Iron Mountain; and in part by river also. And it has opportunities as many as the golden but distant West, for the farmer and the business man. Its manufactures are represented now almost altogether by the lumbermen. But there are openings also in the towns for minor industries, like corn and feed mills, tanneries, wagon works and the like, a few of which it already has.

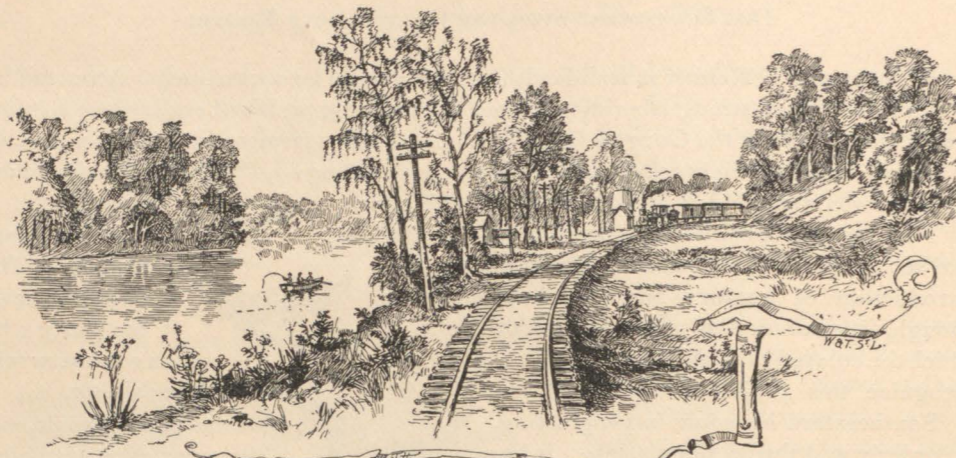
Game, large and small, abounds in the Big East Swamp. Many of the natives make an easy living by furnishing the market with skins. Ducks and deer are plentiful and the wild cat and bear are not yet exterminated. Game fish also frequent the streams. Big Lake, in Dunklin county, is a favorite resort of the sportsmen of the State.

Missouri exempts 160 acres of farm lands, \$1,500 in value, for a homestead, and the same valuation in towns. Taxes for the State are fixed in the constitution at twenty cents on the hundred, and the rate is limited also by law for counties and towns.

The laborer has a lien upon property improved by him, and no property of an employer is exempt from seizure for wages.

The State sets apart twenty-five per cent of its revenue for purposes of education, and has a permanent school fund of \$8,000,000. It has a university forty years established, and four normal schools.





SPIRIT LAKE, NEAR LEWISVILLE, ARK.

## ARKANSAS AND NORTHWEST LOUISIANA.

**W**E leave Missouri behind when we cross the St. Francis river. It is a run now straight-away through Arkansas, from northeast to southwest, by the course of the COTTON BELT, of 350 miles, or about eighteen hours time, including stops: At Jonesboro, where connections are made with the Kansas City, Fort Scott & Memphis road; at Brinkley, where we meet the Little Rock & Memphis (the Memphis connection of the COTTON BELT ROUTE), and at Pine Bluff, where the train is made ready for the trip to the Texas border.

The St. Francis, we are told as we pass it, and note its volume and depth, is navigable for 300 miles of its length in Arkansas, and is, moreover, one of no less than fifteen rivers of the State with water enough for steamboats to ply in over a course of 150 to 500 miles. While the railroads here, as everywhere else, have relegated the boats to an inferior place in the transportation business of the country, we note that Arkansas has such streams as a fact of considerable importance. It shows how generously the State is watered, and accounts for its remarkable proportion of alluvial lands, 6,000,000 acres, or 17.5 per cent of the whole. And a scarcely less surprising statement to us than this, is the assertion that fifty per cent of the 35,500,000 acres of the area of Arkansas, is timber land.

The ocular proof we shall have, however, of both these facts as we proceed. For our road crosses every one of these noble streams, with the cotton fields, extending along them above the line of overflow, for miles and miles. It traverses, straight as the flight of a crow, this same Big East Swamp of Missouri—and a dusty swamp we find it to be—continuing on to the Arkansas river, and, from all we can gather, southward clear into Louisiana besides. Straight on, too, we forge beyond the Arkansas, through the heart of the State's great forest of short-leaf pine, estimated by the experts a few years back to contain a half, nearly, of all this sort of timber standing in the South, some ninety-five and a half billions of board measure feet.

A greenwood here, you will say, to which old Windsor and Sherwood, famous in song and story, were the merest trifles of parks. As full, too, of good fat bucks as Robin Hood's demesne. But though you kill what you please, says the Arkansas law, not a haunch shall go out of the State.

These are the forests that provide the COTTON BELT with the largest single item of its freight traffic. Arkansas leads all her sisters of the Union in the gross capacity of her pine mills, which are equal to the production daily, according to late reports, of five and a half million feet. Not to speak of the oaken ties and ship timbers and staves and cypress shingles she furnishes the world. And the bulk of this traffic falls naturally from the route it takes, to the COTTON BELT road.

The COTTON BELT runs through nineteen counties of Arkansas: Clay, Greene, Craighead, Poinsett, Cross, Woodruff, Monroe, Prairie, Arkansas, Lonoke, Pulaski, Jefferson, Cleveland, Dallas, Calhoun, Ouachita, Columbia, Lafayette and Miller. In every one of these, except Prairie and Arkansas counties, which are on the "Grand Prairie" of the State, and Jefferson, which is one great cotton plantation, lumbering is the principal pursuit and cotton the staple crop. The first five of these counties are in the hard wood district of the State, where of pine there is practically none. The last seven are pine lands, with the hard wood growth interspersed.



FORT LOOKOUT, BLUFFS OF THE OUACHITA RIVER, NEAR CAMDEN, ARK.

As in Missouri, many large corporations are identified with and much Northern capital invested in the lumber business of the State: The St. Francis Lumber Co., Hasty, of Paragould; Thompson and the Jonesboro Stave Co., at Jonesboro; the Brinkley Car and Manufacturing Co., at Brinkley, and the White River Stave Co., Clarendon, in the hard wood district prominently; and in the pine woods, Kendall, at Kedron; the Field Lumber Co., at Dry Run; the "Big Four," at Thornton, Harlow and Bearden; the Eagle Mills, at the station of the same name; the Wm. Carlisle Co. and Niemeyer Lumber Co., at Waldo, and the Bodcaw Co., at Stamps. These are concerns shipping to all parts of the land, and some of them, the stave and hard wood men, having foreign trade as well.

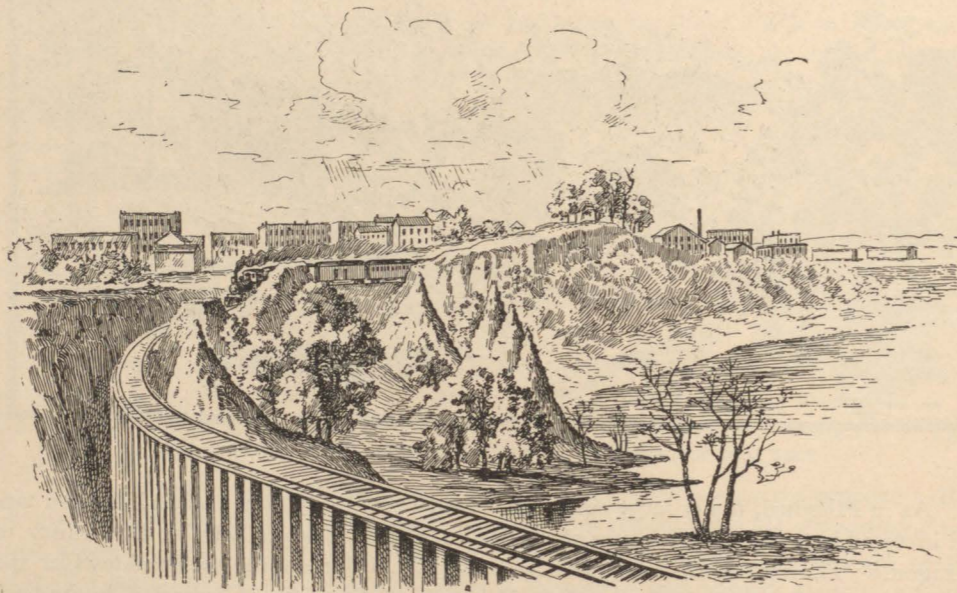
Paragould, Jonesboro, Brinkley, Clarendon, Fordyce, and Lewisville, Arkansas cities of the line with from 1,200 to 3,000 population each, derive their prosperity partly from this lumber business, and partly from cotton production in their environs.



Pine Bluff and Camden are supported chiefly by the cotton trade they control. Little Rock, capital of the State, and its most populous city, is reached by a branch of the COTTON BELT running to it from the main line of the road, through the bottom lands of the Arkansas river in Lonoke and Pulaski counties. Access to Shreveport, Louisiana, is afforded by another branch built through the pine belt of Arkansas where it overlaps the Southeastern State line. This branch taps also the exuberant cotton district of Red river of which Shreveport is the seat.

Glimpses of Nature unadorned we catch frequently from the car windows, in our passage through Arkansas, over the COTTON BELT ROUTE, that tempt us to give the scenery of the line a closer inspection than our flight by train permits us. We stop off, therefore, occasionally, with our artist friend, to view it.

We find that, numerous as the mills are along this line—a hundred and seventy they tell us—there are many miles of the road where the solitude of the forest is almost absolutely unbroken. The sough of the wind, the dissonant caw of a crow, or shriek of a jay, or the sharp rat-tat, rat-to of a woodpecker, are all that awaken an echo. Ah! here we find an abandoned mill. Burnt, perhaps, or merely scorched and dismantled. Only an occasional monarch of the forest we see standing near it; and that one, likely, unsound or hollow. This timber here, it is evident, has all been culled. Down below, farther back from the road, at the end of someone's tramway, we shall find the loggers at work, with their cant-hooks and cattle, and saws and axes.

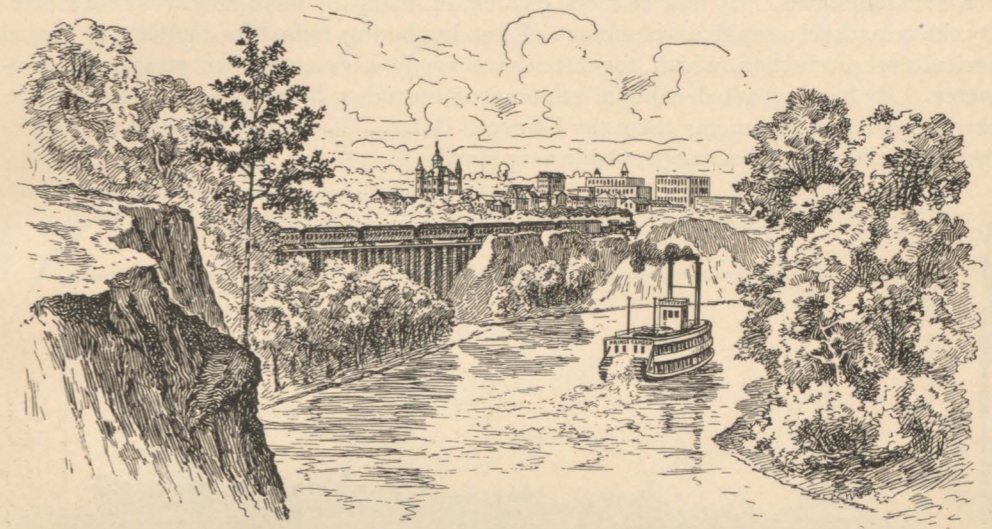


BUZZARDS ROOST, ENTRANCE TO CAMDEN, ARK.

These are the views that delight our friend, the artist. Some he sketches; of others merely makes "studies." Charmed is he especially, at our very first sight of the State, with the picturesque bend where we cross the St. Francis river. With the steep banks of the Arkansas at Pine Bluff, resembling, he says, the Chickasaw Bluffs at Memphis. With the canyon of the Ouachita, not so awfully grand, perhaps, as those of the Colorado, but still sufficiently striking. With the curious weatherworn cones of Clay, called Buzzards Roost, and the old fortifications at Camden. And with Spirit

Lake, mirroring in its pellucid depths the trees of its banks, the transient clouds and the wild fowl winging their way, overhead, across it.

We find, indeed, that in scenic attractions the COTTON BELT ROUTE will bear comparison with any of the Southwestern lines. And, accordingly, the engraver's art has been called into requisition to illustrate herein, some of its most delightful features.



CAMDEN, ARK., FROM THE BLUFFS OF THE OUACHITA.

ARKANSAS grows steadily, but makes very little effort to noise her progress abroad; less, indeed, than many of the States far inferior to her in resources and attractions

An impression derogatory to both State and people has long prevailed with many otherwise generally well informed persons. This impression seems to have originated from the decline of the State during and after the war.

It would be strange, indeed, if Arkansas had not suffered from the hundred and sixty-seven engagements fought on her soil in war time, and from the Civil dissensions and broils of Reconstruction. The havoc to wealth in that period can only be conjectured; but it may be gauged roughly by the decrease in the tax assessment of the State from one hundred and twenty and a half millions of dollars in 1860, to thirty-seven and three-quarters in 1866. To make good that deficit required a united effort by the people of the State for many years; but restoration to the amount exhibited in 1860, has been made, and sixty-five millions besides, added.

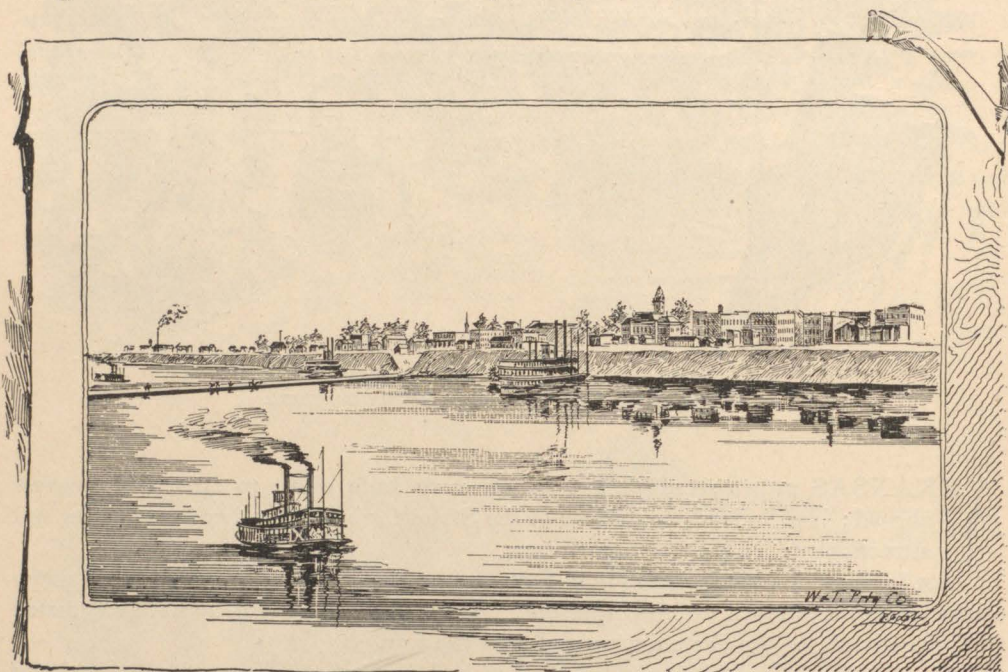
The population of Arkansas increased during the decade from 1860 to 1870, only eleven per cent; from 1870 to 1880 it increased sixty-five per cent, and from 1880 to 1890, forty per cent; in this last period 17.6 per cent more than the Union as a whole.

The cotton product of the State has risen, in five years, from 518,000 bales to 750,000. The wheat and hay product has doubled in the last ten years, the corn product trebled, the oat product quadrupled, and fruit culture has been made one of the State's principal sources of profit.

The pine lumber industry, largely the creation of the last decade, now adds \$15,000,000 a year to the wealth of Arkansas, which sum is a third more than the value of the pine product of any other Southern State.

In 1860 Arkansas had but thirty-eight miles of railroad in operation; in 1870 but 256; in 1880, only 859. Now there are 2,107.

Arkansas is disclosed to the world in a new light, as this information concerning her is disseminated. By new settlers coming in, many of them now from the North. By the remarkably rapid development of her lumbering industries and her increased agricultural production, which, together, have vastly augmented her prestige in commerce. By her unrivalled exhibits at some of the other State fairs. And finally by her railroads, chief among them the COTTON BELT. The truth, however, permeates the great mass of homeseekers outside very slowly.



THE RIVER BANK, PINE BLUFF, ARK.

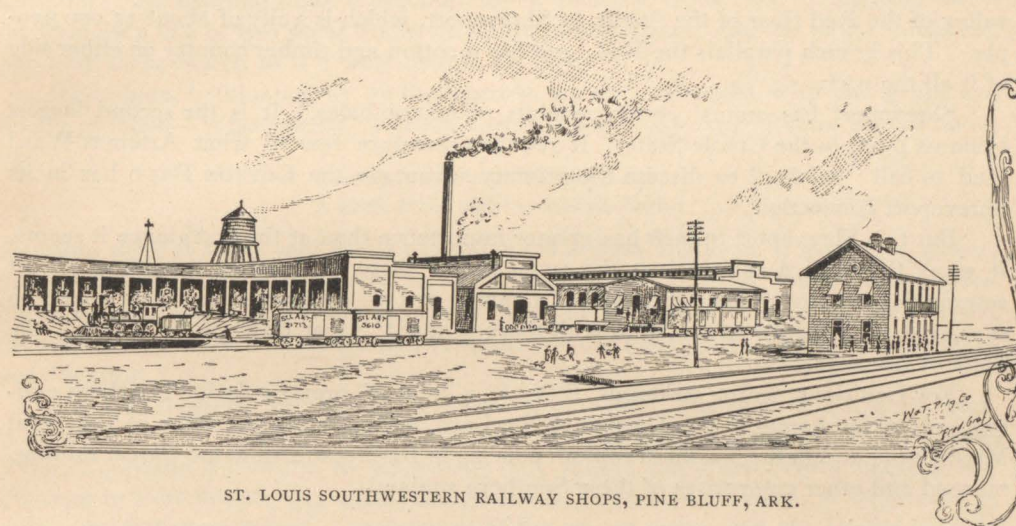
During 1890, 200 commercial, manufacturing and mining corporations were chartered by the State of Arkansas. The aggregate capital stock of these was \$40,000,000, and 29 of them were lumber companies with \$1,040,000 capital subscribed. Fourteen coal and other mining companies were incorporated with \$22,000,000 of stock; 28 railroads with \$50,000,000; 49 real estate, street railroad and other improvement companies with \$12,885,000, and 33 banks with \$2,500,000. The grand total of these projects, 327, capitalized to the amount of \$127,500,000 represents, let it be remembered, the enterprise of the State for a single year.

So much for Arkansas' progress. Now let us see upon what resources and advantages it is based.

Arkansas has room for expansion. She is larger than either New York or Pennsylvania, and but a trifle smaller than Illinois. These are the most populous States of

the Union. Few States have less waste to their area, than she. Her non-tillable lands are less than 5 per cent of the whole. And she divides possession with Louisiana and Mississippi, of the richest lands of the Union, the great Alluvion of the Mississippi and its Southern tributaries, taking for her share of these fat plains, 9,375 square miles of them. And she still has available for the settlement of immigrants, 6,750,000 acres of United States, State and railroad lands, enough to make 42,750 quarter section farms.

She has the conditions of elevation, soil, climate and rainfall, which make her three and a half degrees breadth of latitude equal to ten for variety of production. From her field crops might be woven a garland fit truly for Ceres, and from her orchards prepared, an offering worthy Pomona. For in this little lap of earth, flourish, side by side, the buckwheat of New England and the rice of Carolina, the oats of Iowa and the sugar-cane of Louisiana, the flax of the North and the cotton of the South. And peaches, apples, persimmons, strawberries, melons, figs and grapes, matchless, as they were declared at the New Orleans Exposition of '84, even by far-famed California.



ST. LOUIS SOUTHWESTERN RAILWAY SHOPS, PINE BLUFF, ARK.

Arkansas has the raw material requisite for the development of manufacturing industries. In hard wood and pine forests, covering 28,125 square miles of area; in 12,000 square miles of coal lands—a little, a very little, less than those of Pennsylvania; in the vast deposits of iron, and the lead, silver and other minerals within her bowels. And along with these rare favors, she has 5,000 miles length of navigable streams and innumerable water powers. And contiguous, too, by water and rail, are those great markets of the West, the South and the Southwest, Kansas City and St. Louis, Memphis and New Orleans, and the cities of Texas.

Arkansas is an old State, fifty years, the war excepted, one of the American federation. Unlike the new States of the West, she has her institutions established, her fabric of government solidly cemented. Taxes for State purposes are limited to one per cent. Her debt is \$5,000,000 funded, no more than that of Colorado, which has a third only as many people. The laws are unfriendly to Shylocks. The farm mortgages of the State are only \$11,000,000 as compared with \$175,000,000 in Minnesota, \$350,000,000 in Iowa and Michigan, \$400,000,000 in Indiana, and \$701,000,000 in Ohio. Progress and prosperity have not been achieved by discounting the future.

The homestead exemption in Arkansas is \$2,500; 160 acres in the country or its equivalent in the cities. Personal property to the value of \$500 is also exempted from execution.

The State's appropriation for education is now about \$1,500,000 a year. Schools are provided everywhere and 400,000 of the youth of the State are enrolled in them.

Arkansas has long been traduced in respect of her social phases. But in her laws, her institutions, educational and charitable, in the observance of religion and the moralities, and in general intelligence and culture, she might challenge a fair comparison with many of the States boasting, in these particulars, greater advancement.

**N**ORTHWEST LOUISIANA, where it is penetrated by the COTTON BELT ROUTE, is a region resembling much in its physical features, its industries and its possibilities for settlement and business, the adjacent parts of Arkansas. The road here pursues a course from the main line at Lewisville, Arkansas, through the fruitful valley of the Red river of the South, to Shreveport, which is a city of about 15,000 people. This branch parallels the Red, and has a cotton and timber country on either side of it all the way.

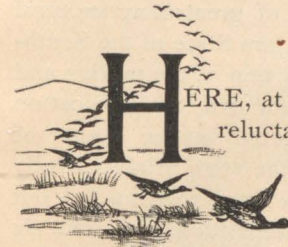
Shreveport has annual cotton receipts of 90,000 bales. It is the second largest business point in the Creole State. It requires therefore few of what Artemas Ward used to call "thinks," to discern the primary advantage the COTTON BELT has in its Shreveport connection.

But this Shreveport branch has greater importance than at the first glance it seems. It gives the road a terminal at the point where there is quickest and most direct communication by water with New Orleans; and it opens a route over which to exchange the products of the West with those of that "Sugar Bowl of the Union," the State of Louisiana.

For Louisiana, as for Arkansas, there is a bow of promise in the Northern emigration seeking homes in this Garden of the Lord, embraced in the delta of the great Mississippi; and in the Northern capital, pouring in for investment in the timber milling, railroad and other enterprises of these Southern sunlands.



## THE COTTON BELT ROUTE IN TEXAS.



**H**ERE, at length, we birds of passage are, aughting at Texarkana, bidding reluctant adieu to Arkansas' downy fields and virgin forests. But we find presently, as we proceed on our way, that we are not yet out of these great Southwestern pineries. The COTTON BELT ROUTE, we begin to perceive, might also be called the Pine Belt.

Of Texarkana, where we stop for the night, intending at least to see it, though we might have reached Mt. Pleasant, we shall make bold to express a stranger's opinion hereafter. An aspiring place it certainly is—no pent up Utica, this Texarkana—with the boundary line of two great States for its principal street, and its skirts outspread into both these States, as if it were bent to fill them.

Right here, bethinking us of the morrow, we are confronted with the grave and knotty problem—Where next? For the COTTON BELT ROUTE, hitherto in the main, like

Sheridan's road into Winchester town,  
A good, broad highway leading down,

diverges, shortly, as we said in the beginning (in a trial flight, as it were, of fancy) toward as many destinations as the rays of a bursting rocket. Or, we may say, viewing again on the map, the ramifications of our route in Texas, it resembles here rather, the antlers of a buck. Which homelier similitude discloses better, perhaps, the horn of our dilemma.

The pun forgiven, we resume the thread of our story. The road in Texas, it seems, is operated in five divisions, the main line from Texarkana through Mt. Pleasant, Tyler, Corsicana and Waco to Gatesville, 305 miles; the Fort Worth branch, Mt. Pleasant to Fort Worth, 154 miles; the Sherman Branch, Commerce to Sherman, 53 miles; the Hillsboro branch, Corsicana to Hillsboro 42 miles, and the Lufkin branch, Tyler to Lufkin, 89 miles.

So we can go on to Mt. Pleasant and continue our journey over the main line, which has a general trend Southwest through Pittsburg, Big Sandy, Tyler, Corsicana and Waco to Gatesville in Central Texas, taking in the Hillsboro branch on our return. Or we can go on by way of Mt. Pleasant to Commerce, where the road forks out for both Sherman and Fort Worth, cities of North Texas. Or we can go to Tyler, on the main line, and from there take the branch to Lufkin, which is the most southerly, and at the same time, the most easterly terminal of the road, in Texas.

And when we have been over all these lines of the COTTON BELT ROUTE in Texas, we shall have surveyed a quarter of this great Lone Star State, the Northeast quarter, a section of it nearly as large, and quite as prolific of the staples as the great State we have just passed through. We shall have measured the length of the great forests of pine in Eastern Texas, traversed the cross timbers and prairies and bottoms of the rich valleys of the Red, the Trinity, and the Brazos rivers, and twenty-two of the most populous and prosperous counties of the State. And we shall have seen too, some of its largest, its liveliest and most promising cities and towns.

A State it is in itself, this Northeast quarter of Texas ramified by the COTTON BELT ROUTE. Covering three degrees of latitude and four of longitude; 50,000 square miles of area. And although not one-tenth part yet occupied, the most densely peopled



FEDERAL BUILDING, WACO, TEXAS.

division, and the seat of greatest agricultural production in the Empire State of the Southwest. It is safe to say that of the million and three quarter bales estimated to be the cotton yield of Texas exported in the season of 1889-90, this part of the State produced fully a half. The COTTON BELT road hauled out of it that year, in competition, too, with six other lines of transportation, something like 200,000 bales, or nearly eleven per cent of the whole; and besides that about 2,500 cars of cotton seed, hay and grain, live stock and lumber. These figures we get from a Galveston News that we find on the train.

We find, indeed, no lack of statements, fortified by figures, illustrations, diagrams, weighty opinions, analogies, testimonies, and even prognostics, respecting this country of Northeast Texas, tributary to the COTTON BELT ROUTE. For Texas is alive to the destiny unfolded her by the influx of 500,000 new settlers in the last ten years (estimated worth to the State, \$1,000 each, or

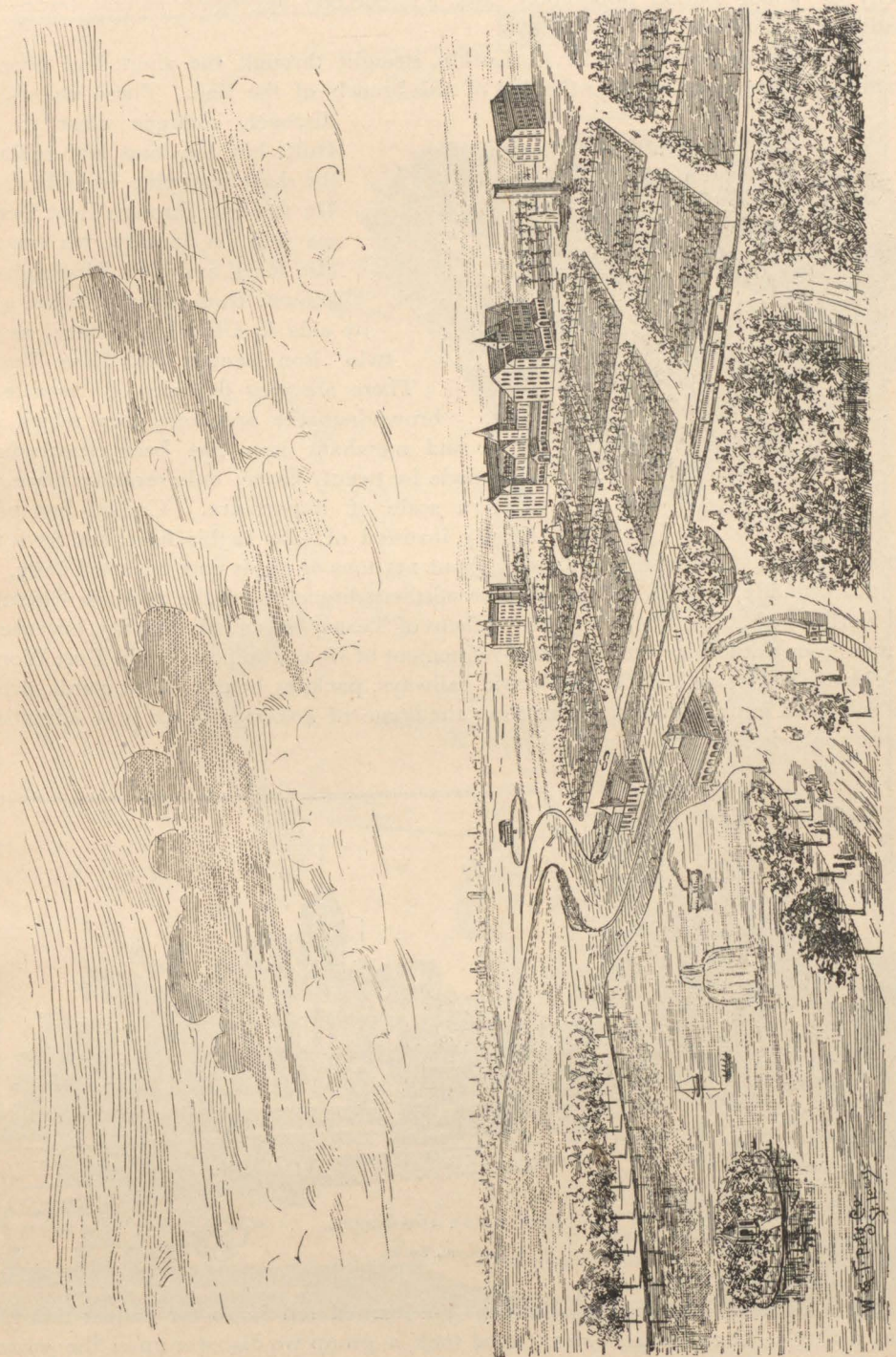
\$500,000,000 in all), and every industry and interest has its literature. But statistics, no matter how accurate, are often misleading. We will see, therefore, this country, and judge for ourselves.

We conclude, at length, to go first over the main line, on which, they tell us, we shall find Tyler and Corsicana, cities of about 10,000 population each, and both brisk little



BAYLOR UNIVERSITY, WACO, TEXAS.

centers of trade. Tyler, we hear, too, is the place where the State Supreme and Federal Courts sit, and the COTTON BELT has its hospital. We shall see on this division, a city also which has grown, in the last decade, faster relatively than any city in the State;

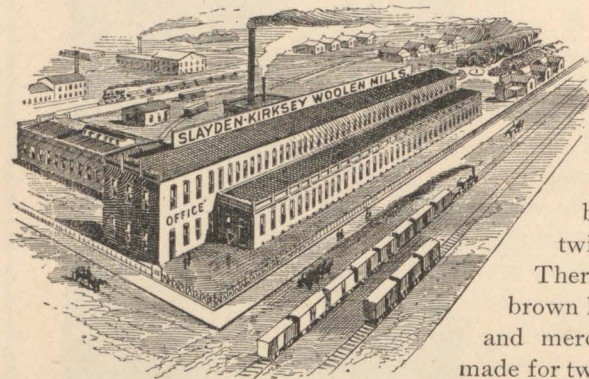


MOUNT LYNN AND THE CITY OF WACO, TEXAS.

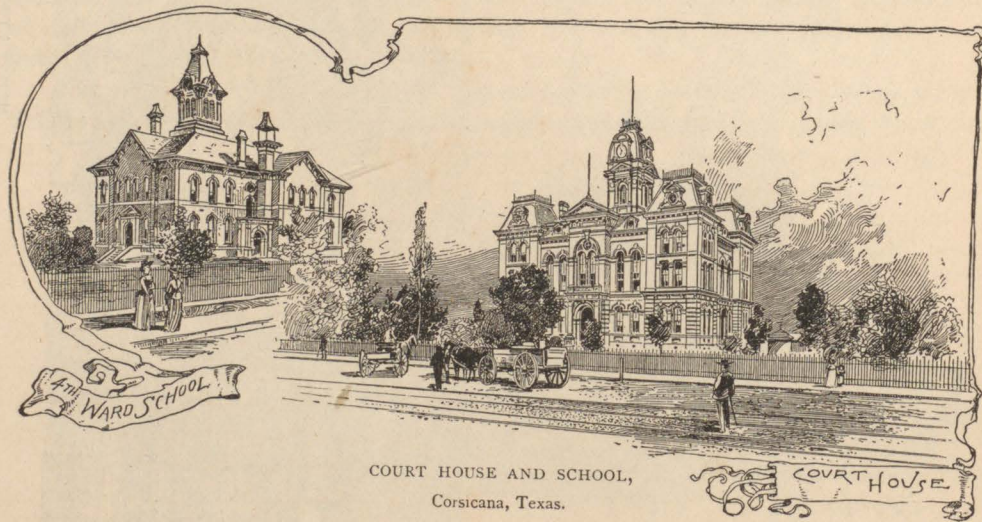
a city of about 25,000 population, and \$15,000,000 aggregate annual trade—the bustling city of Waco.

Next we will go from Tyler to Lufkin, straight through the short leaf pineries again to their termination near the end of this branch of the line. These woods, we discover, continue clear to the Gulf, but the long leaf replaces the short leaf pine from here on. On this trip through East Texas, we find on inquiry, we can see also Rusk and New Birmingham, known, from their location side by side in Cherokee county, as the twin iron centers of East Texas. There are vast deposits of *limonite* or brown hematite ores here, from which pig and merchant iron has been successfully made for twenty years; only recently, however, on a scale of importance. Capital has been largely invested of late in this field, and from the furnaces that have been erected already about 135 tons of pig is now exported daily.

And, finally, we will go over the two northern branches of the road to Sherman and Fort Worth. To Sherman, the "Athens of Texas," so called, they say, because of its numerous academies and the social refinement of its 14,000 people. To Fort Worth, the city of the Spring Palace, of electric railways, packing houses, stock yards, urban and suburban improvements, Enterprise; the home of 40,000, and the best advertised 40,000 souls, in fact, in the land.



WOOLEN MILLS, WACO, TEXAS



COURT HOUSE AND SCHOOL,  
Corsicana, Texas.

COURT HOUSE

Stars there are—whole constellations—the learned tell us, so far distant that they seem a single, lone, effulgent star. And such a group we discover upon the eastern side of this resplendent Lone Star State of Texas, seven cities, Waco and Fort Worth, last risen perhaps, but not the least among the seven.



ARTESIAN WELLS AT WACO, TEXAS.

Situated on Bell's Hill, 85 feet above Public Square, 50 feet equidistant. Daily output, Maiden Well, 500,000; Jumbo, 1,400,000; Bell's Success, 1,400,000 gallons. Temperature, 103 ° F. Chemically pure. Used for all domestic and manufacturing purposes. Initial pressure, 60 pounds.



NEAR GATESVILLE, TEXAS.

WELL, we have completed the circuit of the fourth part of Imperial Texas by means of the COTTON BELT, and we find it all that was claimed for it. It is an affluent land and a varied. A land copiously watered throughout and thickly wooded. A land favored with a mellow climate, responsive soils, and a people imbued with the living spirit of progress.

Looking backward over this fair region on our return, and viewing it as a whole, we see it a plane 200 by 250 square miles; the short distance north and south; the long east and west. We discern upon its surface these striking characteristics: The pineries of its eastern side, with their spurs extending westward embracing 26,000,000,000 feet of standing timber; the hard wood forest of the center, sixty to one hundred miles wide, except where it is broken by prairie, and the black prairie of the Southwest, a portion of the great central black prairie of Texas.

Three large rivers, with their tributaries, drain it, the Red, the Trinity and the Brazos. As a general thing the country is rolling. The highest bluffs are along the streams. There is a range of low Red hills, rich in iron, in the pineries. Timber everywhere is interspersed with prairie. The southwestern part—the black prairie—excepted, this region is that of the “Timbered Upland of Texas,” so called to distinguish it from the lower coast lands and higher western plains and mountains of the State.

Red river forms the northern boundary of this region. Trinity flows through it midway, with a bend southeastward. Brazos marks its western limit and cuts off its southwestern corner. The bottoms of these rivers have the choicest soils. The fertility of the Brazos valley, indeed, has passed into proverb. Next to these bottoms the brown loam prairies and red hard wood lands are preferred; and after that, the pine lands, which are sandy clay, easily tilled and lasting. The bottoms will produce a bale to the acre of cotton, the others, 600 to 800 pounds of the staple seed. Cotton is the

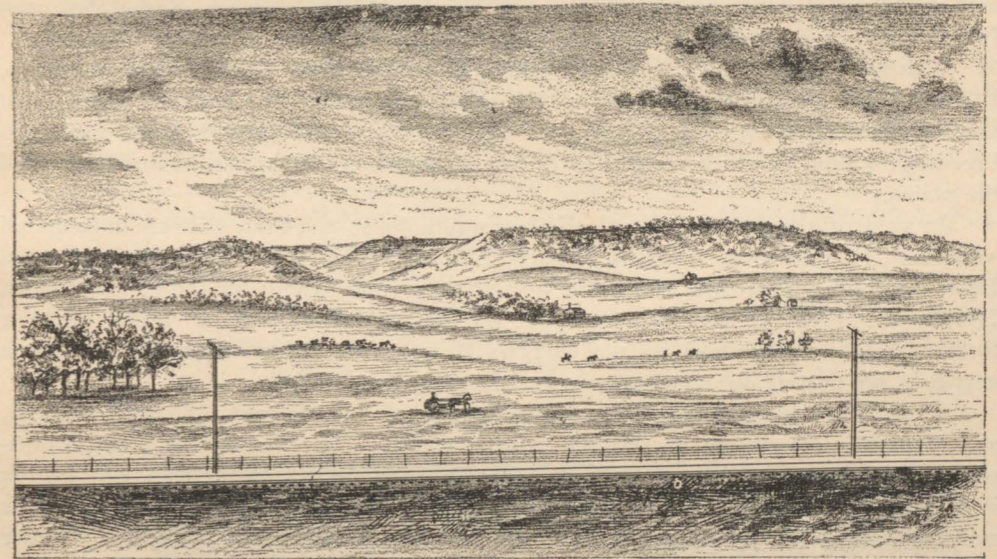
money crop in the bottoms, prairies and cleared lands, but corn is raised on a much larger acreage. Wheat has most favor in the north. Fruits grow everywhere. Tyler, Smith county, ships it to Kansas City and St. Louis and has four canneries besides.

The range country of Texas lies altogether west of this region we are describing; and the ranch country in it, even, is somewhat circumscribed. It is, strictly speaking, an agricultural district; more so, as we have said, than any other quarter of the State. Stock raising has not, however, been abandoned; cattle, sheep and hogs are still raised largely on the farms.

The climate of this region of Texas traversed by the COTTON BELT ROUTE is even and healthful. No part of it is beyond the benign influence of the Gulf breeze, which, cool in the hot season, warm in the cold, moderates the summer heat and the rigor of the winter northers. A December record for Corsicana, which is central with respect to this region, shows extremes of six degrees and eighty in that month. The rainfall varies, in this northeast quarter of the State, from fifty inches in the southeast to thirty-five in the northwestern part of it. About forty-five inches a year is the average for the whole; for the spring and fall months, seven and seven-tenths inches a month.

Texas has, according to the Census of 1890, 2,232,220 inhabitants and is seventh in rank of the States in population. And yet it is still in the stage of evolution and transition which affords the best opportunities for settlement and investment.

A tide of humanity like that which has filled the six new States of the Northwest during the last decade is dispersing over its prodigious area. The great stock ranges of the Western side of the State are being turned into farms, the forests of East Texas



LOOKING NORTHEAST FROM GATESVILLE, TEXAS.

being cleared for cultivation. By late surveys and exploration the mineral resources of the State are disclosed as stupendous as its area. Cities are rising as their surroundings develop. More and more the State, like its neighbors of the South, with its

genial climate, vast store of raw material and expanding home market, gravitates toward manufacturing.

East Texas, in which the bulk of the population of the State is located, but which owing to its vast area, is still far from compactly settled, offers the most favorable conditions to the new-comer. Here the farmer will find railroad and school lands, like those we have described, at prices approximating those of the best unoccupied lands in other States. They can be found in the following counties traversed by the COTTON BELT ROUTE: Bowie, Morris, Titus, Franklin, Hopkins, Delta, Hunt, Fannin, Collin, Grayson, Trinity, Dallas, Tarrant, Camp, Upshur, Smith, Cherokee, Angelina, Henderson, Navarro, Hill, McLennan and Coryell.

Bowie is the extreme northwestern county of the State and Fannin and Grayson are on the northern boundary, which here is the river Red. The bottoms of the Sulphur Fork of the Red are in Bowie, Morris, Titus, Franklin and Delta; of the upper Sabine, in Smith and Upshur; of the Trinity, in Tarrant, Dallas, Navarro and Henderson; of the Brazos in McLennan, Hill and Coryell. Bowie, Morris, Titus, Camp, Cherokee and Angelina and parts of Smith are pine clad.

Oats and wheat are most extensively cultivated in the most northerly of these counties. The most southerly have the soils as well as climate, suitable for rice and sugar cane. Cotton, corn and fruits are grown profitably in them all.

Stock reaches an early maturity in them. In this district of the State the long horn steer is rapidly becoming a curiosity. The beef stock to be seen is well graded up. There are numerous herds of pedigreed cattle. The vicinity of Fort Worth is notable in this particular. Stock now is largely ripened at home. Large stock yards have been established at Dallas, Fort Worth, San Antonio and other cities of the State and packing houses have been built near by them. The foreign market has been invaded also by means of refrigerators established at Galveston and New Orleans.

The woods of East Texas furnish an abundance of mast. Texas surpasses all the States in the number of the varieties of grasses, naturalized on her soil. Argument and illustration are both supererogatory respecting the advantages of Texas for horse-breeding—a land in which, countless droves of mustang stock, but yesterday roamed the plains.

In view of the vast extent of territory contiguous to the State entirely untimbered—Kansas, New Mexico, Northern Mexico, Arizona—the pine and hardwood forests of East Texas have a prospective value beyond any other woods in the United States. Hardly an impression has been made yet on this source of supply. Some thirty or forty mills there are indeed on the COTTON BELT, nearly all sawing pine. A few, a very few, are getting out cooperage material of cypress and oak.

Texarkana has five mills with a daily capacity of 250,000 feet. Eylan, Ingersoll, and Maginnis, Bowie county, Belden, Morris county, Mt. Pleasant in Titus, Monticello and Pittsburg in Camp, Winona in Smith, Jacksonville, Whitehead and Pollok in Cherokee county, are minor mill stations of this line. Texarkana, Betties, Upshur county, with seven mills of 150,000 feet daily capacity (besides shingles), Gilmer and Big Sandy, also in Upshur, Tyler, and Lufkin, are the most notable mill towns on the line in Texas.

But the business opportunities of this field are not confined to farming and lumbering. Mention has been made already of the Cherokee iron fields. Exploration of this part of the State is proceeding in advance of the State's mineral survey, which has only lately been undertaken. Not much is known positively yet of the mineral

resources of East Texas, but it has been computed that this one iron ore belt is 160 miles long, and at least two wide—a supply in fact practically inexhaustible.

To the West of Waco and Fort Worth again are the iron fields of Burnett, Llano and Mason counties and the coal beds of Jack, Palo Pinto, Erath, and other counties adjacent to them.

Of other materials for manufacture, besides timber and iron, East Texas has in abundance cotton, wool, mohair, hides, horn, bone; wheat, corn, and other milling material; fruit for canning, beeves for packing; Spanish moss and lime rock.

The cities, however, are perhaps the fairest field for investment. But another and a special chapter of this work, has been reserved for an account of them—how they grow and flourish, how their real estate is advancing, their trade and industries developing, their wealth augmenting, their influence extending almost beyond precedent. Only paralleled, indeed, in the settlement of the New Northwest. And likely yet to far exceed that, because here this growth has only just begun; and here the conditions are far more favorable.

Texas, it should be remembered, has the fewest negroes of any Southern State. The migration into it, during the last ten years, has been largely Americans from the older States. Socially, it no longer deserves reproach.

Grand in area and imperial in resources, Texas has been no less magnificent in its provision for education. The lands and funds set apart for the support of the common schools of the State aggregate \$100,000,000 in value.

The lien and homestead laws of the State favor the laborer and farmer.

Many of the popular fallacies entertained abroad concerning this prodigious State, the State of Texas, have been corrected of late years by the information which has been disseminated by its newspapers, Bureaus of Immigration, Boards of Trade, railroads, and investment agencies. In the light of this information it is disclosed, in the exuberance of its resource, as in stupendous length and breadth, the State of States. Its area is 275,356 square miles, or 175,587,840 acres, and three-quarters of it is susceptible of agricultural or pastoral production. It has a mineral area larger than all Pennsylvania, more timber lands than the whole of Indiana, more lands suitable for grazing than all Kentucky, more lands for tobacco than all Virginia, more for sugar than all Louisiana, more for cotton than all Mississippi, and more lands equally well adapted to cotton, to grain or to fruits than any one of these has all told.

Since 1880 the assessed valuations of Texas have been raised from \$311,470,736 to \$780,000,000. This increase is a measure of its fruitfulness. What, then, is the prospect for this marvelous State in another decade, measured by its progress in the last?





FORDYCE MINERAL SPRINGS, FORDYCE, ARK

## COTTON FIELDS OF THE LINE.

COTTON certainly is King in that wonderful realm of the Southwest we have just explored. It blooms everywhere we go, in furrows of parallel precision, on its stalk of vivid green, and with blossoms chaste as snow. In broad plantations, stretching away beyond the scope of sight, where there are quarters for the field hands like regimental barracks, and where ingenious implements and capital and system are applied to extort the full measure of its productiveness from the soil. In little patches where "Uncle Ned" or "Uncle Tom," rejoicing to the full in the boon of enfranchisement, desultorily scratches the surface of an acre or so for bare existence, while his unkempt brood revels unrestrained around the cabin door. In clearings of the forest, on ridges and prairies, and in the bottoms of the streams. In black soils and in gray, in "chocolate" and in red. On "waxy" loams, in sticky clays, and, seemingly, in nothing but sand.

We see it, just picked, in baskets or in bins in the fields. Wagon loads of it, still in the seed, halted on the way to the gin. In negro carts drawn by a stunted steer or an ancient mule, on smart looking city "floats" and in capacious railroad cars. In single bales at station platforms, and in thousands of them, covering whole squares, where it awaits transportation, perhaps, or the rise expected in the home or the Liverpool market. In sampling rooms littered with it, where its fibre is measured with weight and rule. In pickeries, when it is damaged; and in compresses, where powerful hydraulic or steam machinery reduces unwieldy bulks of it to maritime requirements, in the twinkling of an eye. And floating even in the air, wherever it is handled much, like thistle down. Yes, here truly Cotton is King.

It is the money crop; the crop on which supplies are furnished and credits extended while it grows; and on which all lines of trade are more or less dependent. Sometimes, indeed, where it is the only crop, entirely so; not, however, so much along the COTTON BELT ROUTE, upon which, in Missouri, Arkansas and parts of Texas, lumbering makes trade, and wool and live stock, and other farm products "come in between" the seasons for cotton.

It is the poor man's crop, for he can make, by his own labor, a bale or two; and for the rich it affords, on a larger scale, profitable employment for money. It can be harvested nearly all winter; ginned and baled, it does not deteriorate, and, considering the utility of the seed, it is the most valuable farm product of the United States. Seed included, the value of a bale of cotton, such as can be raised on a single acre of the best lands on the COTTON BELT ROUTE, approximates, at present market prices, that of an excellent steer. And it eats nothing *en route*, the charges for transporting it, and the chances of damage in transit are less than for the steer; the seed is a premium or bounty on it accruing to the planter, and the demand for it in the markets of the world, grows faster than the supply. In these regards and in respect of the employment it furnishes, not merely in its cultivation, but to the townsman—to the samplers, compress and warehousemen, factors, buyers, brokers, shippers, exporters, and the innumerable go-betweens of the trade, the underwriters, the railroads, the vessels, home and foreign, the manufacturers of fabrics—therein assuredly, of all the commodities of commerce, Cotton is easily King.



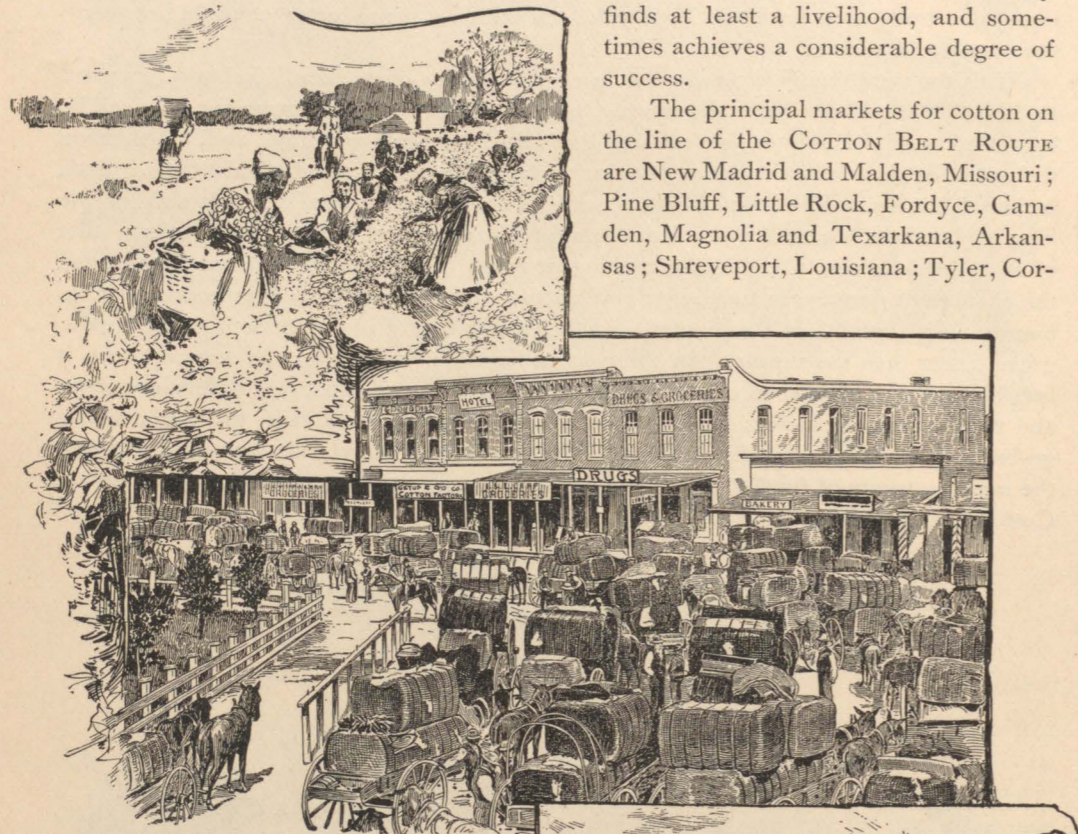
SWAN &amp; CO.'S FARM NEAR STUTTGART, ARK.

In Missouri, along the COTTON BELT, it is raised entirely by the white planters with white labor. In Arkansas and Texas upon and adjacent to the line, where it is grown on a larger scale as a rule, than in Missouri, the negro chiefly is employed for field labor. Even in these two last named States, the black man is not, either from



the nature of the business, or the climate, or his numerical preponderance, an indispensable factor in culture of the staple. Most of the small planters manage to do very well without him; leaving him the opportunity to embark in the business on his own account. In which business he usually finds at least a livelihood, and sometimes achieves a considerable degree of success.

The principal markets for cotton on the line of the COTTON BELT ROUTE are New Madrid and Malden, Missouri; Pine Bluff, Little Rock, Fordyce, Camden, Magnolia and Texarkana, Arkansas; Shreveport, Louisiana; Tyler, Cor-



THE COTTON INDUSTRY OF TEXAS.

sicana, Waco, Hillsboro, Gatesville, Sherman, Sulphur Springs, Greenville, Whiteright, Plano, Wolfe City and Fort Worth, Texas. These cities are central stations in the most productive cotton districts of the Southwest, and by parity of reasoning, the most favorable districts also for business in the staple, whether agricultural, mercantile or manufacturing.

Taking the statement of shipments from them in the last season as their aggregate annual cotton trade, New Madrid handles 500 bales a year; Malden, 15,000; Pine Bluff, 100,000; Little Rock, 100,000; Fordyce, 5,000; Tekarkana, 15,000; Camden, 25,000; Magnolia, 16,000; Shreveport, 90,000; Mt. Pleasant, 8,000; Tyler, 20,000; Corsicana, 30,000; Waco, 65,000; Hillsboro, 20,000; Gatesville, 20,000; Fort Worth,

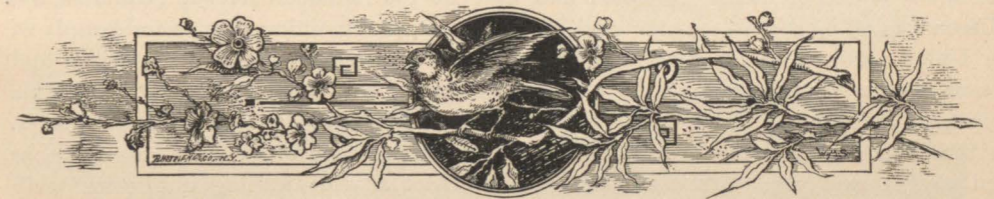
52,000; Sherman, 15,000; Sulphur Springs, 15,000; Greenville, 20,000; Whiteright, 10,000; Plano, 10,000; Wolfe City, 8,000. Minor stations directly on the line shipping from 500 to 3,000 bales a year are numerous, and Denison, a 20,000 bale market, is only ten miles distant from Sherman, with which city it has close commercial relations. Half a million bales would be a moderate estimate for these markets as a whole. The shipments by the COTTON BELT from them in 1889 were 254,902 bales, and the current season shows a very considerable increase over the traffic of that year.

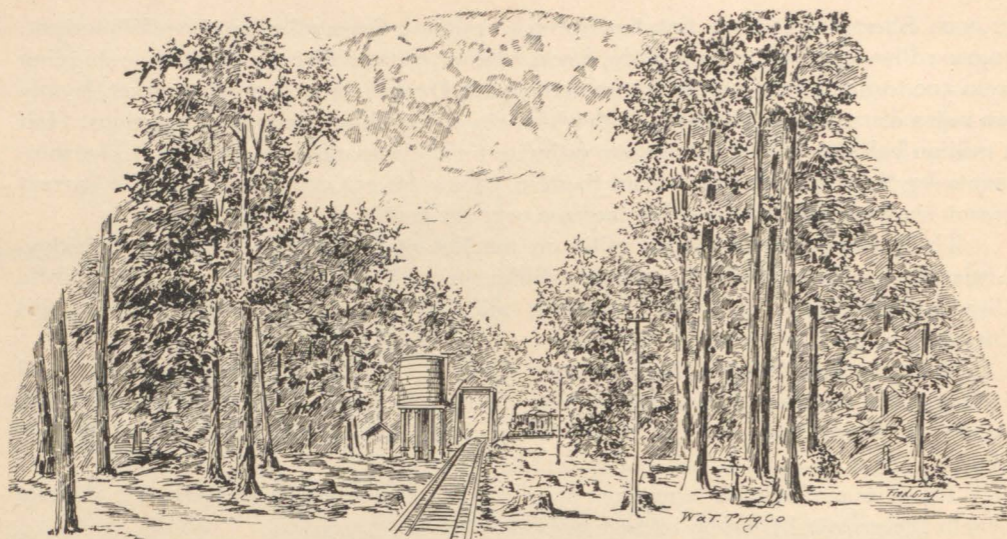
There are large cotton oil mills on the line of the COTTON BELT, at Brinkley, Little Rock, Pine Bluff, Texarkana, Shreveport, Waco, Sulphur Springs, Wolfe City and Sherman. And the Memphis mills are buyers of seed also along this line.

There are mills manufacturing cotton goods at Little Rock and Fort Worth, and at Dallas and Denison, cities contiguous to the road in Texas; and others are to be built shortly at Pine Bluff and Camden. There is a jute bagging factory also at Fort Worth.

These manufacturing concerns, it is scarcely necessary to remark, all directly benefit the grower of cotton in their vicinity.

Settlers skilled in the culture of cotton are crowding in along the line of the ST. LOUIS SOUTHWESTERN RAILWAY in Missouri, Arkansas and Texas. Here steadily, as the forests are cleared, and the wild lands reduced to subjection, the acreage in cotton is being extended. Here Cotton is certainly King. And his reign bids fair to be lasting.





GROUP OF GUMS, CASTOR RIVER BRIDGE, COTTON BELT ROUTE, IN MISSOURI.

### TIMBER AND MILLS ON THE LINE.

THE great Southwestern forest whose scenic aspects we have sketched, lightly, but with a free hand, in recounting our journey over the COTTON BELT ROUTE, extends continuously, except for some few gaps—almost unbroken we might say—for 634 miles length of the line; for 268 miles as a hard wood forest with cypress in the swamps of the larger streams, for the remaining 366 of short and long leaf yellow pine, with hard woods interspersed more or less throughout, and cypress, too, on the overflowed ground. It is the most extensive body of timber, we imagine, on the continent. At all events, the census of 1880, which is the latest at hand, reports the deciduous woods of the forest north and east of the Arkansas river in Arkansas and Missouri as of inestimable value and as the greatest remaining hard wood supply of the Union; and the pine, covering, as it does, an enormous acreage in Arkansas and Texas, as seventy per cent of the standing timber of that kind in the South. This forest, or these two, rather, give this road distinction in one particular over every other in the land, the particular of its business in the transportation of staves and lumber and timber, and other forest products, and, incidentally, of milling outfits and mill supplies.

As we said at the outset of our story, the lumber and timber traffic of the COTTON BELT is the largest single item of its freight business. This traffic it derives from some hundreds of stave and saw mills operated directly on the line, or very near it, many of them mills of exceptionally large capacity, and all of them established within the last eight or nine years, or since the road was completed as a trunk line. There were some shipments of staves and timber by river from these woods even before the war, but the lumbering industries of this region only a decade ago were insignificant, were as naught, in fact, in comparison with the trade that has developed since this road was built.

(32)

A list of the mills on the line of the road prepared by its traffic department and revised to January 1st, 1891, enumerated 240 having capacity in feet per day aggregating 6,000,000. Of these the largest number, 130, were run on pine. The capacity of these pine mills is 3,250,000 feet a day; 15 of them are planers.

The mills cutting hardwood number 110, with capacity of 2,750,000 feet a day. They cut oak, gum, ash and hickory chiefly, and some also poplar or cottonwood and cypress besides. Some of the pine mills cut oak occasionally. Of mills making staves and cooperage material there are 30 on the line with capacity of 45,000 staves a day. There are also fourteen shingle mills with capacity of 800,000 shingles per day. One mill, the Brinkley Car and Manufacturing Co.'s, gets out wagon material as a specialty, and one, a Fordyce mill, beech. The cypress mills are mostly in Missouri; the hardwood mills almost entirely in Missouri and Arkansas. The largest pine mills are situated south of Pine Bluff, Arkansas.

The Arkansas river, as we have elsewhere said, is the dividing line between the strictly deciduous and the generally coniferous timbers of this great forest of the Southwest. North and east of that river the hard woods extend through Arkansas and Southeast Missouri to the Mississippi, covering about all the great plain between the two rivers until they unite. Southwest of it, through Arkansas and Northwest Louisiana, the short leaf pineries bear away into Eastern Texas as far south as the latitude of the 31st parallel.

The hardwood lands are low generally and flat; in the Missouri and Arkansas bottoms of the Mississippi river (the Big East Swamp) especially so. Ridges, how-



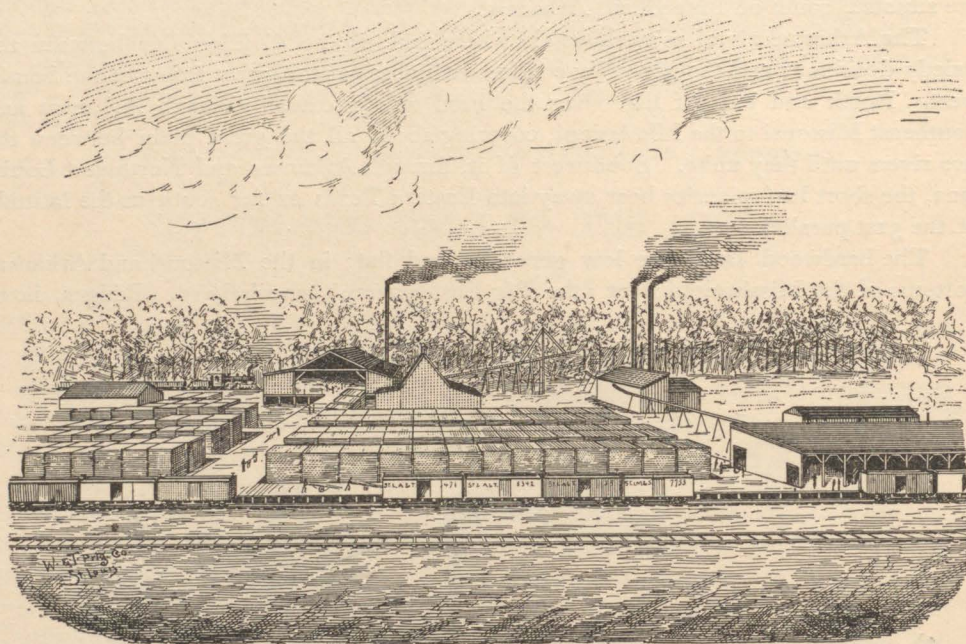
W. R. PEARSON &amp; CO.'S MILL, THORNTON, ARK.

ever, usually of height just sufficient to retard natural drainage, but sometimes rising into hills, intersect them. These ridges generally parallel the streams and are from a quarter to a half mile apart. They form the depressions or slashes that, littered with

fallen trees and the muck of decayed vegetation, give this region the illusory aspect of a swamp. They are not, however, except along the larger streams, overflow lands at all.

Slight as this difference is in the level of the land it has its influence upon the timber, not merely in respect of its variety, but also of quality and kind. The hard woods grow chiefly on the ridges, the choicest and most valuable sorts, in the second bottoms; cypress chiefly in swamps. Poplar and cottonwood occupy swampy lands also, poplar the higher parts, cottonwood anywhere it finds a foothold, except the cypress brakes.

Oak and gum are found in these great woods in infinite variety. To the novice in wood-craft the diversity apparent to an expert in these two woods alone, is absolutely perplexing. There are white oaks and red, willow oaks, cow-oaks, over-cup oaks,



MILLS OF THE EUREKA LUMBER CO., HARLOW, ARK.

live oaks, Spanish oaks; red, yellow, black, white, sweet and Tupelo gums, and so on, sometimes identified by their foliage, but oftener for the grain and color of the timber when cut. Then there are white ash and blue, otherwise ridge ash and swamp ash; hickory of several grades, red, yellow and white cypress, catalpa, sassafras and beech, chiefly the white.

The white oak is used for ship timbers, staves, for finishing lumber, and for furniture; red oak, for molasses barrels and antique oak furniture. Cow oak is the choicest of all the oaks. It is finer and closer grained and tougher than any other, and on that account is used for heavy spokes, reaper wheels, etc. Willow oak is a species of the red.

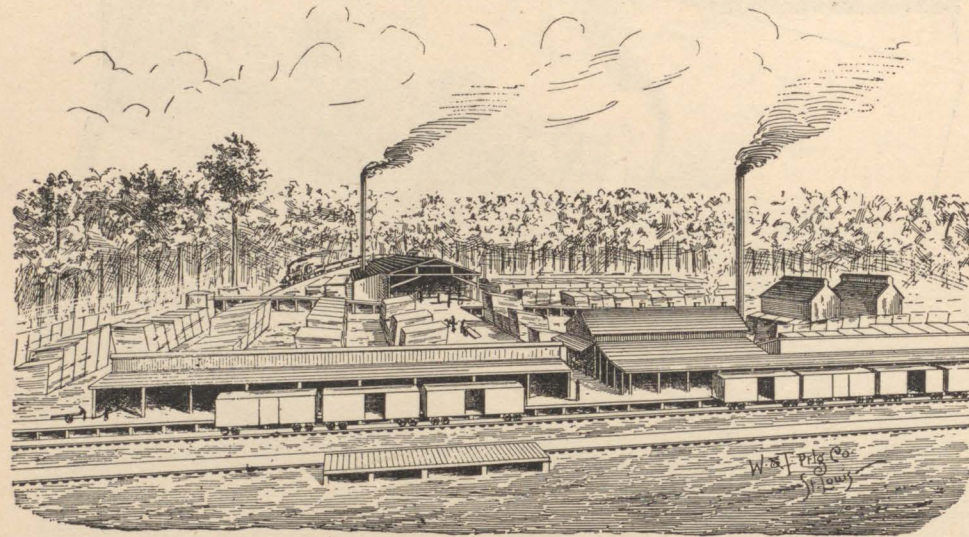
The red gum grows, generally, along with the oak. It is used largely in the manufacture of furniture, and is frequently confounded in that trade with walnut, which, in a finished state, it somewhat resembles. It is considered, however, by manufacturers,



LITTLE BAY LUMBER CO.'S PINE MILLS, LITTLE BAY, ARK.

better than walnut. It is closer grained, works cleaner and takes a higher polish. Nearly all the sewing machine wood works now-a-days are made of it. In Liverpool it is known as "satin walnut." Sweet gum is a harder wood than the red. The white and yellow gums are used often for building purposes. They have great strength and make excellent joists. Tupelo gum is considered worthless, even for fire wood. It thrives generally where shallow water covers the surface, and is distinguished by a sharp taper at the butt.

Ridge ash is inferior to the blue or swamp ash, which is used for making oars and on light carriage work. The small hickory of these woods is of excellent quality. It is used for spokes, axe handles and that sort of thing. The beech is the white variety. It is neither plentiful nor superior. Catalpa, which abounds, is split largely for fence posts, for which purpose it is said to be the best wood known. Poplar is commonly met with, particularly in Missouri. Sassafras has no special value as a timber tree, but it reaches in these woods, sometimes, a remarkable size.



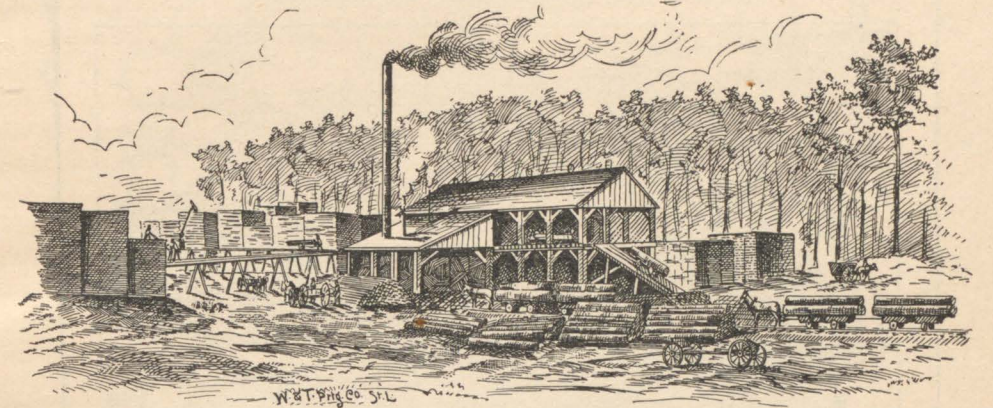
COTTON BELT LUMBER CO.'S MILLS, BEARDEN, ARK.

Cypress, we have said, grows only in the swamp lands. Of the three kinds, the yellow is most frequent in Missouri and Arkansas. Red and yellow are the most desirable timbers. They are cut into finishing, siding and shingles. The white is always present where cypress grows, whatever the prevailing color. It is used for fencing and rough building purposes. The cypress brakes of the eastern border of Arkansas, and of the bottoms of the White, Arkansas, Ouachita and Red rivers, have scarcely yet been attacked by "the man with the saw." Texas cypress, except along the river Red, is inferior; it is apt to be "peggy" and liable to rot.

This Missouri and Arkansas hardwood timber is remarkable rather for its girth and size than for close growth in the woods. The undergrowth is not particularly dense. Oaks range between twenty inches and three and four feet in diameter. Trees between three and four feet through would average forty feet straight body, or sixty feet to the first limb and 100 to the foliage. Gums run two, three, four, five and six feet in

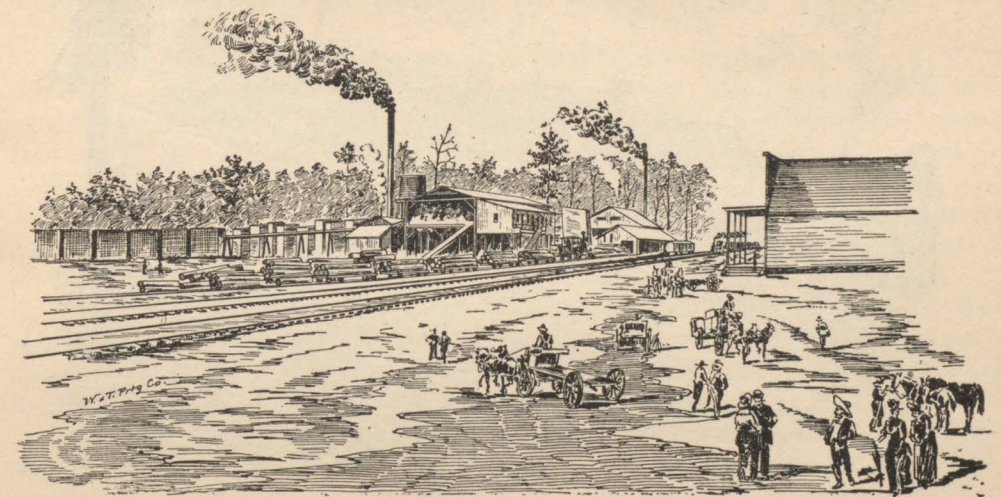
diameter, or sixty to seventy feet clear body. Cypress is from twenty inches to five and six feet, and thirty to seventy-five feet high.

The largest oaks make about seventy feet cubic measure. They are cut chiefly for ship timber and staves, and they run from 700 to 1,000 whiskey staves to the acre,



THE MALDEN LUMBER CO.'S CYPRESS MILL, MALDEN, MO.

The largest gums cut from 3,000 to 5,000 feet of good marketable lumber. Gum varies in quantity according to situation. Some sections of timber land are all gum, and some have other varieties of timber intermingling. It is thickest, as a rule, on second bottoms, which are best for hardwoods, as has been said, of all kinds. The hill lands run mostly to small oak.



FRANK KENDALL'S PINE MILL AT KEDRON, ARK.

Cypress will make from 2,000 to 7,000 feet to the tree, or 200,000 to 300,000 feet board measure to the acre. The largest cypress, however, are not always the best.

The hardwood of this region is shipped in the shape of staves, "quarter-sawed" stuff (used largely in house finishing) and ship timbers, to all parts of the land. It is

exported by New York and New Orleans houses, whose buyers regularly visit the mills, and it brings the best price of any hardwood sold in Europe. Staves are supplied the vinelands of the Mediterranean from here, and sent to the city of Mexico. The Cal-

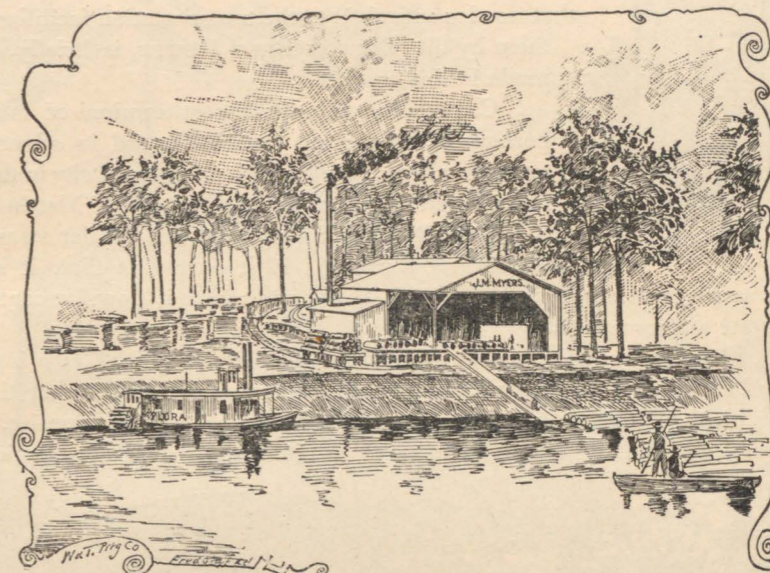


FIELD LUMBER CO.'S YELLOW PINE MILLS, DRY RUN, ARK.

ifornia coopers draw nearly their whole supply from this region; for that great State has scarcely a hardwood tree of any value for its timber.

The demand for timber of this character grows all the time. Cutting and shipping, except in very bad weather, proceeds the year round. The supply in the Big

East Swamp and its Arkansas extension is practically inexhaustible. It has hardly yet been touched. It has never been closely culled. Few of the mills on the line of the COTTON BELT have worked in it more than two miles back from the road. The one



J. M. MEYERS' HARDWOOD MILL, ST. FRANCIS, ARK.

drawback experienced by the millmen is the scarcity of labor. They usually have orders ahead.

Northern mill and timber men first gave an impetus to the business here, and are still coming in. Within the last five or six years more than fifty companies and individuals have embarked in the stave or mill business along the line in Missouri alone. One of these men says that \$3,000 invested, by an experienced person, in a plant for sawing oak, will net \$100 a day.

Cypress oak or gum lands are worth from \$1.50 to \$5 an acre, according to the quality of the timber and its situation. These lands will rent, after the timber is cleared off or dead, for \$5 an acre. They sell then for from \$5 to \$8 an acre.

The pine forests of Arkansas have suffered but little damage from fire. Pine generally succeeds pine, even on burnt lands, although upon certain clay and gravelly soils the second growth is largely black and red oaks, and in Southern Arkansas the sweet gum replaces all other trees in the bottoms.

Although the mills are numerous and many of them large hereaway, the pineries are still almost intact; that is, within five miles of the line bodies sufficient to run a large mill—say 25,000 acres, can be procured. The timber here makes the very best finishing lumber. In Chicago and other Northern markets it is known as "Georgia" pine. Single trees average about 2,000 feet of lumber, but sometimes run as high as 7,000 feet. Pine timber lands are worth from \$1.50 to \$4.50 an acre.

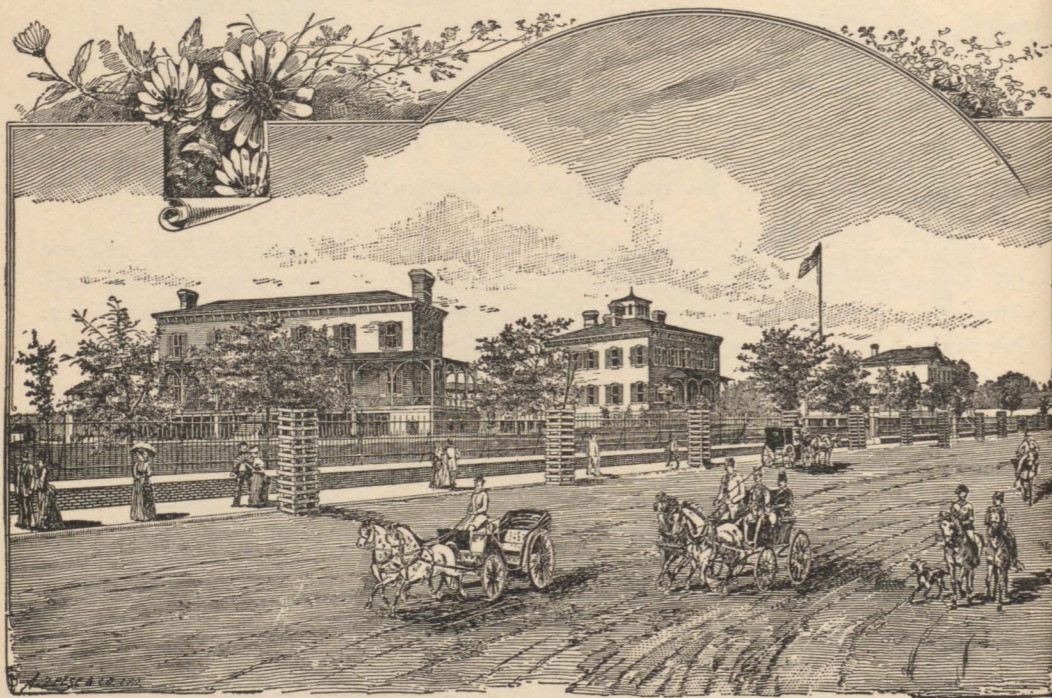
Engravings showing a number of the larger mills on the line of the road illustrate this chapter. Mention is made of them also in another chapter of this book.



DESCRIPTIVE mention of all the cities and towns that owe their importance as trade centers in large measure (and some that do also entirely), to the transportation facilities afforded them by the COTTON BELT ROUTE, is briefly, but fully made in this chapter.

CAIRO, Illinois, easternmost terminal of the road, is, perhaps because it has been backward in advertising its progress abroad, the best misunderstood city in the Union. It has been represented the very type of Martin Chuzzlewit's "Eden"—a sickly growth of sicklier swamps, and of transient river trade. If it ever was that, it has long outlived the satire of alien genius; outlived it, and can utilize it now for contrast with its present state and prospects.

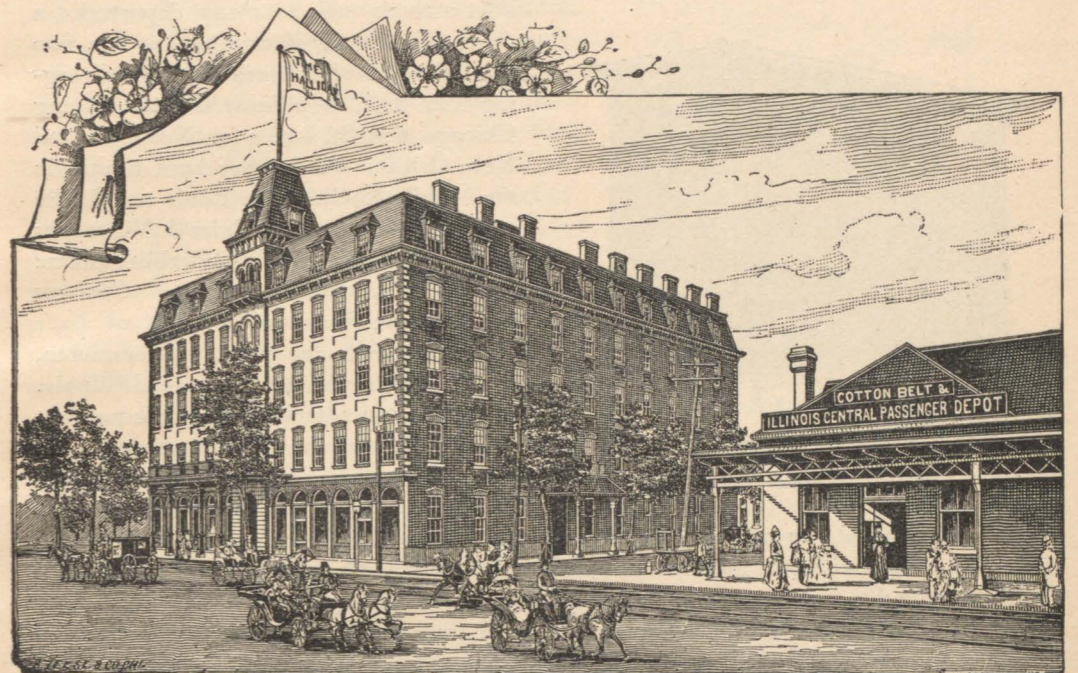
And so, likewise, can this region of Southern Illinois, for which Cairo is the market place and metropolis, comparing what it was with what it is, turn that time-worn epithet of political reproach and derision, "benighted Egypt," to its own praise. There-with illustrating at once its social advancement and its enterprise in reclamation of the



UNITED STATES MARINE HOSPITAL BUILDINGS, CAIRO, ILL.

extraordinarily fertile delta which has been wrested by its people from the embraces of the Ohio and the Mississippi. On which delta Cairo rises behind its strong defenses against their mighty tides. A little delta this—two small counties, not more than forty

by twenty miles in area all told, but a marvellously fecund bit of Mother Earth. Like the delta of old Egypt, but with two rivers to water it instead of one. Like it and yet unlike it. Like it in productiveness, but not in dependence or an annual overflow.



"THE HALLIDAY," L. P. PARKER & CO., LESSEES, CAIRO, ILL.

Requiring, rather, and pretty well provided, too, with protection against recurring floods. Cairo itself has levees rising to the height of fifty-five feet above the river beds. And the highest tide of the floods of the spring of 1890 reached but forty-nine feet; the highest ever known but fifty-two.

Mingled with its own, the Ohio bears past Cairo and the Delta the warm waters of its Southern tributaries, the Cumberland and Tennessee. On the other side of the city flows the Mississippi, carrying to sea the icy drainage of Manitoba and the Dakotas. In this difference of temperature in the two streams originates the air currents that purify the atmosphere of Cairo and the Delta, and dissipate their miasmatic germs.

Cairo is *not* an unhealthy place. During the war it was specially selected for the location of hospitals, and a United States marine hospital for the river men, is maintained there now.

And nothing could be farther from the fact than the impression that Cairo is either stagnant or decadent. To begin with, the true spirit of enterprise is strikingly evinced in the municipal and building improvements there of the last few years. The streets, which were formerly veritable Sloughs of Despond, have been generally raised to official grade, and paved with stone from the adjacent highlands, and Cairo is probably the best sewered city of its size in the Union. Its necessities have made it so.

New factories and business blocks, the latter particularly on the retail streets, and many handsome new dwellings, are manifestations of the influences forwarding the place.

Cairo is a great inland port. It has a large share of the steamboat traffic on both the Ohio and Mississippi rivers, and as practically the head of winter navigation on the latter, is the laying up place of the upper river lines. It has an average of ten steamboat arrivals and as many departures a day. Besides its river trade, it has five trunk lines of rail converging to and diverging from it: The Illinois Central, having Chicago and St. Louis for Northern and New Orleans for its Southern terminal; the Mobile & Ohio, St. Louis to Mobile and New Orleans; the Cairo & Vincennes of the "Big Four," or Vanderbilt system; the Iron Mountain, and the COTTON BELT to the Southwest.

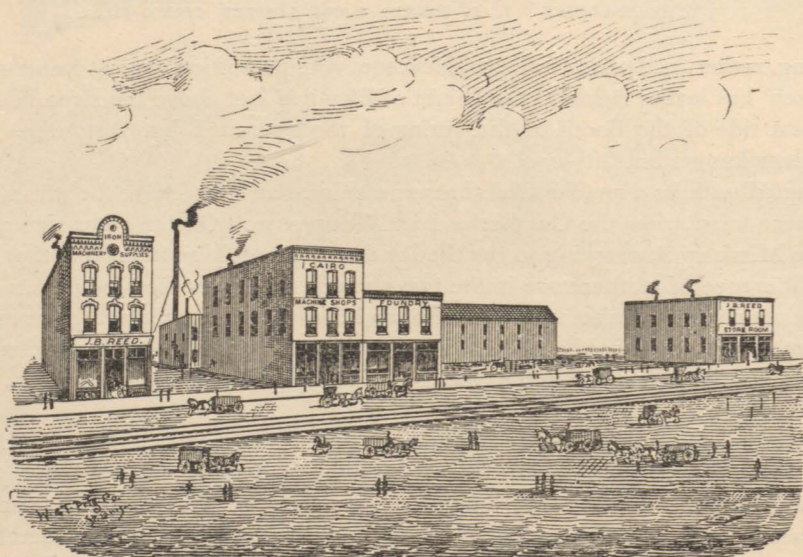


WM. KLUGE, WHOLESALE GROCER, CAIRO, ILL.

With such facilities for commerce, and such surroundings as it has in Illinois, Missouri and adjacent parts, it is not surprising that, as the records show, it has *twice* the trade of any city in the Union of its size.

Its annual shipments by rail and river aggregate a figure between \$75,000,000 and \$80,000,000, divided as follows: \$6,500,000 by river south, and \$30,000,000 by rail in the same direction; and \$4,500,000 by river north, and \$37,500,000 by rail.

The most important business at Cairo, after transportation, is the manufacture and sale of lumber. The leading jobbing lines in the order of their importance are, flour,



J. B. REED'S STORE, CAIRO, ILL.

grain and hay, iron and heavy hardware, groceries and produce, liquors, dry goods, clothing, boots and shoes, drugs, jewelry, tobacco and cigars. The estimate of the total capital embarked in these lines is \$2,500,000.

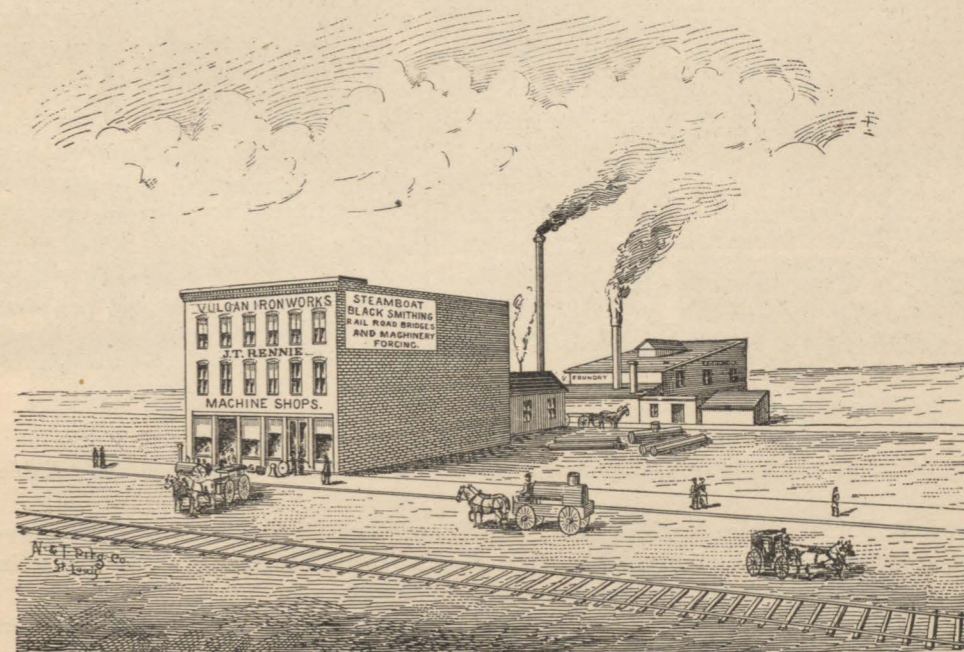
The banking capital of Cairo is \$2,000,000. There are two National, one State, and a savings bank, the latter a very substantial institution indeed.

Cairo has thirty-three manufacturing concerns, employing 800 hands. The most important of these are lumber and flouring mills. The Singer Sewing Machine Company makes all its woodwork there.

The immediate trade territory of Cairo has, it is safe to say, greater wealth in its soil than any equal area of the land. To the north of the delta is the finest fruit growing district of Illinois, or, for that matter, the West. The delta itself has long been famed for its corn (of which 100 bushels to the acre is but an ordinary crop), for small fruits and vegetables. Across the Mississippi, in Southeast Missouri, are more alluvial lands of the same sort. The Southwestern cotton belt, from which the railroad takes its name, begins within thirty miles of Cairo. The hardwood lumber of Southeast Missouri comes largely to Cairo. With all Southern Illinois underlaid with coal, and adjacent Missouri with iron and lead, with the forests hard by and the water ways alongside it, that city might be made one of the great manufacturing centers of the world.



HENRY HASENJAEGER, MINERAL WATERS, CAIRO, ILL.



J. T. RENNIE'S MACHINE SHOP, CAIRO, ILL.

Cairo is situated directly on the line of the 37th parallel of latitude, the line of Petersburg, Va., and of the northern boundary of the Indian Territory, Arizona and New Mexico. It has a population of 10,044, five newspapers and four public schools.

It has a \$30,000 Opera House, a \$50,000 public library, and a \$30,000 Custom House. It has water works, and both gas and electric light works, Fair Grounds, a first rate hotel, the "HALLIDAY," and a Board of Trade whose secretary will answer all queries addressed him, concerning its opportunities for trade.

DR. W. W. STEVENSON'S BATHS are one of the institutions of Cairo. They are patronized by many from all the surrounding parts, as well as by residents of the city. They have the latest appointments for alleviating and curing chronic ailments, and comprise facilities for administering Russian, Turkish, Roman, Vapor, Electric, Medicated and Needle baths. They are at 603 Commercial avenue, and are managed by Prof. Otto Schmidheim.

WM. KLUGE, wholesale grocer, corner of Sixth street and Commercial avenue, Cairo, solicits cash trade, gives special attention to mail orders, sells on close margins



ST. MARY'S PARK, CAIRO, ILL.

of profit, and makes prompt shipments. He is an old, long established and reliable dealer.

J. B. REED'S Cairo Machine Shops and Foundry are shown in one of the engravings accompanying this matter. Mr. Reed does a general business as a dealer, also in machinery and machinists, engineers and saw-mill supplies.

J. T. RENNIE'S Machine Shops and Foundry are the subject also of an illustration in this chapter. Mr. Rennie's works have a fine equipment and he is thoroughly prepared to undertake machine forging and casting of every description.

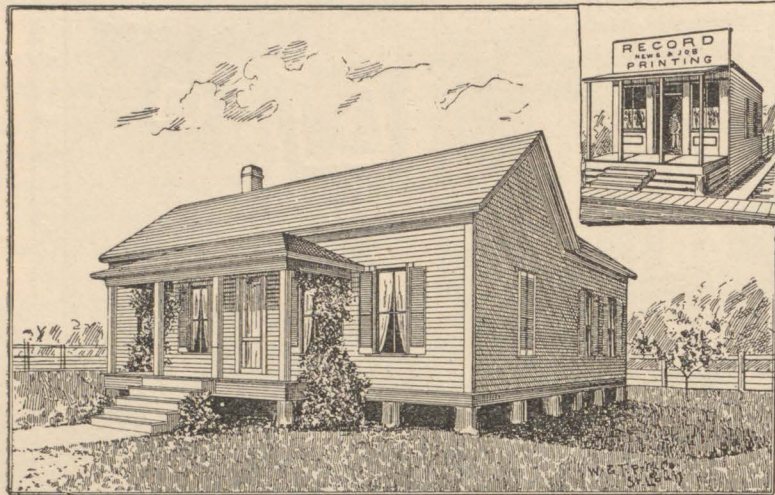
HENRY HASENJAEGER, whose place of business is shown in an engraving on page 43 of the book, is a wholesale dealer in ice, beer, cider, soda and seltzer waters at 312 and 314 Commercial avenue, and 313 and 315 Railroad street, Cairo.



DR. W. W. STEVENSON'S BATHS, CAIRO, ILL.



BIRD'S POINT, on the Missouri side of the Mississippi, is the landing place of the COTTON BELT'S Transfer, and its *embarcadero* for Cairo. It has no other importance.

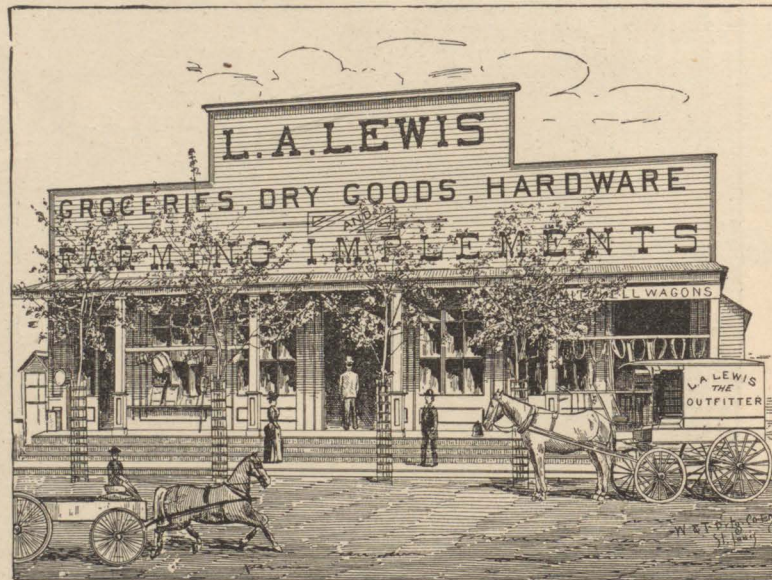


ED. A. WRIGHT'S OFFICE AND RESIDENCE, NEW MADRID, MO.

From here to Malden, Mo., is fifty-eight miles. The country along this stretch of the main line is still thickly wooded, although there have been settlements in it for years, and the eleven stations between these two points, are either mill stations merely, or centers of agricultural production, or both. Cotton here is the principal crop. East Prairie is the most important of the mill stations; La Forge, Ristine, Como and Paw Paw of those surrounded by farms. But one place of note is on this part of the route.

NEW MADRID, reached by a branch of the COTTON BELT six miles long, is on the Mississippi river, 220 miles southwest from St. Louis, forty miles by rail and 100 by river from Cairo. Its population is 1,200. It is an old town, the county seat, a cotton center, one of the most northerly cotton markets, in fact, in the land. It has a

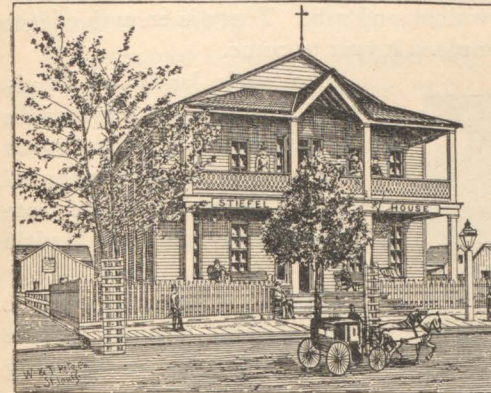
bank, and business houses carrying from \$3,000 to \$40,000 worth of goods in stock. A plow and wagon factory, a corn and grist mill, saw mill, and cotton gins, are the repre-



L. A. LEWIS' STORE, NEW MADRID, MO.

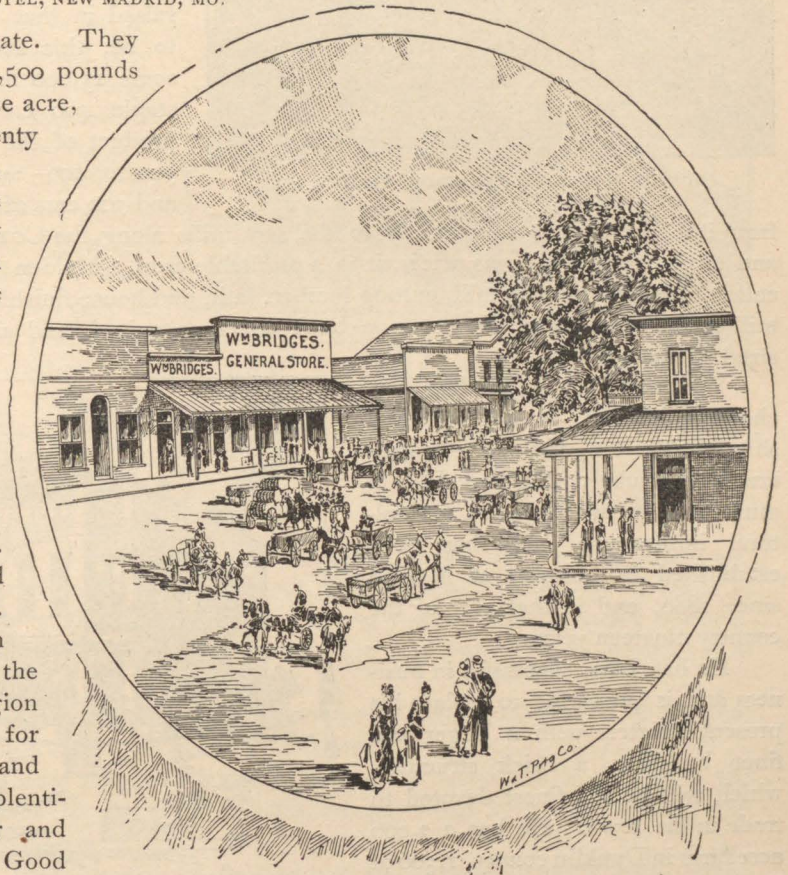
sentatives of its manufacturing progress. A public school, three churches, and a newspaper, the *New Madrid Record*, edited by Ed. A. Wright, are the indications of its progress in a social way. STIEFEL'S is the leading hotel. L. A. LEWIS is notable as a business man of New Madrid. The Mississippi river affords New Madrid, along with the railroad, superior shipping facilities. It has daily arrivals of boats, either from St. Louis, Cairo, Cincinnati, Memphis or New Orleans, and it furnishes all these with the produce of the country surrounding it. The swamp lands of New Madrid county have been very largely reclaimed and, under cultivation, are the most fruitful

lands of the State. They produce 800 to 1,500 pounds of seed cotton to the acre, and thirty to seventy bushels of corn. There are high lands also in New Madrid county on which handsome grain crops are grown. All the cereals in fact can be raised, in one locality or another, and sometimes all on the same place. Fruits, berries and vegetables thrive. Melons here reach perfection. And the ranges of this region are unsurpassed for cattle or horses and hogs. Timber is plentiful, and lumber and firewood cheap. Good water can be secured at a depth of thirty feet.



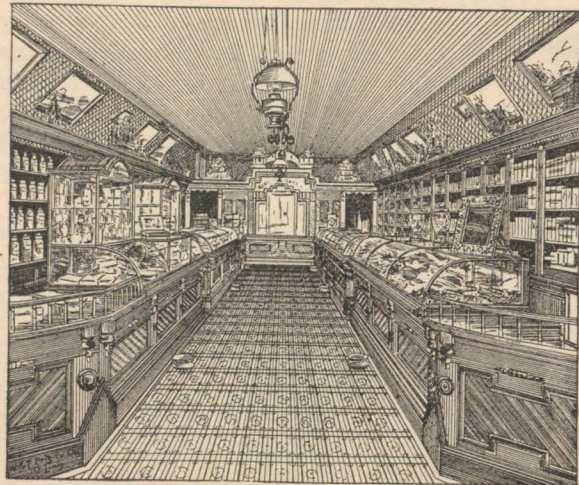
A. STIEFEL'S HOTEL, NEW MADRID, MO.

The notion that this district is malarial is erroneous. Convinced of this fact, many settlers are locating here from Kentucky, Tennessee and adjacent parts, where the lands are worn out, or the conditions unfavorable for a livelihood on the farm.



WM. BRIDGES, COTTON AND GENERAL MERCHANDISE, MALDEN, MO.

Improved land in New Madrid county is worth from \$20 to \$65; unimproved, \$2 to \$10 an acre. Town lots bring \$1 to \$5 a foot front. The timber most prevalent is oak, cypress, gum, cottonwood, hickory, walnut and ash. There is enough of it to supply the mills of the immediate vicinity for many a year to come.



ROBERT L. MOORE'S PHARMACY, MALDEN, MO.

The sunk lands of South-eastern Missouri, the work of the great earthquake of the early part of the century which upheaved the whole Mississippi Valley, are not a great way from New Madrid town.

MALDEN, Dunklin county, the last station, but one, of the road in Missouri, is shipping point for nearly all the cotton raised in that country, estimated to be, this season of 1890-91, some 15,000 bales. Besides this staple 400 cars of lumber, the product of the adjacent country, 300 to 400 cars of cotton seed and 300 cars of corn, are exported

from it. The corn is sold chiefly to the saw mills along the COTTON BELT Road, and as it brings St. Louis prices, it is a profitable crop. Malden has half a dozen cotton gins, one planing mill, cutting lumber, lath, and house finishing material, a saw mill on the outskirts of the town, a bank lately organized, and about a dozen good sized business houses.

WILLIAM BRIDGES, leading merchant of Malden, is a buyer and shipper of cotton, and dealer in general merchandise. He also deals in mules and in wagons and agricultural implements. He has been established in business at Malden since 1880, and in that part of the country nineteen years.

He has been successful in business and is preparing to replace his present quarters with a larger and finer building, a brick structure, which will be the finest devoted to trade in the town. He has a 3,000 acre farm in Dunklin county, 1,300 of it under cultivation. He owns two cotton gins, and is one of the directors of the new bank, already mentioned. He has another store also at Holcombe.

The LEVI MERCANTILE Co. of Malden are general merchandisers and dealers in cotton. Pending establishment of the proposed Malden Bank, they also maintain a



LEVI MERCANTILE CO., MALDEN, MO.  
Merchandisers and Collection Agency.

collection agency. A cut of its place of business accompanies this matter. There is an interior view also of ROBERT L. MOORE'S Malden pharmacy with the paragraphs descriptive of Malden.

The MALDEN LUMBER Co.'s saw mill, which is situated on the outskirts of the town, is the subject of an illustration in the chapter of this work on the timber along the line. It is run on cypress chiefly.

Malden has 1,300 inhabitants. It has its newspaper and an excellent public school, accommodating 250 of the rising generation, and four churches. Its growth of late years has been rapid, chiefly because of the immigration into Dunklin county of farming settlers from the adjacent States of Illinois and Tennessee. The population of Dunklin county in 1880 was 9,440; according to the National census, it is now 15,024, an increase in ten years of 5,584 or sixty per cent. No farming county in Missouri exhibits a greater growth than this.

Dunklin county has fertile sandy loam lands producing a bale to the acre average of cotton, fifty bushels of corn, and all the vegetables of its zone in abundance. Apples and peaches thrive in it. Good water can be obtained very near the surface. Lands range from \$5 uncleared, to \$40 for the best. The county has 100,000 acres of lands subject to entry at government prices and terms.

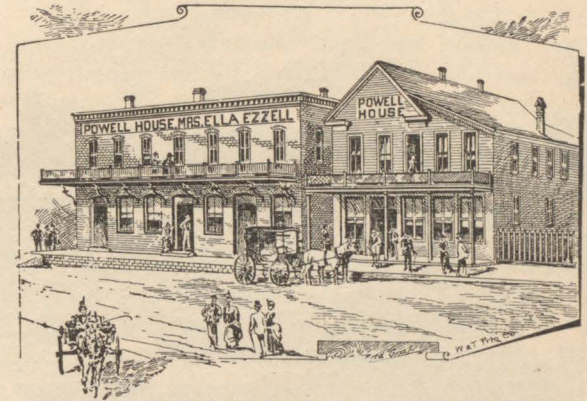
R. G. SANDIDGE, real estate agent and notary public of Malden, has lands for sale not only in and adjacent to that place, but also all along the COTTON BELT Route, and in other States besides. Among these Mr. Sandidge has first class farming and timbered lands, such as are described in this work. He acts as agent for non-resident owners of lands, pays and renders for taxes, and performs, in short, all the functions of a real estate and land agent. The assessed valuations of Dunklin are \$2,500,000, which is about half only of the true value of the property assessed. The tax rate for all purposes is but \$1.50 on the hundred. The white race, as in Stoddard, predominates.

Big Lake, a hunting and fishing resort, lies about forty-five miles south of Malden. Conveyances to reach it can be obtained in the town.

SLICER'S, on the Main street at Malden, is one of the best hotels on the line of the road. It has reputation for its table, and has the patronage of the drummers, who always look for the best.

At Malden, the Delta branch of the COTTON BELT, fifty-one miles long, grafts itself to the main stem of the road (Cairo to Texarkana).

DELTA is the most northerly terminal of the road. And this is its only distinction. The Belmont branch of the Iron Mountain route meets the COTTON BELT there, and affords it another connection with St. Louis, and with the various lines diverging from that city.



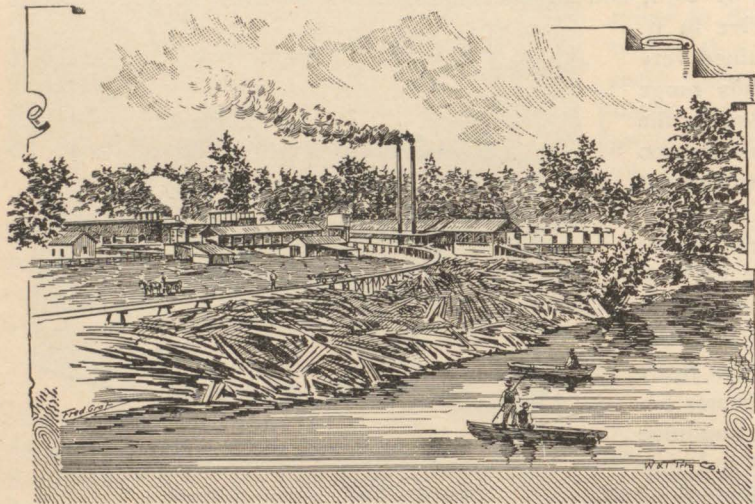
POWELL HOUSE, DEXTER, MO.  
Mrs. Ella Ezzell, successor to Powell.

For twenty-eight miles southwestward on this Delta branch, the stations are mill sidings chiefly. There are twenty-seven mills on this Delta branch alone. The largest are those of Frisbie.

IDALIA is shipping station for Bloomfield, the county seat of Stoddard county, situated in the hills, about three miles distant from the COTTON BELT road.

DEXTER, Stoddard county, is the first town of importance reached on this branch of the COTTON BELT. Dexter is seated on a hill overlooking, to the south and east, the cotton and timber lands of the county. North and northeast of it, upon the higher parts of Stoddard, are grain and fruit lands. Sales have been made of improved farming lands in the vicinity of Dexter at \$40 an acre. Six to ten miles from the city it is worth \$10. These lands, properly cultivated, produce forty bushels of wheat, fifty to seventy-five of corn, and a bale of cotton to the acre.

Dexter has 1,000 inhabitants and industries that give it business the year around. It has a dozen general merchandisers, a bank, a flour mill of 100 barrels daily capacity,



ST. FRANCIS LUMBER CO.'S MILLS, ST. FRANCIS, ARK.

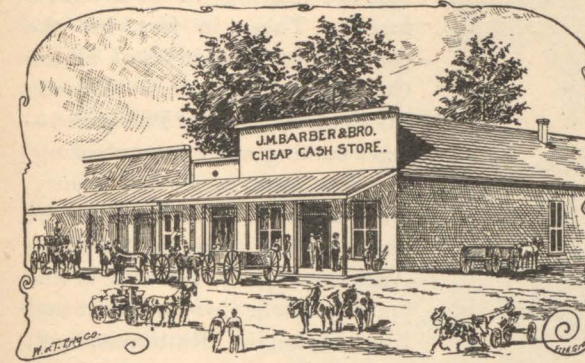
three lumber mills, a pottery and a brick yard. The POWELL HOUSE is the principal hotel of Dexter; it is conducted by Mrs. Ella Ezzell, successor to Powell.

Besides the COTTON BELT, it has the transportation facilities of a branch of the Iron Mountain Road. The shipments from it over both lines aggregate 3,000 bales of cotton, 150 car loads of live stock destined, for the most part, to St. Louis, and perhaps fifty cars of corn a year. Dexter sends eggs and poultry and other domestic produce to St. Louis, Cairo and Memphis. Its growth has been furthered much lately by Stoddard county's accessions of farming settlers from Indiana, Illinois and other neighboring States. The building improvements of 1889, together with the expenditure of the COTTON BELT road, added nearly \$100,000 to the taxable values of Dexter.

BUCHANAN & STAATS (J. W. Buchanan and Lansing Staats), real estate, land and insurance agents and surveyors, of Dexter, have 250,000 acres of timber lands listed with them for sale, farming lands suitable for grain, corn, cotton and fruit production, and town lots also. They have a complete abstract of the Stoddard County Records, and Mr. Buchanan is a notary. They do conveyancing, act as the representatives of non-resident owners, pay taxes, and attend to all other matters pertaining to realty.

ST. FRANCIS is situated on the St. Francis river, at the boundary line between Missouri and Arkansas, in Clay county of the latter State. The banks of the St.

Francis are clothed with timber for many miles above and below the town, and the stream affords facilities for the transportation of timber to the St. Francis mills which promise to make it one of the great shipping points of the COTTON BELT line.



J. M. BARBER & BRO., GENERAL MERCHANDISE,  
ST. FRANCIS, ARK.

Its shipments already are 1,500 car loads a year of lumber and staves and these shipments are increasing at the rate of fifty per cent a year. The largest mill run on hardwood, on the line of the road, that of the St. Francis Lumber Co., is at this place.

THE ST. FRANCIS LUMBER Co., controls a stretch of timber land extending along the St. Francis river for ninety miles above its mills at St. Francis, and forty below them. It manufactures hardwood lumber, lath, shingles, railroad ties, bridge and ship timber, and all kinds of staves and heading. It is the largest concern cutting hardwood, as has been said, on the line of the COTTON BELT ROUTE.

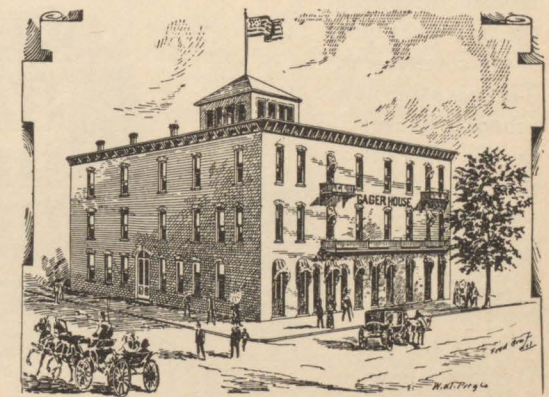
It has 100 men at work for it, and 2,000,000 feet of cut logs in its boom on the river now. These logs have been towed up stream from its lands or rafted down. It is now building a fleet of scows on which to float down oak timber to its mills. These mills are shown in one of the engravings of this work. The sawing capacity of the mill proper is 25,000 feet a day; of the stave factory, 7,000 daily. The company's dry kilns have a capacity of 15,000 feet of lumber, and 16,000 staves.

S. W. Norton is president of the St. Francis Lumber Co., and S. R. Norton, his son, secretary and treasurer. The elder Norton is treasurer and general manager also of the IOWA AND ARKANSAS LAND Co., a corporation that owns 100,000 acres of timber and agricultural lands in Northeast Arkansas on the lines of the COTTON BELT and Iron Mountain Railroads, which lands are for sale. The home office of this company is Manchester, Iowa. Mr. Chas. Paxson is its president, and Mr. Chas. J. Seeds, secretary. Besides its Arkansas lands, it has other tracts for sale or exchange, on commission, and it is a buyer of lands also. A general real estate business is, in fact, done by it.

J. M. MYERS has a large hardwood mill at St. Francis also; an engraving of it is in the Timber chapter.

The four mills at St. Francis have capacity to cut 52,000 feet a day. A large new stave mill has recently been established at St. Francis by Kansas City parties.

J. M. BARBER & BRO. are prominent merchandisers at St. Francis.



GAGER HOUSE, PARAGOULD, ARK.

RECTOR, Clay county, Arkansas, has five or six hundred population. Its shipments are 1,000 bales of cotton, about 1,200 car loads of staves and lumber, and some cattle. Its cultivated surroundings are clearings in the primeval forest. These, in fact, are the characteristic industries of all the COTTON BELT stations between Malden, Mo., and Paragould—stave making and cotton planting.

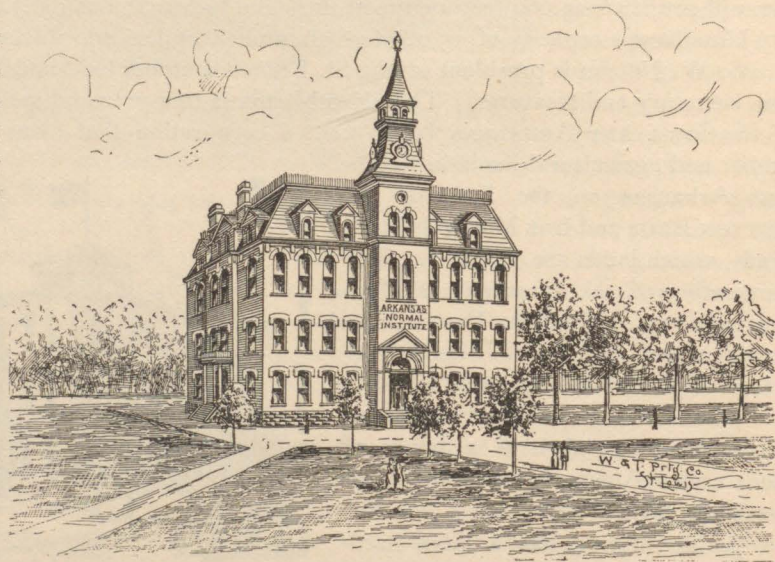


PERKIN'S MERCANTILE CO.'S PLACE,  
PARAGOULD, ARK.

PARAGOULD, Green county, looks what it is said to be, the most thriving town in Northeast Arkansas. It is situated at the junction of the COTTON BELT and Iron Mountain Railroads, and, although but eight years old, has a population of nearly 3,000 souls. A new opera house, the GAGER HOUSE, a three-story brick hotel, and several brick business blocks are conspicuous indications of its growth and prosperity.

The business quarter lies at the base of Crowley's ridge, a strip of highland extending across Southeast Missouri and Northeast Arkansas, from Cape Girardeau at the Mississippi to Helena, 200 miles below. The residence precincts of Paragould ascend this ridge, and from the midst of them rises the cupola of a substantial Court House, disclosing the fact that here is the county seat.

The residence precincts of Paragould ascend this ridge, and from the midst of them rises the cupola of a substantial Court House, disclosing the fact that here is the county seat. There is a fine new school house in this part of the city, and plans have been drawn for a college to be built there also, PROF. J. W. DECKER'S new Arkansas Normal college, a cut of which is

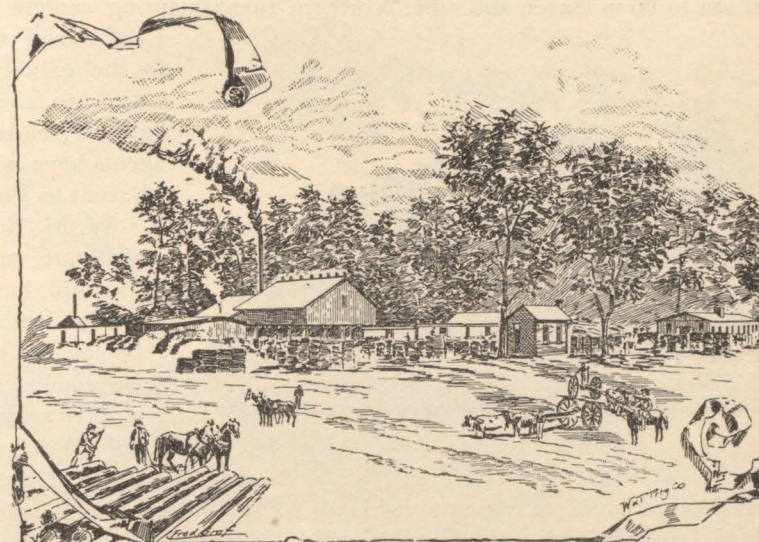


PROF. J. W. DECKER'S ARKANSAS NORMAL COLLEGE PARAGOULD, ARK.

on this page. This college will have the following courses of instruction: Classic, scientific, musical, commercial (including typewriting and phonography), select and normal.

Paragould has two banks, one wholesale grocery house (the Perkins Mercantile Co.), and about a dozen general merchandising establishments, handling cotton, timber and ties incidentally. It has four stave mills, chief among them that of J. F. Hasty & Sons.

J. F. HASTY & SONS, manufacturers of and dealers in cooperage of all kinds, are one of the oldest firms of that kind in this country. J. F. Hasty, senior member of the firm, was established so long ago



J. F. HASTY & SON'S STAVE MILLS, PARAGOULD, ARK.

as 1851, in Portland, Maine. J. F. Hasty & Son, Detroit, Mich., date from 1876, and J. F. Hasty & Sons, Paragould, from 1882.

The mills of this firm at Paragould employ fifty hands. They ship a car load a day of staves. These go to points as remote as those of California, Europe and Mexico. W. C. Hasty, of Paragould, is manager of the firm's business at that point.



CRAIGHEAD COUNTY BANK,  
JONESBORO, ARK.

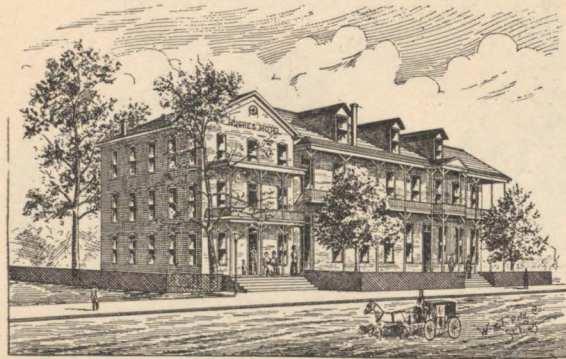
THE PERKINS MERCANTILE Co., wholesale grocers of Paragould, do an extensive business along the line of both the railroads that provide Paragould with transportation facilities. Mr. E. B. Perkins is the managing principal. W. C. Hasty, of J. F. Hasty & Sons, manufacturers of cooperage material, is secretary. The cut on the opposite page shows the building occupied by this house, a new brick, especially built for it.

The Paragould & Buffalo Island Railroad, a narrow gauge lumber road, runs out into the timber belt east of the city for twelve miles. Two large lumber mills are on this line.

The country adjacent to Paragould is timbered on the one hand and largely cleared on the other. The cleared lands produce three-fourths of a bale of cotton, or forty to seventy-five bushels of corn.

They are worth, improved, from \$5 to \$75 an acre. Ordinarily they sell at from \$5 to \$15. At Bagwell's Lake, on the St. Francis, due east six miles, they are

especially productive. Timber lands bring \$2 to \$10, and average \$7.50. The growth here is hard woods, chiefly oak, hickory, ash and gum. Car load shipments of ash to New Haven and other Northern manufacturing centers are not infrequent.



HUGHES HOUSE, JONESBORO, ARK.

Lumber and staves are sent abroad to the extent of 550 car loads; cotton to the amount of 3,000 bales a season. The following agents have lands for sale in and adjacent to Paragould:

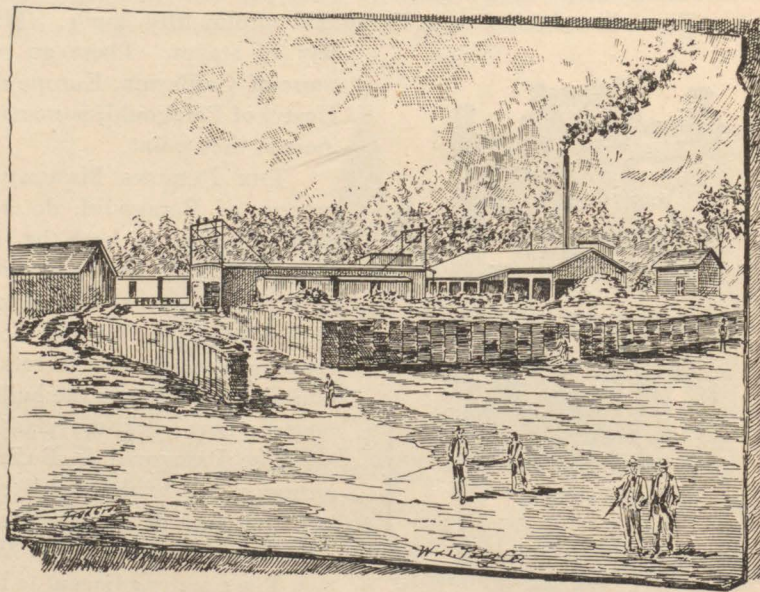
W. M. BOND & Co., general real estate and loan agents of Paragould, have farm properties and wild lands which they handle on exceedingly liberal terms. All correspondence with them will be promptly answered.

H. W. GLASSCOCK, real estate agent and notary of Paragould,

has 10,000 acres of unimproved lands for sale in the vicinity of Paragould and very good farming lands, at reasonable prices. He has lived in this part of the State since 1859 and is thoroughly acquainted with it.

L. H. CASE, lawyer and real estate agent of Paragould, has money to loan on improved farms. He has 100 farms for sale at \$5 to \$15 an acre, and 100,000 acres of timber land at from \$2 to \$5 an acre, in tracts to suit. Letters of inquiry addressed to him will be answered immediately.

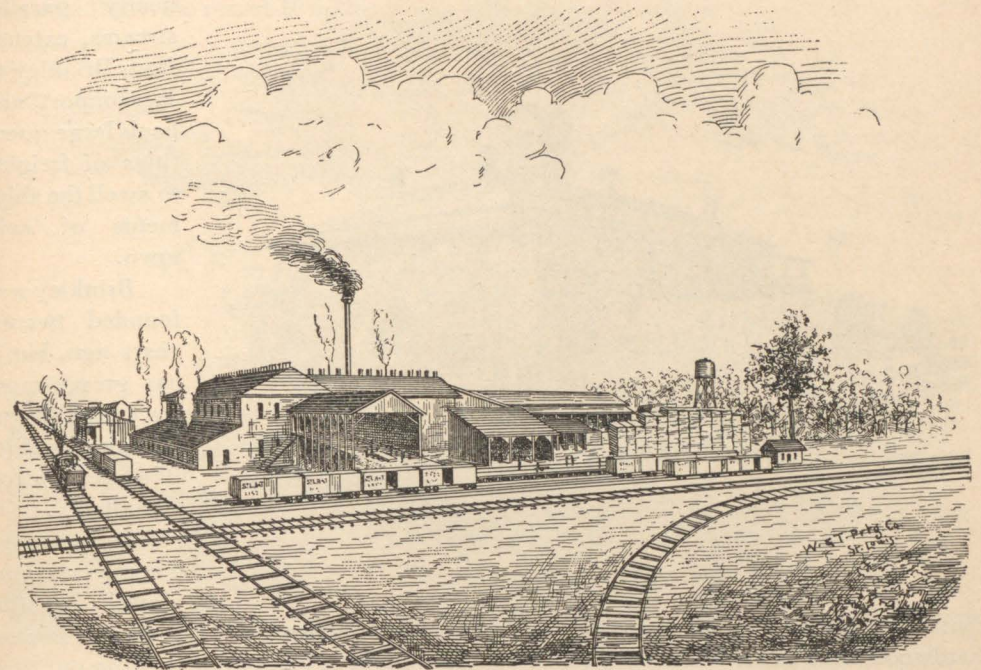
A. A. KNOX, attorney, real estate agent and abstractor, of Paragould, has the only complete abstract of titles in the county. He has an experience of real estate, titles, etc., extending over six years at Paragould.



JONESBORO STAVE CO.'S MILL, JONESBORO, ARK.

At JONESBORO, the county seat of Craighead, situated twenty-one miles from Paragould, the Jonesboro section of the COTTON BELT road begins. Jonesboro is one of the oldest of Arkansas' settlements, and it has several solid business houses and industrial concerns. Some new brick blocks, among them a large hotel built by a

local stock company and that of the CRAIGHEAD COUNTY BANK, afford evidences of its progress.



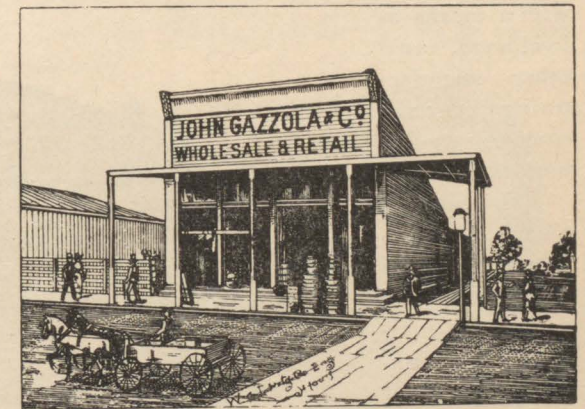
BRINKLEY CAR WORKS AND MANUFACTURING CO., BRINKLEY, ARK.

It has two banks, with \$50,000 aggregate capital, two resawing and planing mills and a stave mill, that of the JONESBORO STAVE Co., shown in one of the engravings on the opposite page, and a wagon works, using the oak, ash and hickory of the neighboring woods as materials.

Jonesboro ships 2,000 to 2,500 bales of cotton and about 500 cars of lumber and staves a year. The Kansas City, Fort Scott & Memphis Railroad, as well as the COTTON BELT, passes through it. The HUGHES HOUSE at Jonesboro is an excellent hotel.

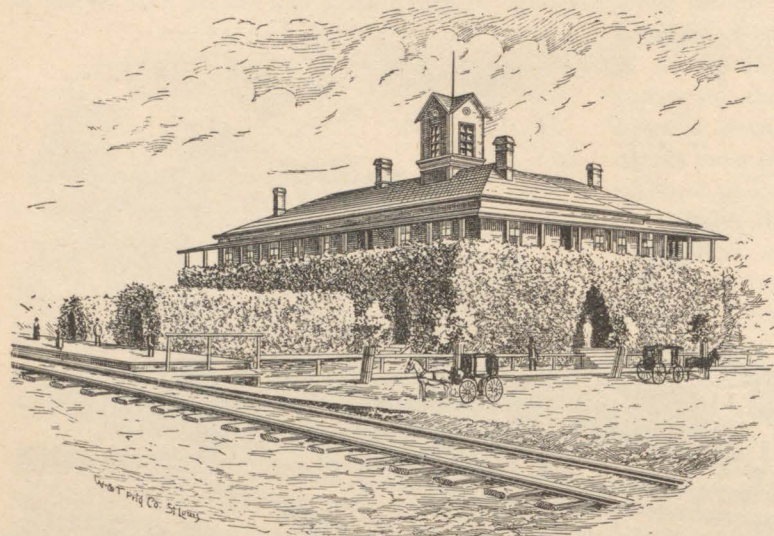
H. S. UNDERHILL, real estate and land agent of Jonesboro, has 50,000 acres of Arkansas lands listed with him for sale. He has property in the growing towns of the State, timbered lands, and improved farms. Mr. Underhill has been established in this business for seven years.

Seventy-four miles of forest chiefly, here and there interspersed with clearings, separate Jonesboro and BRINKLEY. Brinkley is at the crossing of the COTTON BELT



JOHN GAZZOLA'S PLACE, BRINKLEY, ARK.

and Little Rock and Memphis roads. The White and Black River Valley road, which runs through the rich timber and cotton bottoms of the water shed of these two nearly parallel streams, extends from Brinkley to Jacksonport, and hauls large quantities of freights to swell the shipments of said town.



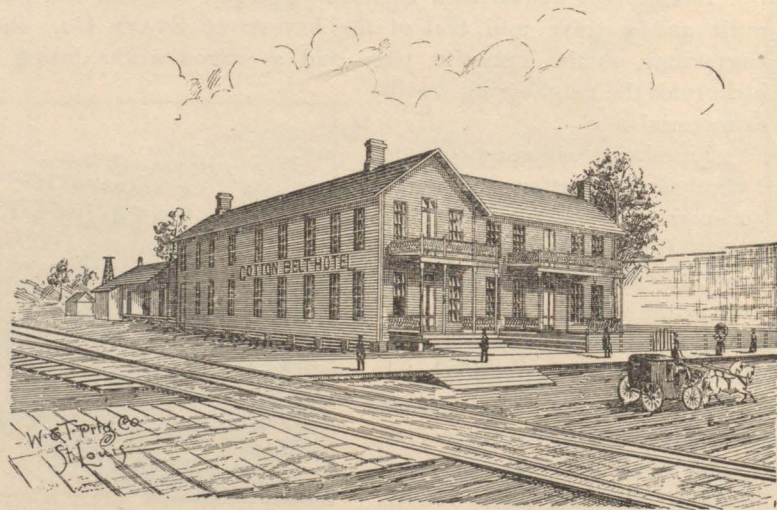
BRINKLEY HOTEL, BRINKLEY, ARK.

BRINKLEY CAR AND MANUFACTURING CO., which operates here one of the largest hardwood mills in the Southwest, and which has about 125 more men getting out timber for it from its own lands. This company's works are situated right at the junction of the COTTON BELT and Little Rock & Memphis roads. It sells largely in Memphis. The Brinkley Cotton Seed Oil Mills furnish about fifty more with a means of livelihood, and other manufacturing concerns some twenty-five besides.

Brinkley has a bank, a wholesale grocery, and a number of other first rate mercantile establishments, prominent among them JOHN GAZZOLA'S grocery house.

Brinkley has a curiosity in the vine clad front of the BRINKLEY HOUSE, situated near the station of the COTTON BELT, and so entirely covered in summer as to

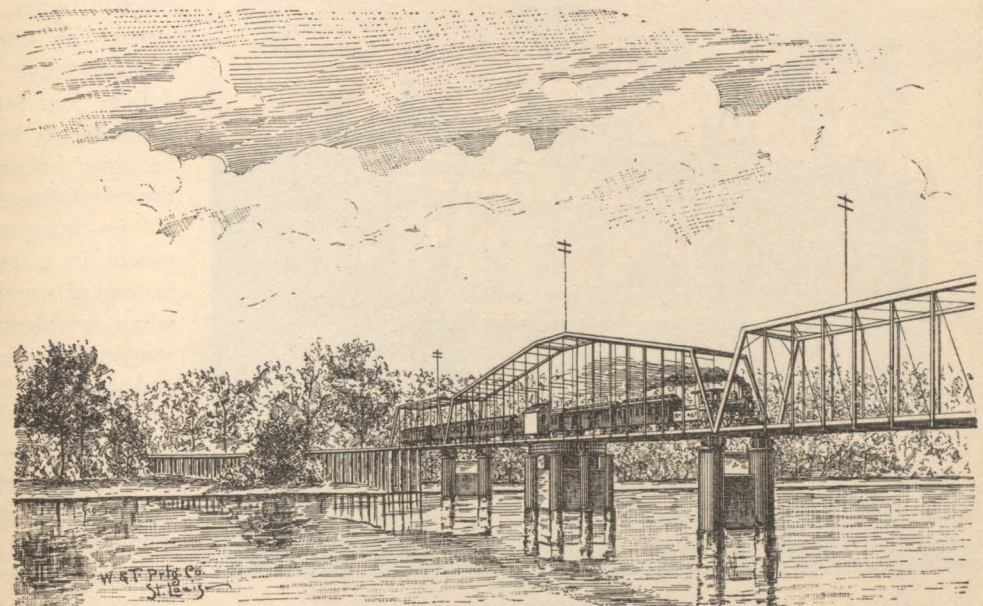
Brinkley was founded twenty years ago, but it has grown most since the COTTON BELT reached it. It has about 1,200 inhabitants. Of these seventy-five men are employed by the



THE COTTON BELT HOTEL AT BRINKLEY, ARK.

J. W. Savage, proprietor.

hide completely the exterior of its lower story. The house, as it appears when this vine is in full bloom, is shown in the engraving accompanying this matter. The COTTON BELT HOTEL at Brinkley is also adjacent to the station.

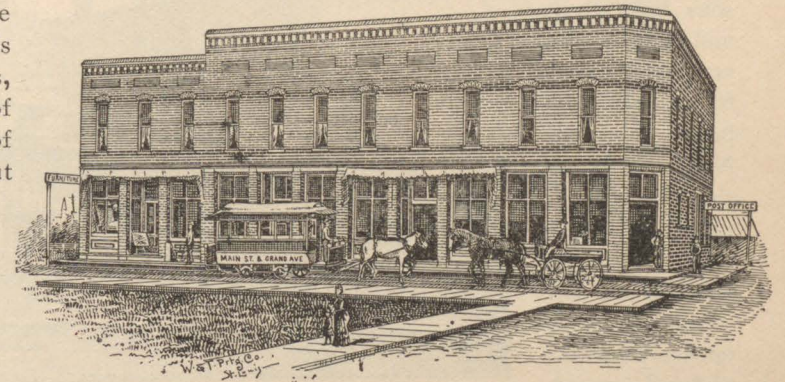


WHITE RIVER BRIDGE NEAR CLARENDON, ARK.

CLARENDON, next point of note, is in the White river bottoms of Monroe county, of which it is the county seat and in which there are still State lands subject to entry. It has a large stave mill and quite a cotton trade, and its surroundings are such as to give it assurance of continuous growth.

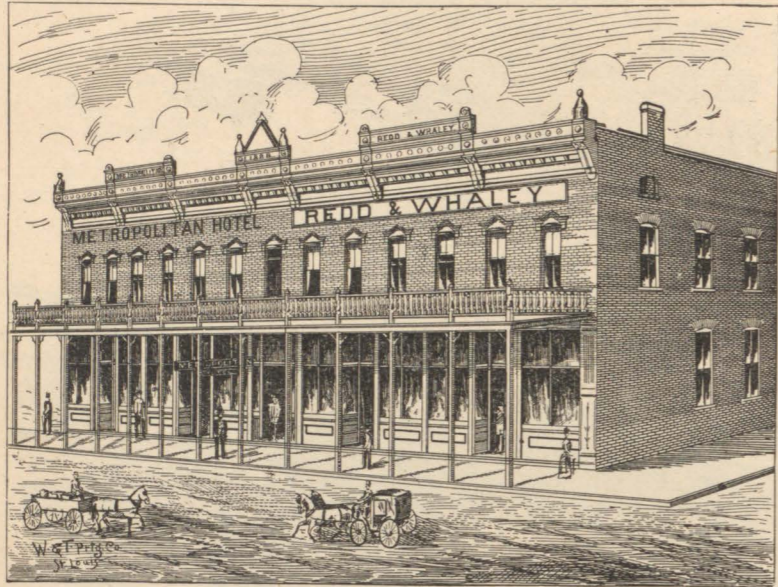
ULM, twelve miles below Clarendon, is on the "Grand Prairie" of Arkansas. It has prospects of growth in the attention directed toward it by its Land & Improvement Co., and in the fact that it is the place chosen for crossing the COTTON BELT by the projected Little Rock & Mississippi River road.

STUTT GART, the "Prairie Belle," it is admitted on all sides, is likely to be one of the largest cities of Arkansas. It is but three years old, but already has 2,000 population, and the advantages to attract further accessions. It draws more Northern settlers than any place in the State, and it is distinguished more than any community of Arkansas for its spirit of enterprise and progress and for its metropolitan pretensions.



HENRY FLOOD'S BLOCK, STUTT GART, ARK.

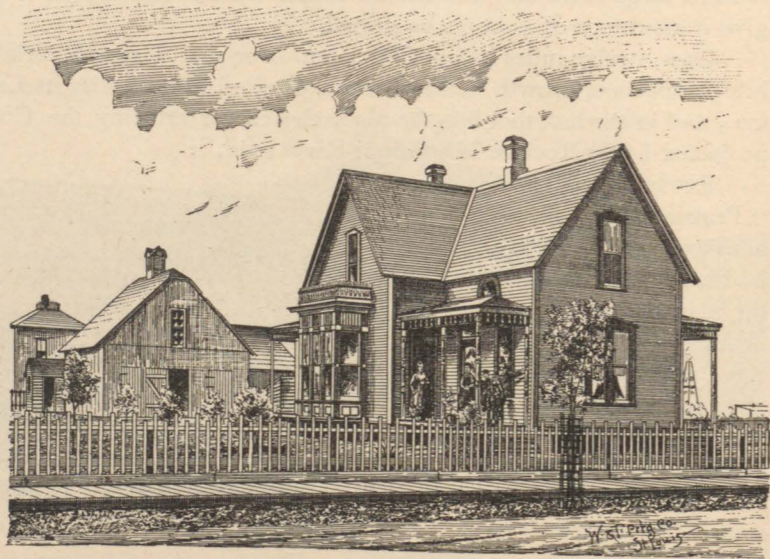
This forward spirit in its people has done much for it. It has secured it a railroad (practically a branch as well as feeder of the COTTON BELT) into the rich bottoms



METROPOLITAN BLOCK, STUTTGART, ARK.

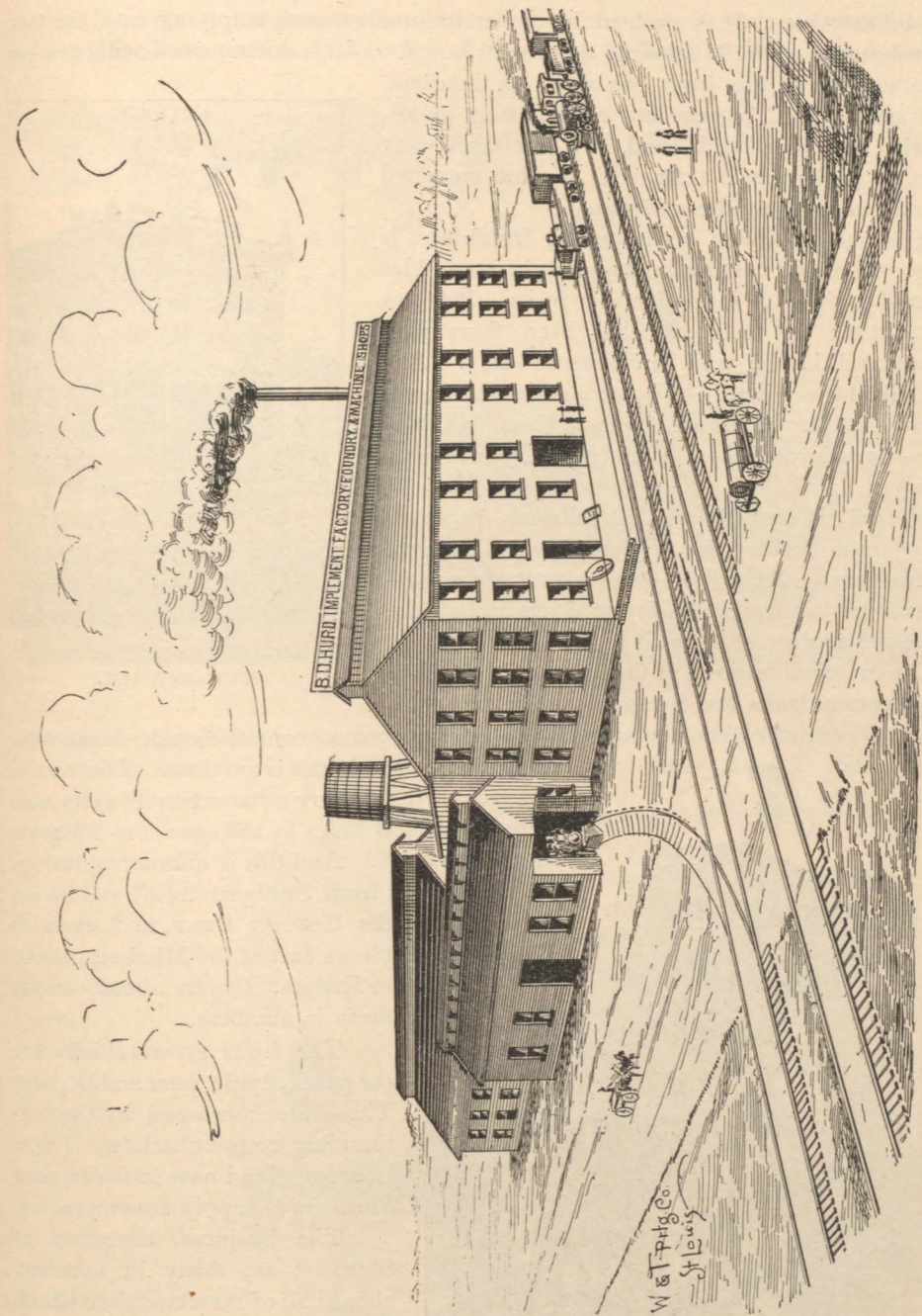
of the Arkansas, electric lights, a street car line, a good hotel, a college and fair grounds; it has brought about the rebuilding of all its business places in brick, instead of wood, when it was destroyed by fire, and has made it a city of handsome and cosy homes; and it has drawn to it several large manufacturing concerns to give it stability and permanence.

Stuttgart is situated in the middle of the "Grand Prairie" of Arkansas, which, until lately, has not been appreciated as it should. Now, however, from its likeness to the Illinois, Indiana and Kansas plains lands, it is a favorite place of settlement with persons from these and other Northern and Western States. It is far better than the Northern prairies, however, for it will grow cotton, the most valuable of the staples; it is extensively wooded and well watered, and it has a climate far superior to theirs. Grand Prairie lies between the bottoms of the White and Arkansas rivers, a strip of slightly rolling country about eighty miles long and perhaps



RESIDENCE OF EDWARD HALL, STUTTGART, ARK.

of the Arkansas, electric lights, a street car line, a good hotel, a college and fair grounds; it has brought about the rebuilding of all its business places in brick, instead of wood, when it was destroyed by fire, and has made it a city of handsome and cosy homes; and it has drawn to it several large manufacturing concerns to give it stability and permanence.



B. D. HURD'S FOUNDRY AND IMPLEMENT FACTORY, STUTTGART, ARK.

thirty miles wide. It is drained by numerous small streams emptying into the two great tributaries of the Mississippi that are its bounds. It is interspersed with timber islands, varying in size from one acre to a thousand. It has soils of red, of gray and of dark clay loams, somewhat intermixed with sand, and is clothed very generally, in its virgin state, with a blue stemmed grass that makes a most excellent hay.

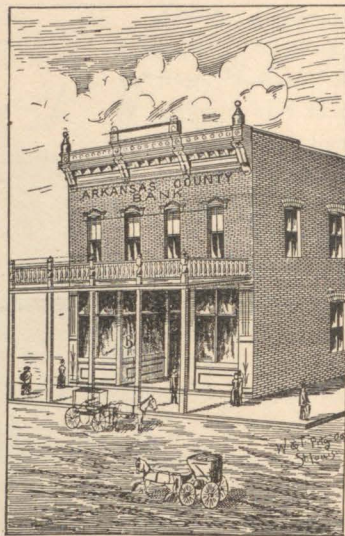
It is subsoiled with marl, and its fruitfulness is lasting even under continued cropping in vegetables and small grains. It is fine land for fruits. It grows good cotton; but this fact has been thoroughly demonstrated in the past few seasons only. For pasture land it can hardly be beaten, and many of the settlers—the German element among them, which is strong—have devoted themselves with every success to dairying.

It is only in recent years that railroads, penetrating the Grand Prairie, have disclosed the full measure of its resources. It is upon development of these resources in hay, in fruits, in dairy products and cotton, that the promise for Stuttgart is founded.

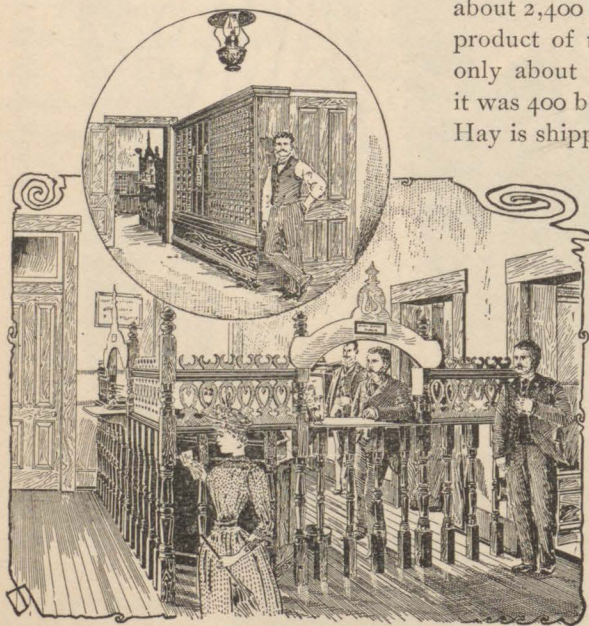
The principal business of the town is the shipping of hay, cotton, fruits and live stock. The hay shipments now average eighty cars a month, or nearly 1,000 a year; the stock shipments, about 2,400 head in the same time. The cotton product of the country adjacent to the city was only about 100 bales in 1889-90; for 1890-91, it was 400 bales. And this is only a beginning. Hay is shipped from Stuttgart to all points on the COTTON BELT, and even to places east of the Mississippi and in Kansas. Buyers already resort there in numbers.

The fruits grown chiefly are the peach, apple, pear and berries. These are consumed by the surrounding cotton districts. There is enough land now in fruits near Stuttgart to supply a cannery.

The business concerns of Stuttgart are thirty in number, about half of them merchandisers, handling, not a miscellaneous stock as in most small towns, but, as a rule, a single branch, as groceries, dry goods, etc., as the case may be. REDD & WHALEY, groceries, J. I. PORTER & Co., lumber, and MAHLE & THOMPSON, hardware, are leading concerns. The manufacturing concerns are the



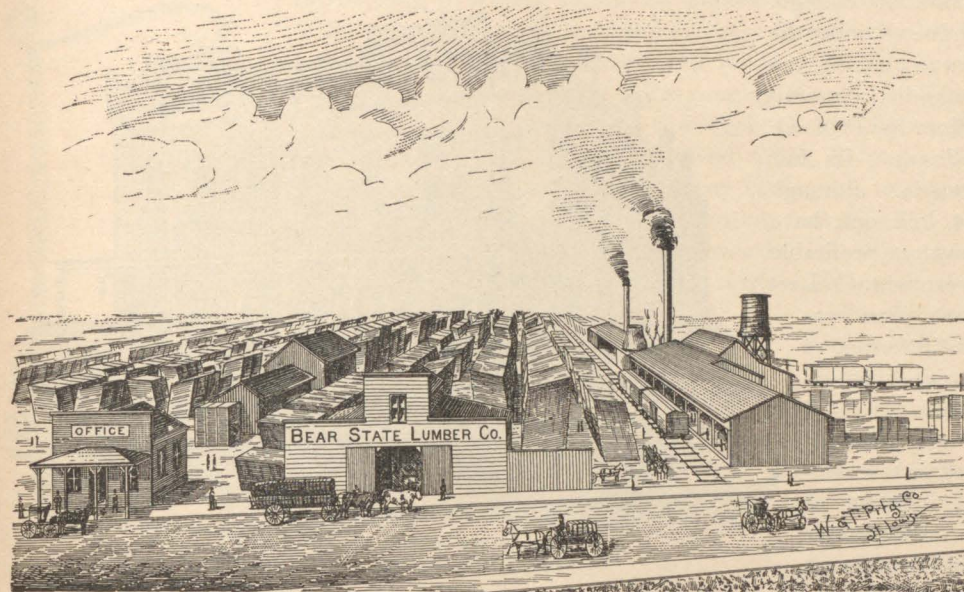
ARKANSAS COUNTY BANK,  
STUTTART, ARK.



BUERKLE BROS. OFFICE AND POST OFFICE, STUTTART, ARK.

case may be. REDD & WHALEY, groceries, J. I. PORTER & Co., lumber, and MAHLE & THOMPSON, hardware, are leading concerns. The manufacturing concerns are the

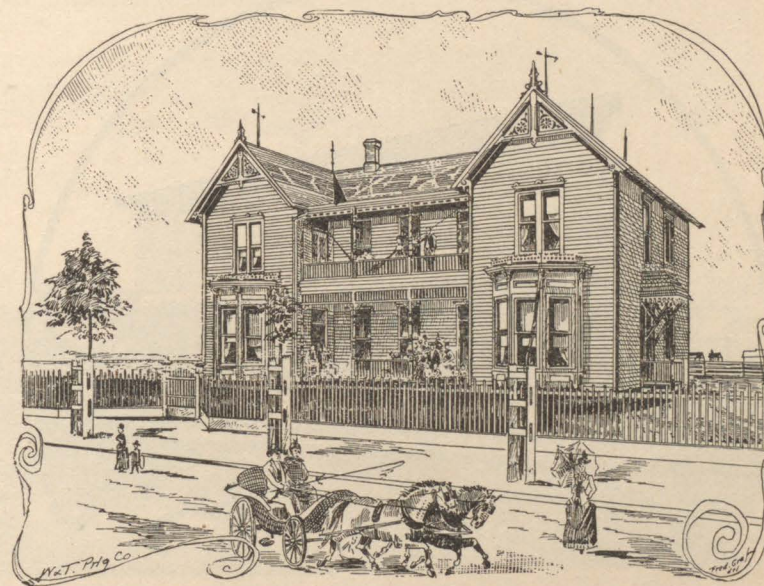
electric light plant, under contract to light the city for a term of years; HENRY FLOOD's brick yards; Savage Bros.' BEAR STATE LUMBER AND PLANING MILLS; a hard wood



BEAR STATE LUMBER CO., STUTTART, ARK.

mill; B. D. HURD's large foundry and implement works; the STUTTART CREAMERY, B. Reinsch, manager; a carriage factory, and harness works. There is room for more than these, and ample encouragement would be afforded a flour mill, an ice works, stave mill or a cotton oil works.

The ARKANSAS COUNTY BANKING CO. furnishes the sinews of trade for these concerns. It occupies the corner of the Mallaby or Metropolitan Hotel Block, as shown in the engraving accompanying this matter. It has \$50,000 capital paid up. T. H. Leslie is its president, F. M. Gillett, vice-president, and C. K. Leslie, cashier.



RESIDENCE OF W. M. PRICE, STUTTART, ARK.

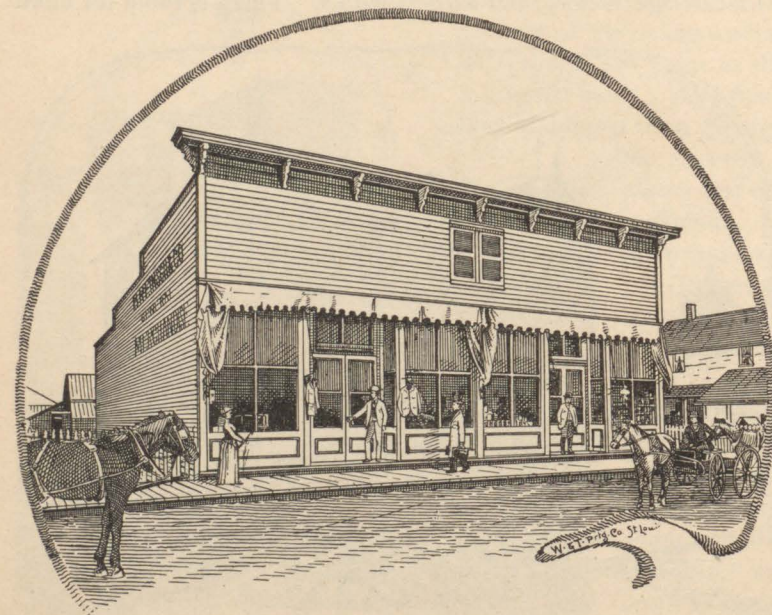


Stuttgart has two newspapers, the *Grand Prairie Chronicle*, W. Theo. Smith, editor, and the *Star*, by C. L. Price. Besides a handsome new common school, it has a normal college, conducted under the auspices of the Methodist denomination, by Prof. G. C. Jones. Its fair grounds, although just laid out, have proven a profitable investment. Last year's first season returned a surplus over expenses.

To speak of Stuttgart without mention of the STUTTGART IMPROVEMENT

Co., which has been the making of it, would be indeed like Hamlet without the melancholy Dane. That organization, by liberal expenditures for advertising, by bonuses of lands, and by its own investments, has been the agency which has contributed most to the advancement of Stuttgart, and also of Arkansas county.

Its resident principals, Messrs. T. H. Leslie, J. I. Porter, W. M. Price and A. D. Swan, are principals also in the Stuttgart & Arkansas River Railway, running from Stuttgart to De Witt, the county seat, 25 miles; in the Tyrone Saw Mills, on the COTTON BELT, 47 miles below the



B. REINSCH & CO.'S STORE, STUTTGART, ARK.

town; in the Electric Light Works and Street Railway, the College and Fair. They have shown themselves, in fact, the very men to make and to sustain a lively town.

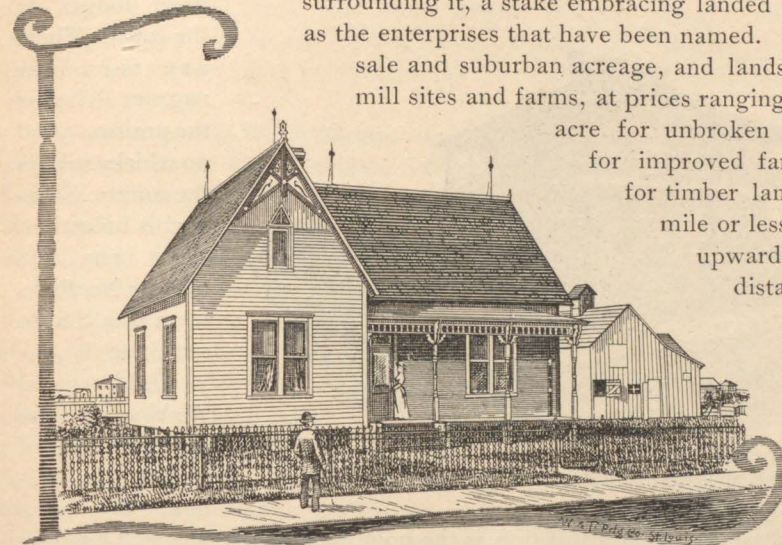


THOMPSON BLOCK, STUTTGART, ARK.

The Improvement Co. is practically Stuttgart's Board of Trade. It fosters and promotes its every interest. It has a large stake, in fact, in the city and the country surrounding it, a stake embracing landed investments as well as the enterprises that have been named. It has town lots for sale and suburban acreage, and lands available for both mill sites and farms, at prices ranging from \$4 to \$10 an acre for unbroken prairie, \$6 to \$20 for improved farms, \$2.50 to \$10 for timber lands, and acreage a mile or less out for \$50 and upwards, according to its distance from town.

The climate of the Grand Prairie is as near the temperate as a strict construction of the term implies. The thermometer seldom goes below freezing

point in winter, and the summers are never distressingly warm. Malaria is unknown on the prairie. Water is easily obtained with driven wells, and it is uncommonly soft and pure. Stock are branded to run at large the year round. There is mast enough in the woods always to fatten hogs.



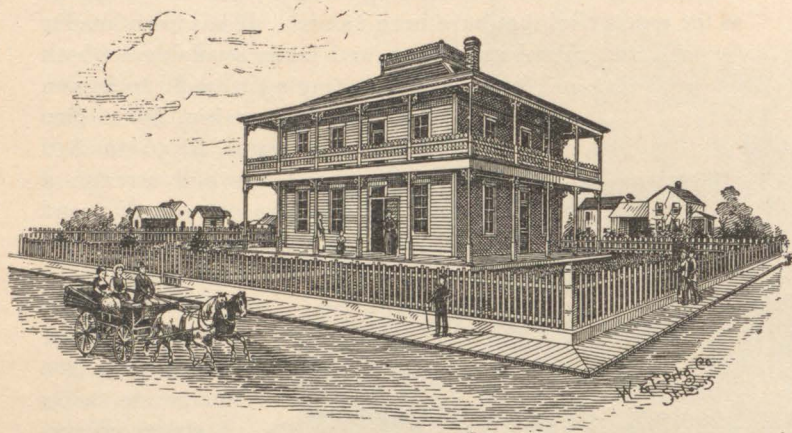
RESIDENCE OF C. K. LESLIE, STUTTGART, ARK.



VIEW OF MAIN STREET AND J. I. PORTER & CO.'S LUMBER YARD, STUTTGART, ARK.

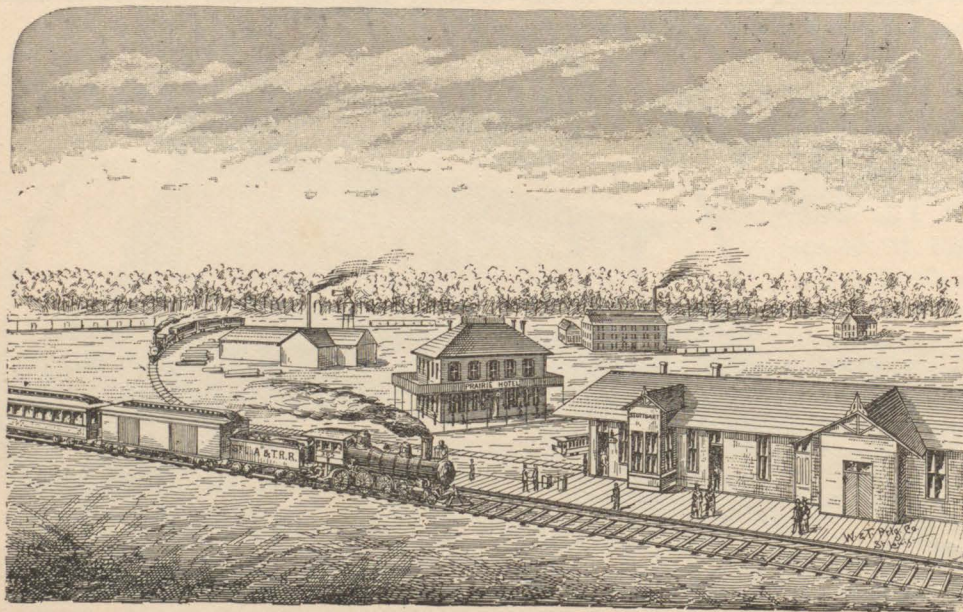
Most of the new farming settlers bring capital enough for a start. The mortgage loans business is discouraged by the rigor of the State laws. City taxes are only \$1.50

on the hundred all told. There are two thriving building and loan societies in Stuttgart. The social conditions are excellent. The principal fraternal organizations



RESIDENCE OF W. H. HEINMILLER, STUTTGART, ARK.

ALTHEIMER, which has additional distinction as the point of junction of the Altheimer branch of the COTTON BELT (Altheimer to Little Rock, a distance of forty-three miles) with the main line. This branch passes through a section of good cotton and general farming country and besides gives connection with the State capital. Rob Roy is a station in the very midst of the rich bottoms of the Arkansas, here entirely



UNION DEPOT, STUTTGART, ARK., AND JUNCTION OF THE STUTTGART & ARKANSAS RIVER ROAD.

devoted to the raising of cotton, for which purpose these lands are pre-eminently adapted. It formerly had importance as a steamboat landing of the Arkansas.

PINE BLUFF, the largest city, and the greatest cotton market on the line of the COTTON BELT in Arkansas—said to be the foremost *primary* market for the staple in the State, and at all events steadily rising to the rank of the first shipping point for it in Arkansas—is a place of twelve or fourteen thousand inhabitants, considerably more than double the number credited it by the census of 1880.

It is situated on the Arkansas river, which has its source in the Rocky Mountains, and is one of the three greatest tributaries of the Mississippi; next the Missouri in length, and the Ohio in volume. The other two principal cities of Arkansas, Little Rock and Fort Smith, are on this same river; and the very richest lands of the State are those of its bottoms and delta.

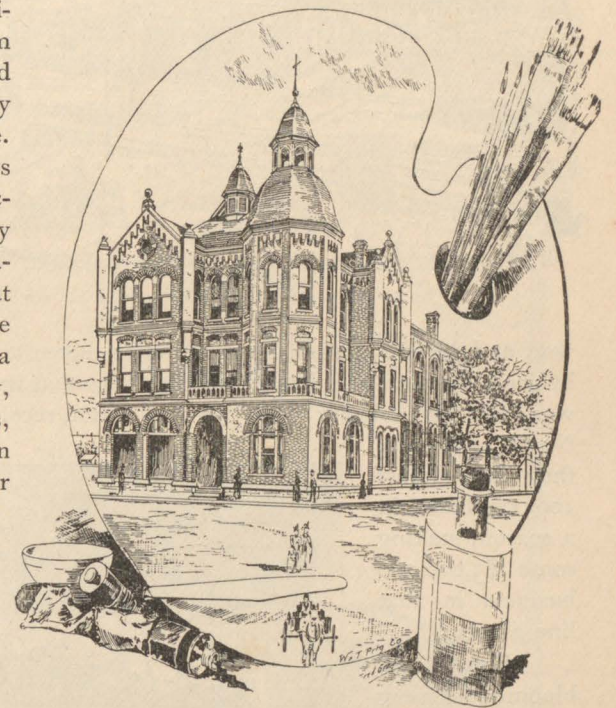
Pine Bluff is seated upon an eminence rising twenty feet sheer from this channel, and is still fairly decked in the evergreen sylvia that formerly clothed her site and suggested her name. From this vantage ground she surveys the broad and not altogether unpicturesque river, winding its devious way through a domain largely its own creation, and of such wondrous fertility that one township near the city, sends more cotton to market than any equal area on the globe. And Jefferson county, of which Pine Bluff is county seat, is, acre for acre, the foremost cotton county of the State, and the banner cotton growing district of the South.

Steamboats still ply upon this noble river, which is navigable over its entire length in the State. But since the advent of the railroads their occupation is, like the jealous Moor's, almost gone. They serve, however, here at Pine Bluff, along with the pontoon draw that bridges the stream, to give a certain air of variety and animation to the scene.

The business quarter of Pine Bluff is very compactly built. And stately mansions, and embowered homes in the residence precincts are the manifestations of the wealth already acquired by its people from trade. It is a lively place in the balmy winter season, when the cotton comes in and buyers of the staple throng the streets. Planters frequent it, and on market days when the field hands swarm in, it is a sort of dusky Vanity Fair.

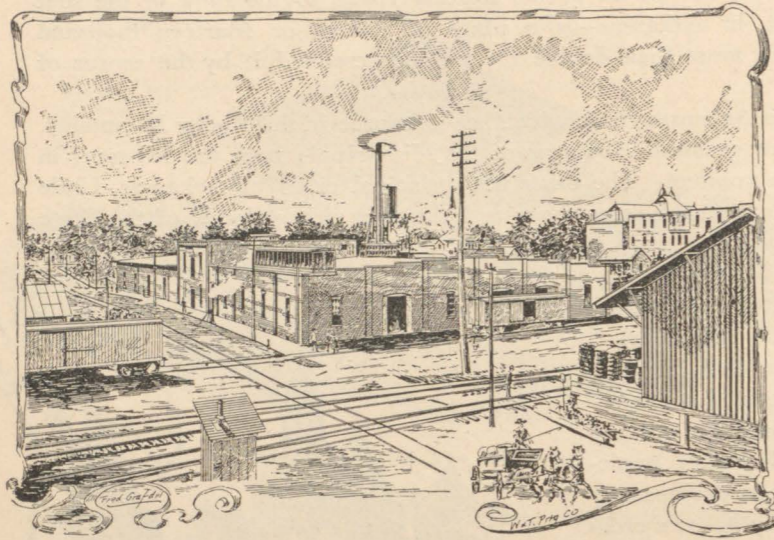
Cotton is largely sold at Pine Bluff in the open air; and it is no uncommon thing to see fifty or sixty bales, freighting three or four great wagons (the haul from a single plantation in the city's environs) change hands in lump of an afternoon.

The "sporting element," attracted hither by the city's prosperity, finds in an atmosphere of plenty and prodigality, the tolerance upon which it thrives.



THE MERRILL INSTITUTE, PINE BLUFF, ARK.

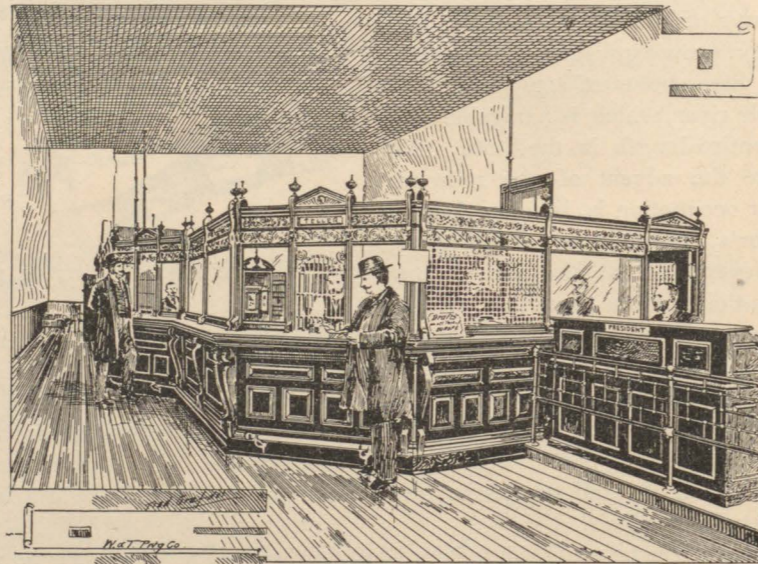
These and the ever present man and brother are the high lights of the picture it presents; a picture singularly characteristic of all of the larger cotton towns.



EMMA COTTON SEED OIL MILLS, PINE BLUFF, ARK.

war, and the evil days of Reconstruction thereafter, made it a theater of disorder and business disaster, and it seemed for a time that its prospects were blasted forever. It was still languishing in 1870. Its total cotton receipts that year were only 10,000 bales. Now, however, they are almost 100,000 bales in a season, making some \$5,000,000 business in that line alone.

Pine Bluff bloomed anew in 1883 when the halves of the COTTON BELT then under construction, were jointed near the city, and it was furnished thus, an avenue to the great world of Trade without. The "Iron Mountain" has since



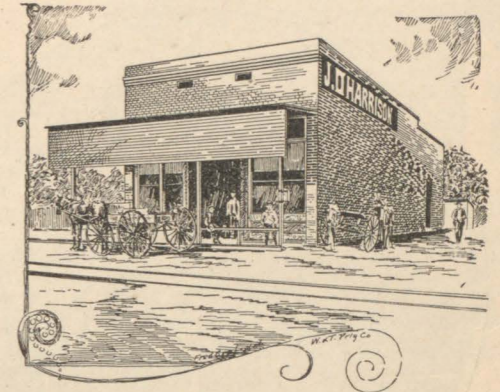
INTERIOR OF THE BANK OF PINE BLUFF, PINE BLUFF, ARK.

provided it a connection with its Southwestern system, and the "Swan Lake" road has been built out for twenty-six miles into the bottoms of the Arkansas river.

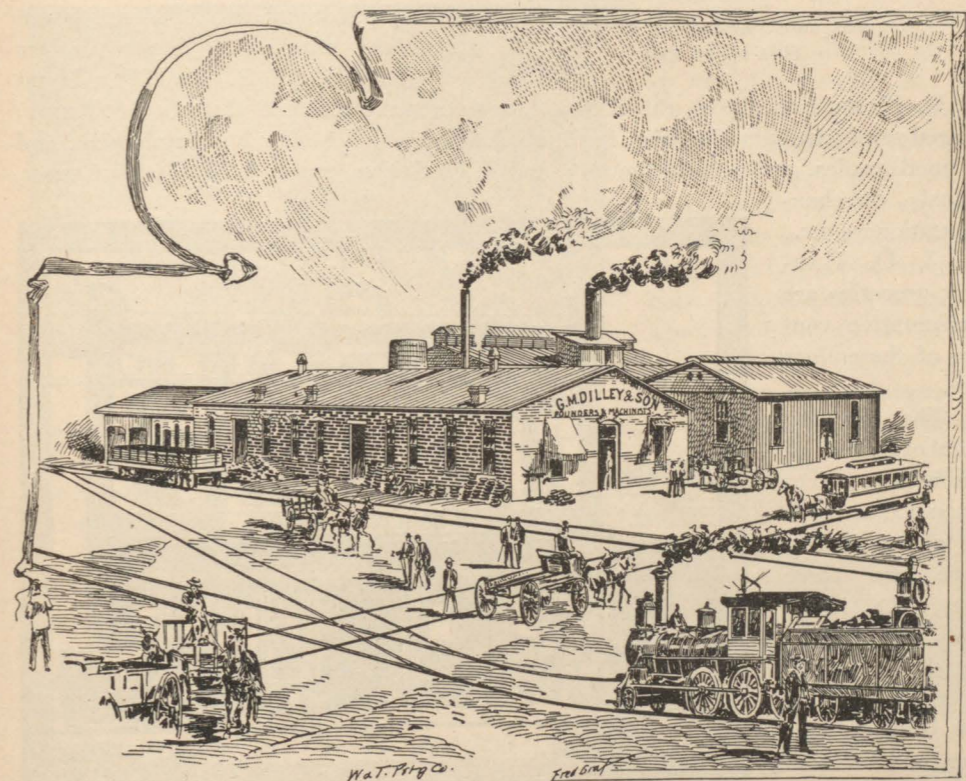
A new north and south trunk line is also projected through it.

When the COTTON BELT reached it, it had less than 5,000 people. Its tax assessment, real and personal, was only \$1,400,659; now it is \$3,146,900. In a single year since, property valuations have been raised, for purposes of revenue, fifty per cent. No less than forty-five additions to the city have been platted and in great part sold. And in the building improvements of these seven years, are embraced the best part of the town.

Cotton is the great commodity of Trade at Pine Bluff, the commodity upon traffic in which all other merchandising is dependent. And yet it figures as less than a third of the gross business of the community which, not including banking, insurance and real estate operations (not strictly commercial), is about \$15,000,000 in



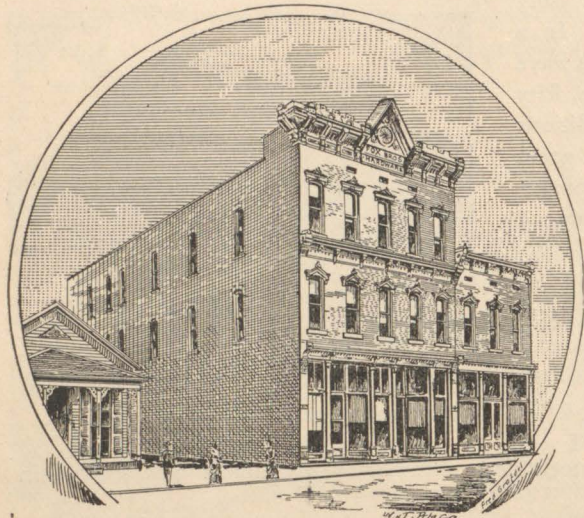
J. O. HARRISON, GROCER, PINE BLUFF, ARK.



G. M. DILLEY & SONS, FOUNDRY AND MACHINE SHOP, PINE BLUFF, ARK.

the aggregate a year. This is a remarkable business for a city of less than 15,000 population, and more than half of them negroes, seldom engaging in trade.

The capital employed to do this business, not including that of the banks, is \$2,250,000. The number of firms of all kinds enumerated is 235; and of jobbing



FOX BROS., HARDWARE HOUSE,  
PINE BLUFF, ARK.

houses of the first class (exclusive of cotton buyers), thirty, engaged as follows: Groceries, five; liquors, four; cigars and tobacco, two; dry goods, clothing, boots and shoes, etc., one; hardware, two; drugs, two; machinery and implements, one; furniture, two; coal, two; lumber and building materials, two; merchandise brokers and storage, two; miscellaneous, five.

Co., M. HANF, FOX BROS., the KING MANUFACTURING Co. and CARROLL & REIDY, engaged respectively in the drug, furniture, hardware, machinery and implement, and dry goods trades, are notable houses; and J. O. SMITH, drugs, J. W. D. McCLURE, musical merchandise, stationery, etc., and J. O. HARRISON, groceries, are representative concerns of these lines there.

The banking capital of Pine Bluff is from \$750,000 to \$1,000,000, according to the season. There are three banks, the Merchants and Planters, the Citizens, and the Bank of Pine Bluff, an interior view of which is on page 66.

The BANK OF PINE BLUFF has \$300,000 capital stock, and the following officers: J. F. Thompson, president; W. B. Howel, first vice-president; Chas. Benj. Wilkinson, second vice-



MCCAIN & HOUSTON'S STORE, PINE BLUFF, ARK.

The HAMMETT GROCER Co., McCAIN & HOUSTON, JOHN H. TALBOT & Co., and GABE MEYER, are jobbing grocery houses of Pine Bluff; JOHN O'CONNELL and E. WERTHEIMER are wholesale liquor dealers there; the G. N. HART DRUG

president; H. Riley, cashier, and W. D. Hearn, assistant cashier. Collections are a specialty of this bank, and it gives, in fact, all lines of the banking business prompt and careful attention.

Pine Bluff's manufacturing industries employ between five and seven hundred of her population. The largest industrial institution of the city is the ST. LOUIS SOUTHWESTERN RAILWAY shops, employing from 120 to 200 hands. Next most important are the cotton compresses, the EMMA COTTON SEED OIL MILLS, seventy tons capacity, John Murtagh, manager, three large saw and planing mills (the "Bluff City" and "Hawkeye Southern" especially notable), the Pine Bluff Mill and Elevator Co., which has capacity to produce 500 barrels of meal a day, and the iron works of G. M. Dilley & Son.

G. M. DILLEY & SON, founders and machinists, of Parsons, Kansas, Palestine



J. O. SMITH'S DRUG STORE,  
PINE BLUFF, ARK.

and San Antonio, Texas, and Pine Bluff, have their works in the latter city situated just back of the COTTON BELT depot. These works were established there in August, 1887, by the Messrs. Dilley, who had been urged to do so by an official prominent in the management of the ST. LOUIS SOUTHWESTERN RAILWAY, and, under the management of Mr. A. A. Le Lorin, one of the firm, they have grown steadily, so that enlargement of



INTERIOR OF J. W. D. McCLURE'S PLACE, PINE BLUFF, ARK.

them has more than once been imperative. During the spring of 1891 the entire plant will be reconstructed and at least \$20,000 will be spent on a new brick building for the works and its equipment.

These works are operated chiefly on saw mill and gin machinery jobbing, but they are appointed with full facilities for machine and foundry work of every description. They enumerate on their business cards the following specialties: Engines and boilers, Winship gins and presses, Thomas steam cotton presses, corn mills, cane mills, evaporators, sheet iron, metals, boiler rivets, stay bolts, etc., machinists' and blacksmiths' supplies, hose and belting, and pumps of all kinds. They employ from forty to fifty workmen.

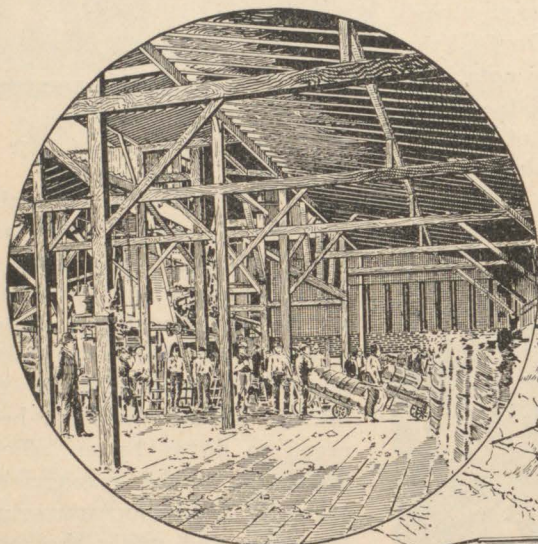


GALLAGHER HOTEL, PINE BLUFF, ARK.

The works of this firm at Palestine are, perhaps, the largest in Texas. They represent an investment of \$90,000. They and the other establishments of the Messrs. Dilley are managed by Mr. G. M. Dilley, senior member of the firm, and by his son, Geo. E. Dilley. Mr. Le Lorin has charge of all the firm's affairs at Pine Bluff. The illustration shows the works at Pine Bluff in their present condition. The new building will occupy the place of those shown in the cut.

Brick yards, marble yards, cornice works, an ice factory, and the building trades are the other mechanical concerns of Pine Bluff, furnishing employment to its laboring class.

A larger number of the residents are engaged in the cotton trade, however, than in any other line. There are six firms of buyers of the staple permanently located at Pine Bluff, and many Memphis and other outside houses have representatives in this market. The very large proportion of cotton receipts by wagon gives the draying business especial importance, and there are said to be employed no less than



165 licensed cotton floats.

The COTTON BELT road gets a third of the total cotton receipts and more than a half of the shipments from this market.

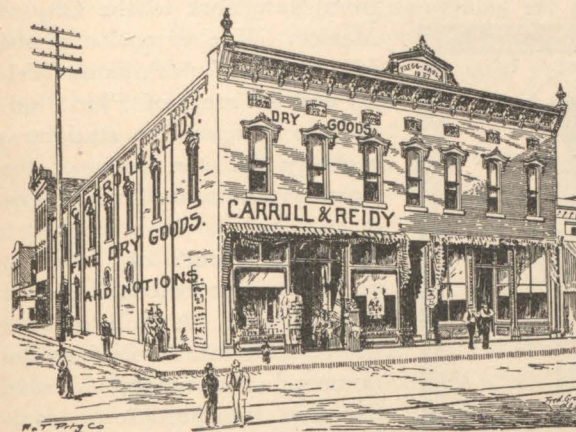
The warehouse and compress facilities of Pine Bluff are quite equal to the demands of the trade.

The STANDARD COMPRESS AND WAREHOUSE CO. controls the two compresses at Pine Bluff, which have joint capacity for the storage, under cover, of 16,000 bales of the great Southern staple. The Standard Compress, a new one, now operated for the second season, is equipped with a Steers-Morse press of 1,000 bales daily capacity. The Pine Bluff press, the other one owned by the company, is held in reserve for storage purposes only.



EXTERIOR AND INTERIOR PRESSES OF THE STANDARD COMPRESS AND WAREHOUSE CO., PINE BLUFF, ARK.

This company handled the bulk of the 83,000 bales marketed at Pine Bluff in '89-'90, at one stage or other of its distribution from the city. It is a stock company of \$342,850 capital. J. T. W.



CARROLL & REIDY, DRY GOODS HOUSE, PINE BLUFF, ARK.

Tillar, banker and capitalist of Pine Bluff and Little Rock, is its president; W. B. Howel, vice-president and manager; H. H. Hunn, treasurer, and E. C. Howell, secretary. Manager Howel is a director also of the Bank of Pine Bluff, and is identified with the coal trade, also, as one of the principals in the Arkansas Coal Co. of Pine Bluff. The cuts on the opposite page show the exterior of the Standard and interior of the Pine Bluff Compress.

Pine Bluff is 190 miles from the mouth of the Arkansas, and is at the head of deep water navigation on the river. It has all Southern Arkansas for trade territory. Its nearest competitors in this field are Little Rock and Memphis. Camden, seventy miles southeast of it, scarcely figures at all as a rival. The resources of this tributary country are as varied as rich. Besides the cotton, which is the principal crop of its surroundings, it has the great Arkansas forests to supply it with untold wealth.

It is said that over 200,000 acres of Jefferson county cotton lands, earning \$500,000 a year in rentals, are owned by residents of this city. There are over sixty saw mills on the COTTON BELT and sixteen on the "Valley Route," with a total cut of a million and a quarter feet, in the country it supplies.

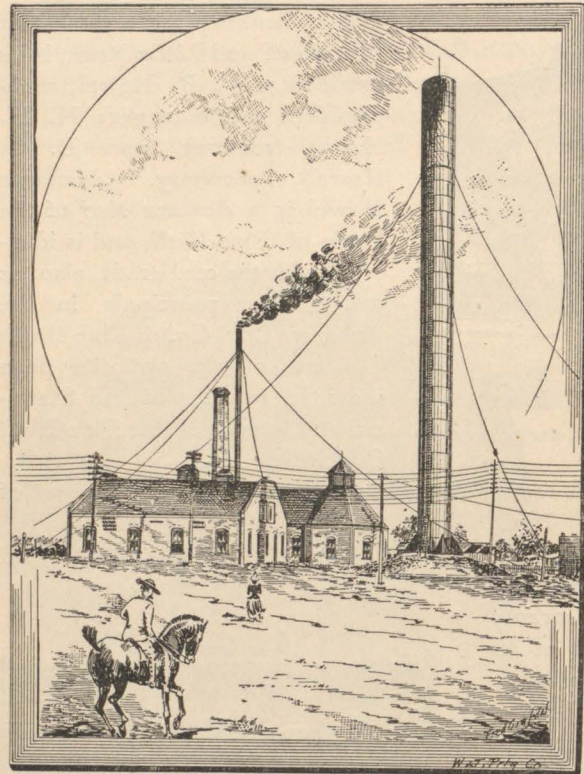
Its present prosperity is based upon development of a very small part only of the field for which it is the market place and trade center. As that development proceeds, it must continue to grow; and in the progress of that development, which the railroads have initiated, are clearly to be discerned prospects of continued growth and metropolitanization and aggrandizement.

In the resources of its immediate surroundings it has the facilities to make it a manufacturing as well as distributing center, and it has the railroads already to further



M. HANF & CO., FURNITURE HOUSE, PINE BLUFF, ARK.

its growth in these directions. The COTTON BELT, running from northeast to southwest diagonally through the State, is a link in the great chain of railroads extending from New York to the City of Mexico. The extension of the Missouri Pacific's Arkansas Valley division south of Pine Bluff, stations it upon the straightest highway for the grain of the Northwest en route for New Orleans.



WATER AND LIGHT WORKS, PINE BLUFF, ARK.

The sash and blind business of Pine Bluff has hardly yet made a beginning.

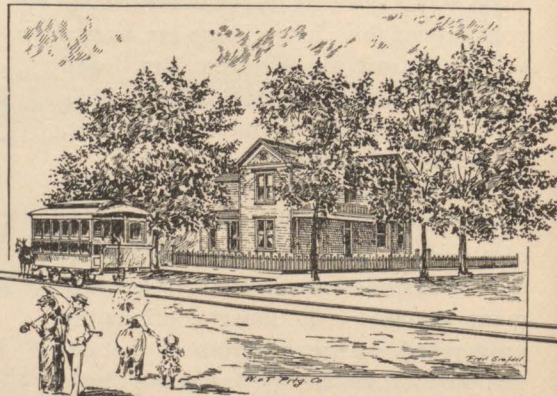
The negro vastly outnumbers the whites in this part of the country, so that labor is abundant. And the Arkansas could be utilized for power.

Pine Bluff is building sewers and is about to pave its business streets. It has a water and electric light works, provided it by private enterprise, and a street car line ramifying the city, which is owned and managed by a wealthy colored resident, WILEY JONES. Views on this car line illustrate this matter. The city has reserved also ground within its limits, for parks.

It has a complete municipal organization embodying legislative, fire, police, and school departments. Two public schools are maintained for white children and three

The county of Jefferson produces over 60,000 bales of cotton itself. A mill at Pine Bluff taking the staple from the farmers in the seed, would save thereby transportation, compressing storage, drayage, insurance, and bagging charges, as well as the cost of the long haul from Southern fields to Northern mills.

South and Southwest Arkansas is the greatest hardwood timber country in the United States. It will furnish an inexhaustible supply of material for manufacturers of house finish, wagon work, cooperage, and furniture, and incidentally brooms and other minor articles.

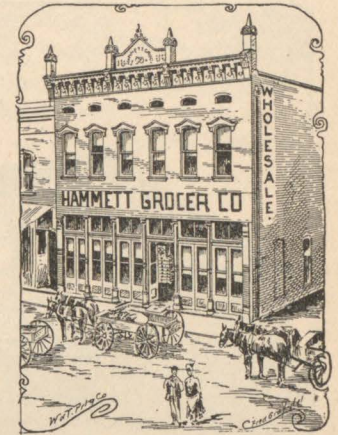


RESIDENCE OF DR. J. P. STANLEY, PINE BLUFF, ARK.

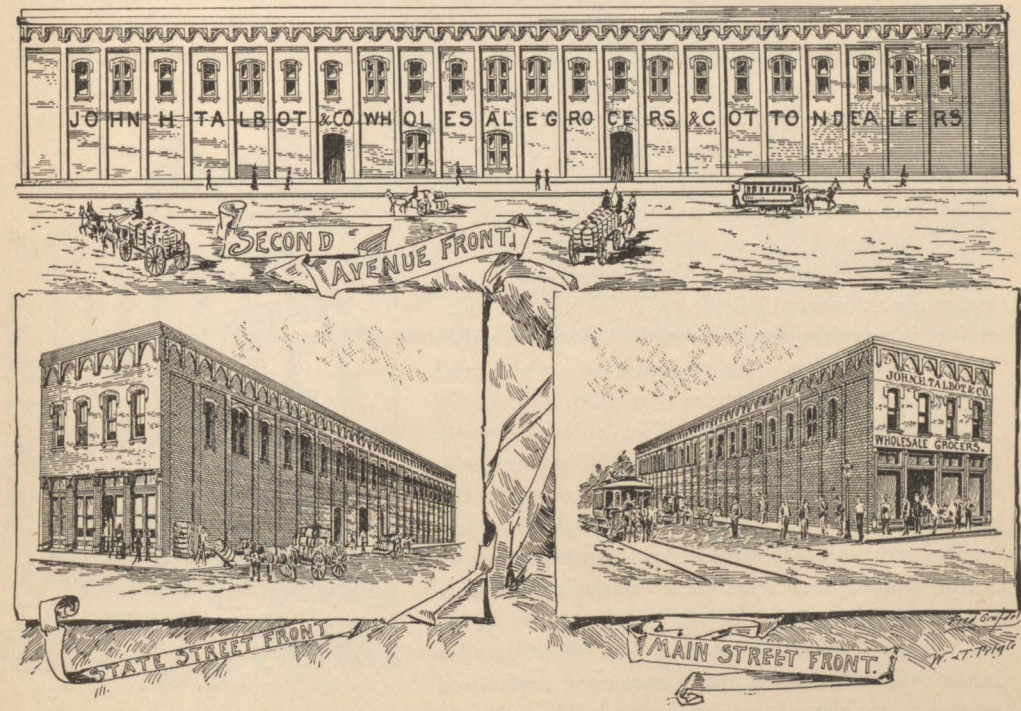
for the colored. The community sustains also several private schools for both races. There is a normal and an industrial school for negro youth, and in all some thirteen churches. The Merrill Institute, containing the public library of the Y. M. C. A., is supported by an endowment fund. And worldlier forms of social entertainment, like the theater and the race course, have a liberal patronage.

The TRULOCK is the principal hotel. The LINDEL, opposite, and GALLAGHER'S, near the COTTON BELT'S depot, are also good houses.

The Jefferson County Immigration Bureau, of which Rev. Father J. M. Lucey is the representative, and Capt. J. F. Ritchie, chairman, is organized to induce settlement of the lands in the vicinity of the city. It has issued a pamphlet giving a full account of the county, of its lands, which are often, it says, as well adapted to fruits and vegetables and other crops, as to cotton; and of its climate and resources generally. It is not, it declares, as might be supposed, unhealthy. It has an overplus of negroes; but the blacks are no better equipped for their environment here, than the minority that employs them.



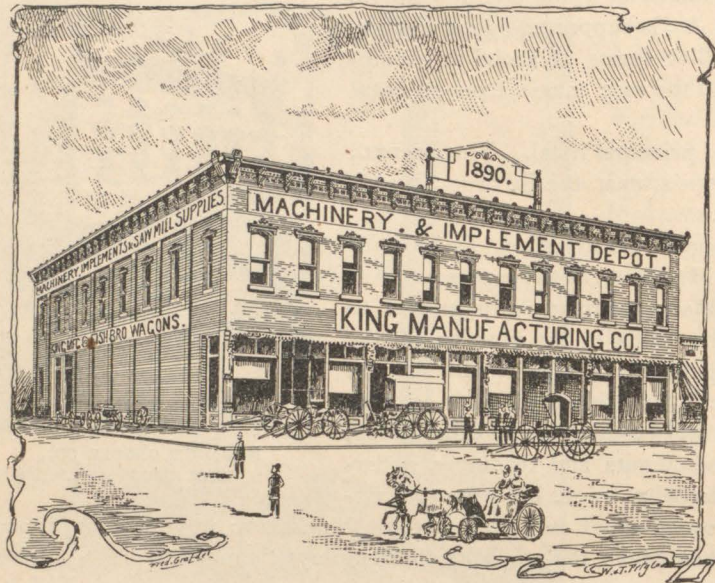
HAMMETT GROCER CO., PINE BLUFF, ARK.



JOHN H. TALBOT & CO., WHOLESALE GROCERS AND COTTON DEALERS, PINE BLUFF, ARK.

J. F. RITCHIE & SON have some very fine cotton plantations, as well as other improved farming lands, situated in the vicinity of Pine Bluff, for sale. They have con-

siderable timber land also, listed with them, chiefly hardwood and pine, lying along the railroads traversing Arkansas and Texas. They do a general real estate business at Pine Bluff, make loans at current rates, collect rents, pay taxes, and take charge of property for absentees.



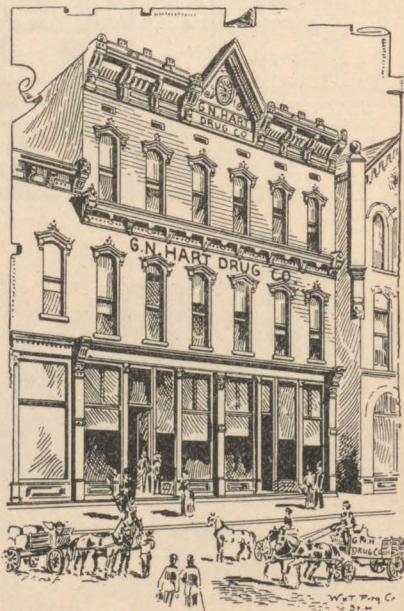
KING MANUFACTURING CO.'S PLACE, PINE BLUFF, ARK.

The following description of Pine Bluff's environment is reprinted herein, because it pictures graphically much of the country as well traversed in Arkansas by the COTTON BELT ROUTE. It is taken from the pamphlet issued a short time ago by the Jefferson County Immigration Bureau, an organization auxiliary to the

State Board of Arkansas, allusion to which has been made on page 73 of this work. Jefferson county is in southeastern Arkansas, where the richest cotton and corn lands of the State are situated. It is divided midway by the Arkansas river, whose numerous landings for steamboats afford facilities for travel and transportation.

The latitude of Pine Bluff, the capital and center of the country, is 34 degrees north, and longitude 15 degrees west from Washington. The county is 29 miles square, that is 841 square miles or 538,240 acres. Its population, white and colored, in 1870, was 15,714; in 1880, 24,000; in 1888, (estimated) 40,000. The colored people form four-fifths of the population. Their preponderance up to the present time is owing to the richness of the bottom lands, to which they are acclimated, and the almost exclusive growth of cotton and corn, to which their unskilled labor is adapted.

These bottom lands are just what similar lands in Illinois where fifty years ago; undrained swamps are close by and there is no diversity of crop to call for better labor and better modes of living. The creek bottoms and uplands are best for new white settlers until the lowlands are more open and better drained.



G. N. HART DRUG CO., PINE BLUFF, ARK.

Besides the Arkansas River, Bayou Bartholomew winds its way through the country. There are several mineral springs, though their waters have not been analyzed: White Sulphur, Cantrells, Lees and Germans. Noble's Lake, Lake Dick and Horse Shoe Lake are the only lakes of considerable size.

All the land on the north side of the Arkansas River is bottom land; almost all on the south side is upland. The following is a classified statement of county lands: Bottom land, 363,000 acres; upland, 175,000 acres; land in cultivation, 90,000 acres; unimproved land susceptible of cultivation, 370,000 acres; vacant United States land, 15,000 acres; land belonging to L. R., M. R. & T. Ry., 10,000 acres; acres in cotton, 67,450.

The bottom land belongs to the alluvial delta of the Arkansas and its productivity is apparent in the fact that in 1886 the number of bales of cotton made was 55,000. Excepting a single county in Mississippi, this was a greater amount than was raised

in any county of any of the Southern States. And this crop product of the county is susceptible of a vast increase. In the bottom lands the soil is sandy, sandy loam, and stiff clay; in the uplands it is light, except in the creek bottoms.

To give those at a distance the exact price of land in Jefferson county is hardly possible within the limits of this account. Very

much depends on the character of the soil, the location and improvements. A fair estimate may be made from this schedule: Uncultivated and unimproved upland, \$1 to \$10 per acre; bottom land, \$1 to \$20 per acre; improved and cultivated upland, \$2 to \$30 per acre; bottom land, \$10 to \$50 per acre.

At present there are for sale in Jefferson county at least 100,000 acres of land—bottom land and upland—in tracts of any size desired. The terms generally are one-third cash, the remainder on time, with from six to ten per cent interest on deferred payments. More favorable terms are usually to be had by special contract.

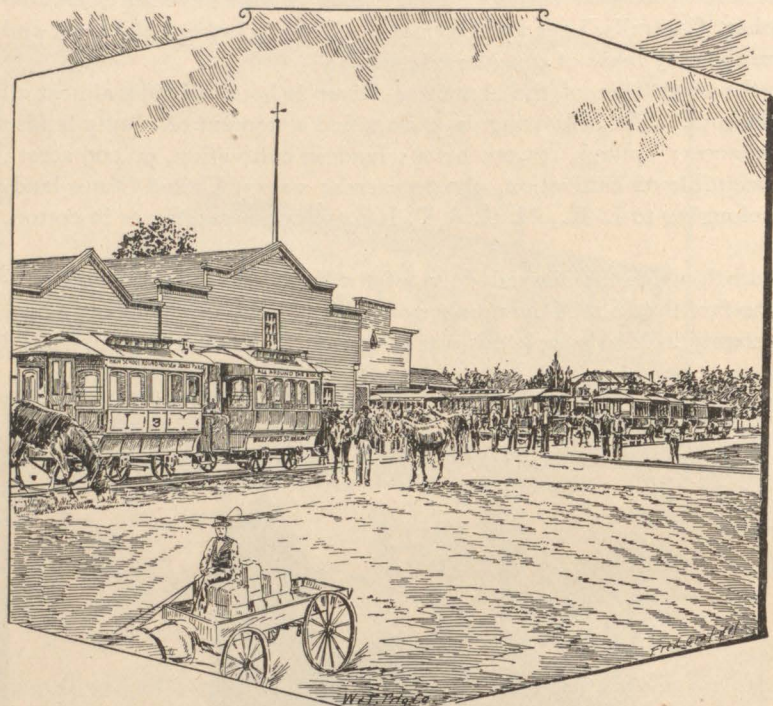
The higher price of bottom land over upland is explained by the fact of the superiority in cash value of its products over those of upland.

The vacant United States and State homestead lands in Jefferson county are mostly situated in the southwest section and are in great part upland. They are not considered to be of great value compared to purchasable land.



JEFFERSON COUNTY COURT HOUSE, PINE BLUFF, ARK.

There is also a large quantity of land which falls year by year to the State for the



CAR STABLES OF WILEY JONES' LINE, PINE BLUFF, ARK.

the proper authority. Jefferson county being in the Little Rock district, enquiries as

to United States lands should be addressed to the Register of the United States Land Office at Little Rock, Ark. Enquiries as to State lands may be addressed to the Commissioner of State Lands at Little Rock, Ark. Either of the above officers will cheerfully give any desired information. On May 29th, 1888, the United States



LINDEL HOTEL, PINE BLUFF, ARK.

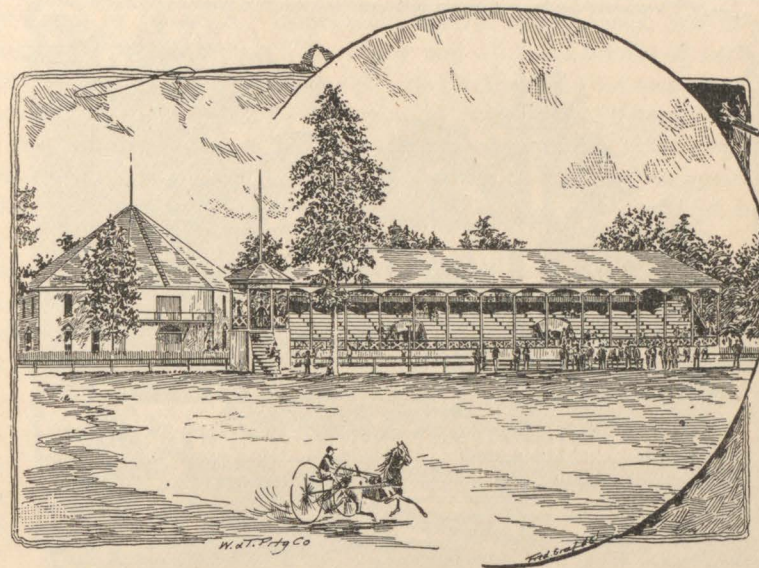
land in Arkansas was withdrawn from sale and made subject to homestead entry only.

non-payment of taxes and other causes, and which is donated by the State to any resident at a merely nominal sum. Sometimes the titles to these lands are so complicated that it is better to have nothing to do with them; at other times valuable farm lands can be acquired at a very low rate.

There are special regulations for acquiring the above lands, which can be easily obtained by application to

The climate and soil of Jefferson are very favorable to almost any field crop, and no country affords so many days on which outdoor work may be performed. The chief field products are cotton, corn, wheat, oats, rye, sorghum, peas. Several grasses do well; clover, timothy, orchard and red top particularly well.

The average yield of seed cotton on bottom land is 1,400 pounds per acre; of seed cotton on upland is 800 pounds; of corn on bottom land is 35 bushels; of corn on upland is 15 bushels; of field peas, where grown, is 50 bushels; of sorghum, 100 gallons; of millet on bottom lands, 1 1/2 tons; of timothy, 1 1/2 tons; of red top, 2 tons, and of clover, 1 1/2 tons.



WILEY JONES' RACE TRACK, PINE BLUFF, ARK.

The most luxuriant native grasses, though these are natural enemies of cotton, are Bermuda and Johnson. The Johnson grass is an alternative crop and, as a fertilizer for corn, is good.

Vegetables of nearly every known kind grow well here; they are planted as early as February. In bottom lands fertilizing for them is un-

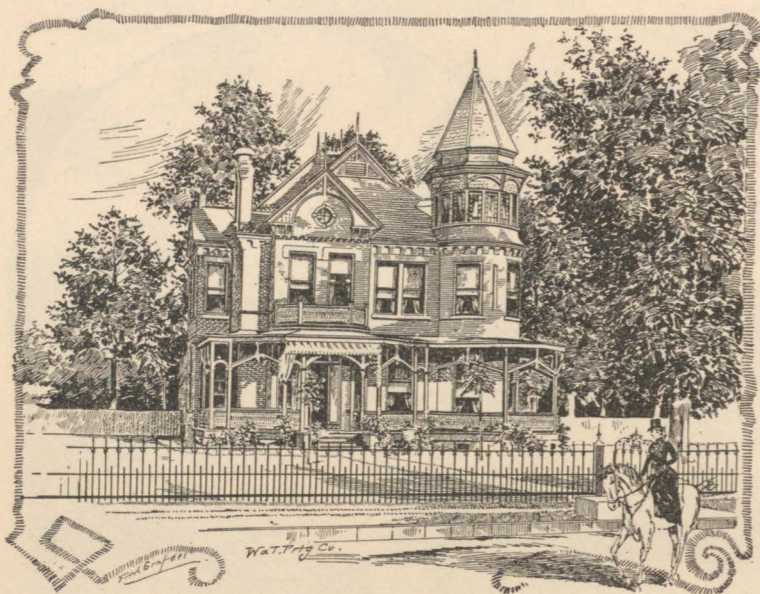


HOTEL TRULOCK, PINE BLUFF, ARK.

known, but in the uplands it is beneficial. Irish potatoes yield on an average of 50 bushels an acre; sweet potatoes, 150 bushels; turnips, 250 bushels. Water melons,



musk melons and pumpkins are of famous growth. Cabbage, beans, peas, lettuce and spinach do well. Both domestic and wild fruits thrive; apples, peaches, pears, figs,



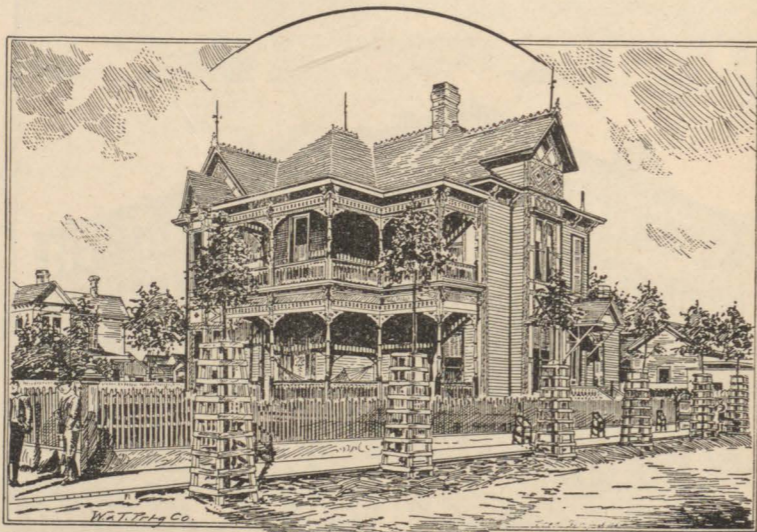
RESIDENCE OF JOHN O'CONNELL, PINE BLUFF, ARK.

tion, held 1877, at San Francisco, Arkansas apples and other fruit took the first prizes.

In the estimation of practical fruit growers, the soil and climate of Jefferson county are especially suited to grape culture. The vines of the wild grapes are usually large and luxuriant.

Here flourishes the Muscadine from whose vintage the farmers' wives annually make a wholesome and excellent if not a superior wine. The following varieties of grapes are at present successfully cultivated: Scuppernong, Ives' Seedling, Norton, Va., Concord and Cynthiana. Successful vineyards, large

and small, are to be found in the county, several of them in the neighborhood of Pine Bluff, where viticulture could certainly be made to pay.



RESIDENCE OF L. L. THOMPSON, PINE BLUFF, ARK.

cherries, plums and the several berries, especially. Wild cherries, plums and grapes are abundant. Of apples, early varieties do best; of peaches, the medium and late; of plums, wild goose and other native plums; of the berries, strawberries and blackberries require little cultivation.

At the New Orleans International Exposition, held in 1885, and at the California Exposition,

The facilities for shipping to Northern markets berries, melons, vegetables and farm products in general are very good, and the home market is rapidly extending.

A luxuriant vegetation of natural and artificial grasses affords excellent grazing for horses, cattle and sheep in Jefferson. Cane, which thrives in low lands, affords a nutritious food for stock the year round. The Jersey and Holstein breeds of cattle have been successfully introduced for dairy purposes. So far, there are not many regularly established stock farms, but the business is beginning to develop. The mildness of the climate saves the great expense of costly stables, which fall so heavily upon farmers in the North and East. At the same time, shelter sufficient to protect against the rain and the spells of comparatively cold weather, is not to be dispensed with by wise farmers. Hog raising is also a lucrative business.

Wild turkey, deer, duck, geese, and many kinds of small game are here; occasionally bear is met with. In the numerous small lakes, game fish is found; in the Arkansas River, catfish, drum and buffalo are abundant, and easily caught.

The lumber producing trees are cypress, yellow pine, oak of many kinds, ash, pecan, sycamore, gum, and bois d'arc (bodark).

Trees useful for domestic purposes are elm, cedar, hickory, mulberry, cottonwood, beech and sugar maple. The forests of these timbers deserve serious consideration in weighing the advantages of Jefferson county for settlement. The

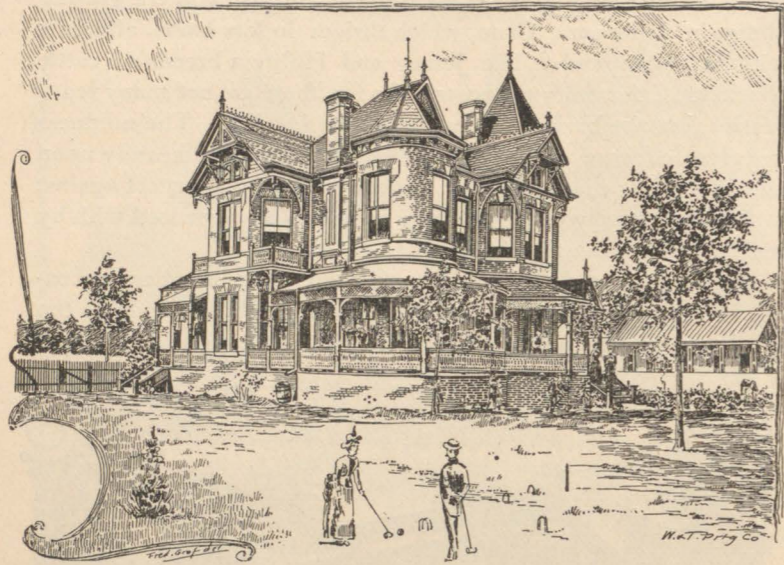
people of Maine, Minnesota and Wisconsin have made large fortunes from trade in two kinds of lumber merely—white pine and hemlock or spruce pine. The Arkansas yellow pine is superior to either both in quantity and quality. It is susceptible of a much finer polish for furniture and interior decorations. A finish in oil is often all that is needed for it, while its great hardness and strength make it first-class material for flooring, ship-building and general frame work. For various mechanical purposes, such as the manufacture of wagons, carriages, plows and barrels, there is a large and convenient supply of gum and walnut, white oak, hickory, ash, pecan and bois d'arc.

Black oak, called also dyers' oak, with other dyers' wood, furnishes excellent material for tanning. The woods in the county have been estimated at 2,500,000,000 feet board measure, of which one-fourth is pine and the rest satinwood, oak, ash, hickory, cypress and cottonwood. There are twenty-seven pine and hardwood mills in the county, with a daily capacity of 340,000 feet, and seven planing mills with a capacity of 140,000 feet.



RESIDENCE OF GABRIEL MEYER, PINE BLUFF, ARK.

The annual cut of all the mills in the county is given as 75,000,000 feet. The lumber trade has at times reached such great proportions that it was scarcely possible for the railroads to supply cars sufficient for transportation.

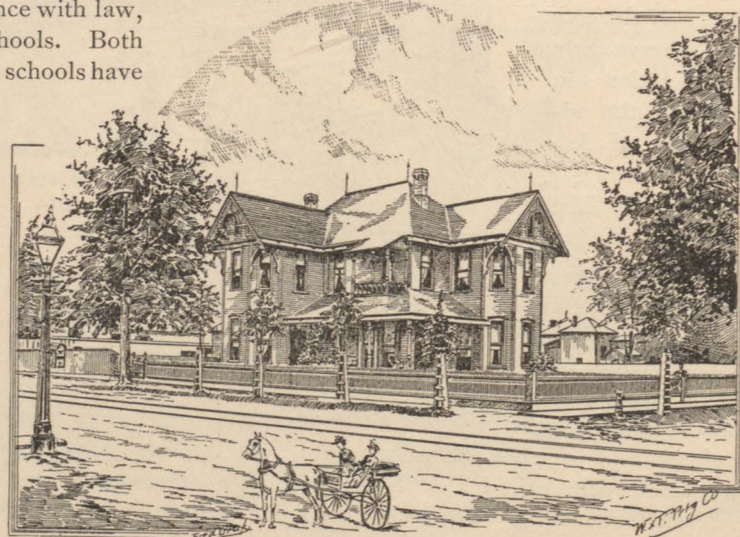


RESIDENCE OF JOHN M. MCCAIN, PINE BLUFF, ARK.

An inexhaustible quantity of marl is found on the Arkansas River in the northern part of the county, which has never been developed. The beds are on the river bank and it could be readily transported to market in barges. This vein bed of marl runs in a south-

westerly direction and crops out on the surface in many places. The L. R., M. R. & T. Railway crosses one part of the vein. Coal and other minerals in small quantities have been found here and there, but no special notice has been taken of them.

This county, as all in the State, is fairly provided for in the way of schools both free and paid. White and colored pupils are, in accordance with law, taught in separate schools. Both white and colored free schools have a normal department, the former at the State University, Washington county, the latter in Pine Bluff. There are 35 school districts in the county, having from three to ten free schools each during the year. In Pine Bluff there are graded public schools employing 18 teachers. In the county the free schools have an average session of four months; in Pine Bluff they are kept open nine months. Provision is made in the constitution of the State for the support of the



RESIDENCE OF E. WERTHEIMER, PINE BLUFF, ARK.

public schools, levying an annual tax of twenty cents upon each \$100 of taxable property, in addition to a per capita or poll tax of \$1 upon each adult male citizen. Besides the State tax each school district may by vote levy a tax not to exceed fifty cents upon the \$100 for school purposes.

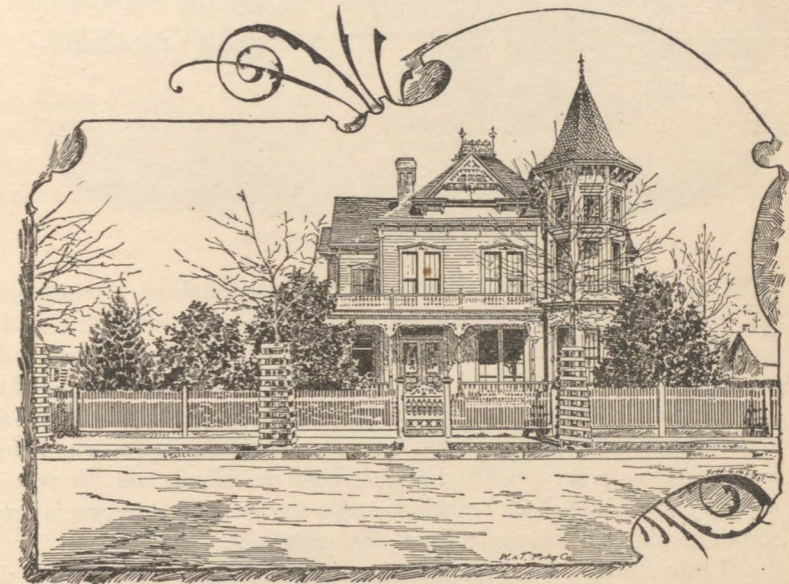
There are about seventy churches, large and small, in the county, Baptist, Methodist, Roman Catholic, Episcopal, Presbyterian; and one Hebrew Synagogue in Pine Bluff. The colored people are chiefly Baptists and Methodists; the whites are about evenly divided among the afore-named churches.

The impression is unfounded that the large planters and other leading men are so much identified with colored labor and vast plantations as to be indifferent, if not averse, to poor men settling near them upon farms small in size. Self interest requires them to take the opposite course, if they had not been impelled to it by natural kindness of heart, which has ever been a characteristic of the Southern people. Small farmers—those cultivating twenty or forty acres of land—are just what is considered by

all classes to be the one thing needed to bring forth the hidden wealth of the county. Were the population of Jefferson county quadrupled, and small farms dotted thickly over it, the hitherto rejected belts of land along the marshy swamps would be reclaimed by systematic drainage, and the malarial vapors neutralized by

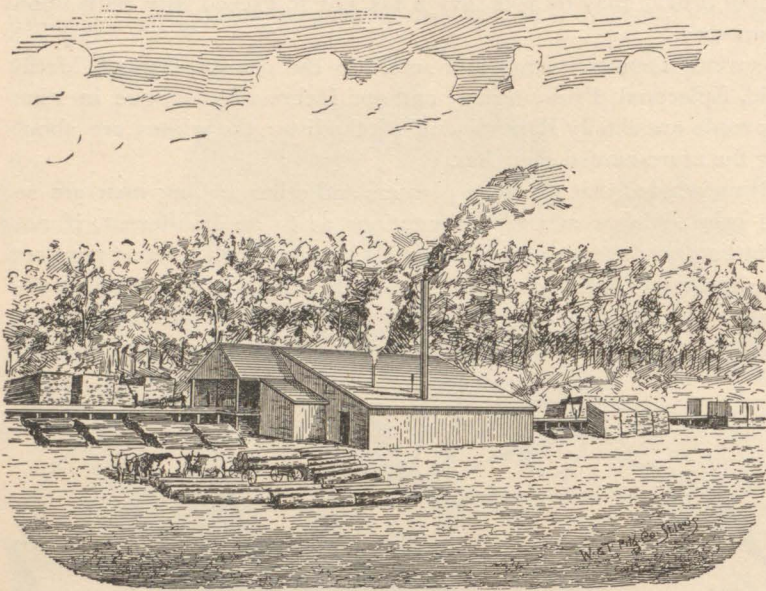
plantations of eucalyptus and other disinfecting processes. At the same time, it is not advisable for newcomers to settle in the river bottom. They should select the uplands or creek bottoms, and await the time when the advance of railroads and the cultivation by natives which has changed the Illinois swamps of fifty years ago into the healthful dwelling places of the present time, have here effected similar results.

The condition of the colored people has, in the past few years, undergone great changes in those respects bearing upon their relations to the whites. The educational facilities of the colored people in Jefferson county are, in point of fact, better than those the whites possess. Their churches, though not costly buildings, are commodious, convenient and numerous. They are very rapidly acquiring homes and accumulating property. The only Republican paper in the county is owned and conducted by two colored men. The two street car lines of Pine Bluff, with a handsome park and race course, are owned chiefly by Wiley Jones, a colored man, born in 1848 and



RESIDENCE OF SHERIFF FRANK SILVERMAN, PINE BLUFF, ARK.

sold as a slave in 1853, who has made a fortune of \$150,000 within the past 15 years. Many colored men hold important and lucrative offices, and many are respectable farmers.



A. P. GUESS & SON'S MILL, GRACE, ARK.

FROM Pine Bluff to LITTLE ROCK, the capital of Arkansas, and, Hot Springs excepted, its most populous city, is, by the COTTON BELT'S Little Rock section, thirty-one miles. Little Rock lies on the Arkansas river, and is very near the exact geographical center of the State. The Little Rock branch of the road leaves the main line at Altheimer, fourteen miles northeast of Pine Bluff, and skirts the Arkansas east of it, at a distance of about ten miles, until the capital city is neared. Altheimer is in Jefferson county, which has just been described, and the rest of the country traversed by this Little Rock branch, Lonoke and Pulaski counties, is very much like Jefferson in its physical and agricultural characteristics.

Little Rock is an old town, electrified, of late years, by the development of its affluent surroundings, and rising rapidly to rank with the foremost of Southwestern cities. It had, by the national census, 22,496 inhabitants (by its own count vastly more), and has certainly 30,000 now, two and a half times the enumeration of 1880; it has five trunk railroads, a cotton trade of 100,000 bales, or \$5,000,000 a year; a jobbing trade of \$25,000,000; a manufactured production of \$3,000,000; assessed valuations of \$12,000,000; and at present real estate sales of about \$4,500,000 a year, and building and other improvements aggregating \$1,000,000 in the same time.

It is the greatest trade center of the State. Its nearest competitors are St. Louis, Memphis and Dallas, Texas.

The railroads that center at it, besides the COTTON BELT, are the Iron Mountain, of the Missouri Pacific System; the Little Rock, Mississippi River & Texas Railroad, to Greenville, Miss., a component also of the Missouri Pacific System, and the Little Rock & Memphis, a connection of the COTTON BELT.

It has nine banks, four of them with a national charter. Their aggregate capital and surplus is about \$2,500,000. It has three loan and trust companies with \$650,000

Between the races the best of feeling prevails. While the great body of the colored people adhere still to the Republican party, they now do so more intelligently than formerly. Some act with the Democratic party. Their best friends in both parties rejoice over their very general advancement, and regard it the augury of a brighter future.

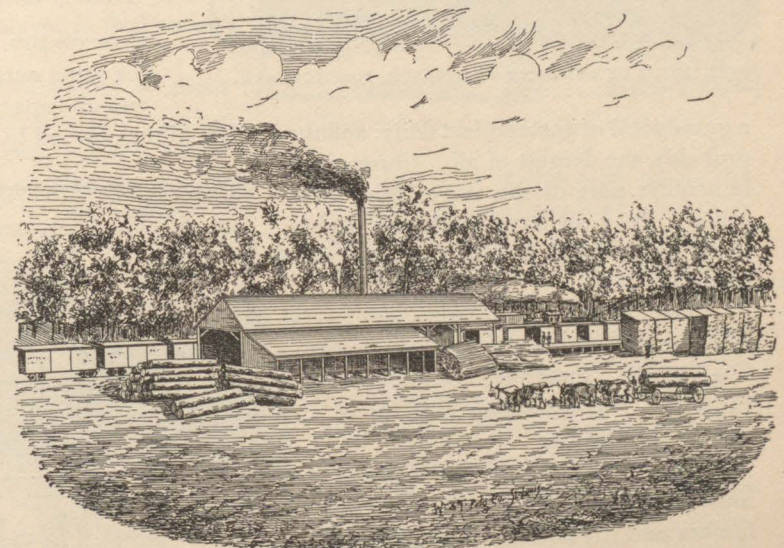
aggregate capital. The aggregate capital of its local corporations is \$9,208,000. The principal lines of Little Rock's manufacturing enterprise are represented by planing mills, cooperage works, foundries and machine shops, wagon, cotton gin and furniture factories, a cotton oil mill, said to be the largest in the South, and a compress. The Cotton Oil Company of Little Rock has \$3,000,000 capital. The planing mills have an output valued at \$633,750 for the year; the foundries, \$452,000; the cooperage works, \$230,000; the furniture factories, \$99,200.

Little Rock, as Webster once said of another Southern city, "hath a very pleasant and a healthful station." Its altitude is 287 feet above sea level. Its mean annual temperature is just a degree higher than far-famed and equable Los Angeles. It has twelve miles of improved streets and more under contract, fifteen miles of electric railway, and, as the capital of Arkansas and the seat of United States, State and county courts, and most of the State institutions, many public buildings of impressive architecture. It has its gas works and electric light plant, and a water-works supplying 20,000,000 gallons daily. It has a merely nominal debt, \$525,000 worth of public school property, and, supplementing its common schools, six academies under [private management, and the State University.

It has a fine Exposition building, and a Board of Trade devoted to its material advancement, and especially to the work of upbuilding manufactures, for which, with its remarkably cheap and abundant supply of coal, its tributary cotton plantations and the neighboring forest resource already mentioned in this work, it has unusual advantages.

PINE we have seen is the predominating growth beyond the Arkansas. The piney woods begin in the very outskirts of Pine Bluff, and shipping stations for the product of some of the largest mills in the Union are thereafter met with every few miles. A back country devoted to the growth of cotton seems, however, to be requisite for the support of the towns.

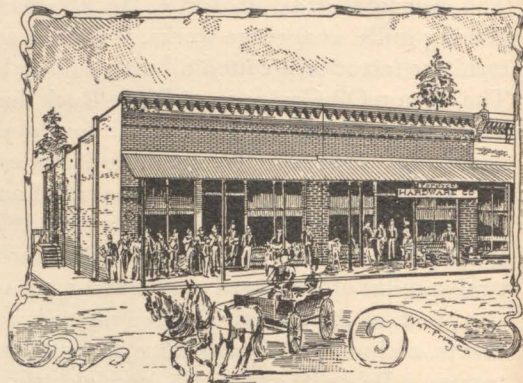
Between Pine Bluff and Camden, at the stations of Grace, Kedron, Kingsland, Dry Run, Fordyce, Thornton, Harlow, Little Bay, Cotton Belt, Bear den, Eagle Mills, and Lilley, there are thirteen altogether, of the largest and most completely equipped mills cutting



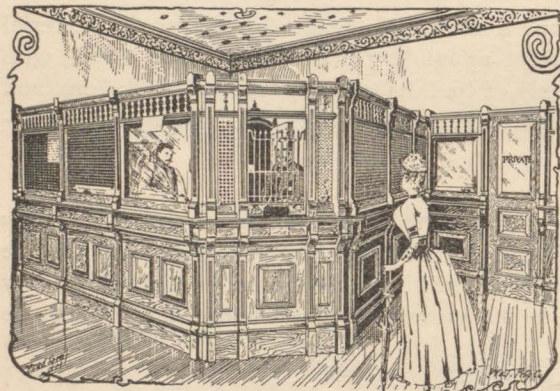
H. HERR'S MILL, GRACE, ARK.

pine in the United States, and besides these are others of lesser importance situated in the timber and within convenient hauling distance of these stations of the line.

The most notable of these mills are KENDALLS, at Kedron, one of the finest in its mechanical appointments, a saw and planer mill, cutting 50,000 feet a day, and employing 100 men, twenty-five of them in the woods; the Tyrone and Anderson's mills near by; the Southern Pine Lumber Co.'s, Kingsland; the FIELD LUMBER Co.'s mills at Dry Run, drawing heavily upon its 75,000 acres of timber lands to supply the Chicago market, in which it is one of the largest concerns selling its own product; the Fordyce Lumber Co.'s., a 25,000 foot mill, situated in the outskirts of Fordyce; R. BUCHANAN'S mill, Thornton, a saw and planer mill, cutting 25,000 feet; the mills of the "BIG FOUR," viz., W. R. PIERSON'S, ninety hands, 30,000 feet daily; the LITTLE BAY, ninety hands, 40,000 daily, and the EUREKA at Harlow, and



G. W. SMITH & BRO.'S PLACE FORDYCE, ARK.



INTERIOR OF THE BANK OF FORDYCE, FORDYCE, ARK.



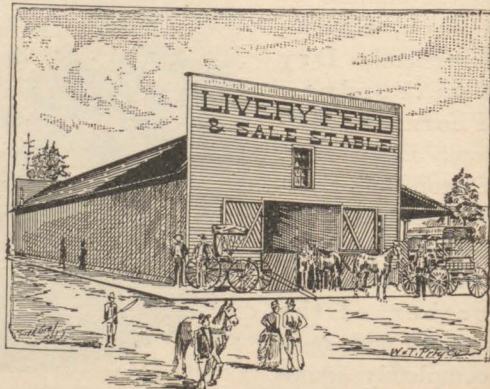
HAMPTON HOUSE, FORDYCE, ARK.

COTTON BELT at Bearden of about the same output as the Little Bay, and of capacity, these four, to cut

a grand total of 350,000 feet daily, and the probably the largest of all. Illustrations in another part of this work show these mills. They all have their own timber lands secured and steam tramways running into them.

The EUREKA LUMBER COMPANY'S mills, at Harlow, cut yellow pine lumber of all kinds. They have 50,000 feet daily capacity. The principals in it are W. C. and A. J. Glidden.

The EAGLE LUMBER COMPANY'S mills make a specialty of gang sawed lumber and rift flooring. Their capacity is, saw mill, 75,000 feet daily, planing mill the same. P. G. Gates is their manager, and C. D. Hayward, assistant manager, resident at Eagle Mills Station.



RICK'S STABLES, FORDYCE, ARK.

Some of these stations are cotton stations also. Kedron sends some to the larger markets along with its hundred cars of lumber a month. Kingsland, which has a population of 700, shipped last season (1889-90), 2,272 bales. Its lumber shipments run from 75 to 135 cars a month, and, incidentally it furnishes some staves. Bearden has shipped 265 bales of cotton in the season, and has about 35 cars of lumber to load a month.



NUTT & SON, GENERAL MERCHANTISERS, FORDYCE, ARK.

FORDYCE, Dallas county, Arkansas, is the largest of the stations between Pine Bluff and Camden, and is one of the most progressive, prosperous and promising places on the line of the COTTON BELT ROUTE. The farming country adjacent to it has been all reclaimed from the woods, and the successful cultivation of both cotton and fruits on these lands shows how bountifully they can be made to produce.

The site of Fordyce itself was, but a very few years ago, all forest. Stumps everywhere testify to the work done in clearing a place for it. It has been fortunate in securing a population as energetic as they are thrifty. Streets have been laid out, substantial brick blocks raised, factories started, and trade pushed with a vim rivaling that displayed in the liveliest cities of the State.

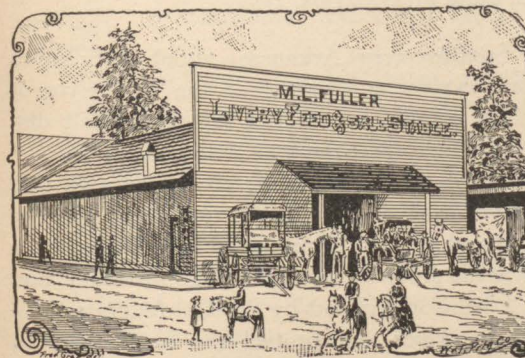
Fordyce has a population of about 1,800. It has one large saw and planing mill, and one of ordinary capacity, a canning factory, a patent medicine works, a mattress



HAMPTON BROS.' BLOCK, FORDYCE, ARK.

factory, and a woolen mill, producing 125 yards of jeans and tweeds a day; a bank and about a dozen substantial business houses. Its merchants have already carved out a trade territory of sixty miles north and south by forty east and west, and are in control of the cotton business in all that field. The shipments now from Fordyce are about 8,000 bales, and of lumber and timber and merchandise about thirty-five or forty cars a month.

J. E. & J. W. HAMPTON, NUTT & SON and G.W. SMITH & BRO., are the principal merchandisers of Fordyce.



M. L. FULLER'S LIVERY STABLE, FORDYCE, ARK.

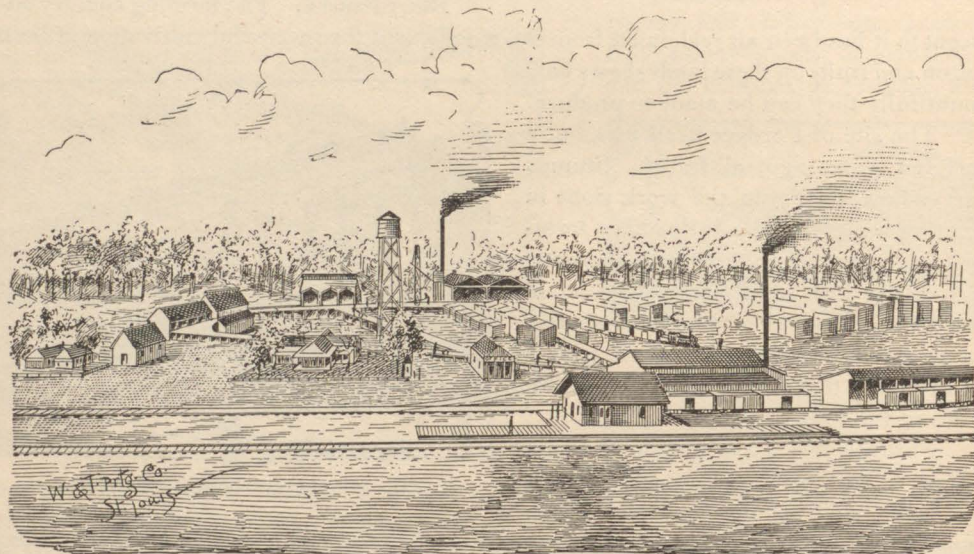
The bank there is known as the BANK OF FORDYCE. There are two good livery

stables there also, M. L. FULLER'S and RICK'S, which are well patronized by the commercial travelers having routes in Southwest Arkansas.

Fordyce has an excellent public school with an attendance of about 200. Prof. J. D. McClary is about rebuilding the college which was burned last year, and will conduct it as before the fire that destroyed it, under the patronage of the Methodist Church, South. This is the only academic school in Southwest Arkansas.

Geo. Hampton & Co., a local firm, have undertaken the improvement of the FORDYCE MINERAL SPRINGS, which are right in the town, and will build a hotel on the ground. These springs are strongly impregnated with sulphur, and have marked medicinal virtues. The improvement of the property on which they are promises to give Fordyce a new distinction—that of a health and country resort, for which, with its sylvan and picturesque surroundings and delightful climate, it is peculiarly adapted.

The principal houses and establishments of Fordyce and the best hotel, the HAMPTON HOUSE, are shown in the illustrations accompanying this matter. It is one of the most attractive as well as aspiring trade centers on the COTTON BELT ROUTE.



EAGLE LUMBER CO.'S MILLS, EAGLE MILLS STATION, ARK.

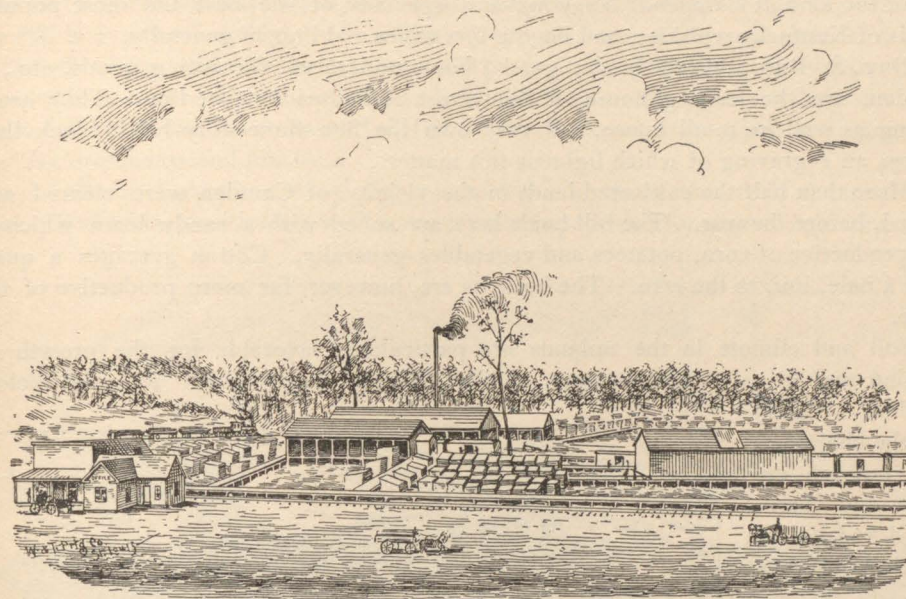
CAMDEN nestles among the hills of Southwestern Arkansas, about forty miles north of the Louisiana line, where the Ouachita river, a tributary of the Red river of the South, cleaves the high bluffs of Ouachita county, one of the longest settled districts of the State. Camden is, in fact, the second oldest town in Arkansas.

In the palmy days of slavery and steamboat traffic, Camden, environed with fine plantations, and seated at the head of deep water navigation on the Ouachita, was one of the booming towns of the Southwest. It had special prominence in war time as a cotton market supplying the staple which was the sinew of war for the Confederacy, and as a place of many strategic advantages. Earthworks raised by the Confederate General Marmaduke, to command the ford of the river, and protect the town, are still, after the lapse of more than a quarter of a century, in a fair state of preservation.

Camden, however, survived the worst injuries of war, and slowly recuperated after it. It survived, too, the transition from the old methods to the new, during the

first period of railroad building in the Southwest, a period also unfavorable for it. Competitors for the commerce of its trade territory rose on every hand. But now that railroads have almost entirely displaced the water lines in the business of transportation. Camden, inspired by the example of her Arkansas rivals, has taken a new lease of life.

Within the last five years the population has doubled. It has now between 3,500 and 4,000 souls. The evidences of the growth of the place are most strikingly exhibited



R. BUCHANAN'S MILL, THORNTON, ARK.

in the building improvements lately completed or under way, and in the revival of interest in manufacturing concerns. Several new brick business blocks have been raised and the old ones of the *ante-bellum* period are, many of them, undergoing reconstruction. A theater and Knights of Pythias Hall in one structure, and a hotel of fifty rooms and modern architecture, the "Ouachita," are among the most notable new edifices. A handsome new Court House has also been erected at Camden by the county.

Camden has its electric light and water works, operated by auxiliary corporations; a compress, an ice factory, a cotton gin and woolen mill, a large shingle mill, machine shops, two wagon factories, and a brick yard. A project for a large cotton mill—for which, with its adjacent supply of good steam coal, white laboring population, and ample store of raw material, there is every encouragement—is under consideration by local and Eastern capitalists. The Camden and Alexandria railroad, destined for Alexandria, La., a distance of 160 miles, will be completed to El Dorado, thirty-two miles southeast of Camden, by March, 1891, and other lines to make it a terminal or way station, are proposed.

The annual shipments from Camden are cotton, 20,000 bales, hides and wool about ten carloads, cypress shingles (the cut of a single mill) about 15,000,000, together with staves sent from local points for reshipment by boat to New Orleans.

Camden has two banks, the Camden National and the Ouachita Valley, with \$100,000 aggregate paid up capital and \$369,000 total resources, and some twelve or fifteen business houses having widespread country trade.

Among these firms is one, LAZARUS, LEVY & Co., wholesale liquor dealers, known everywhere in southwestern Arkansas. Its business originated with Lazarus & Levy, general merchandisers, fifteen years established at Camden.

Lazarus, Levy & Co. have been six years established. They do the largest business of the kind at Camden. They make a specialty of the best and most popular brands of Kentucky whiskies, and handle fine wines and liquors generally.

BRY & BRO., dealers in dry goods, boots and shoes, furnishing goods, etc., at Camden, are the leading house in Southwest Arkansas in that line. They are a jobbing as well as retail house, and they own the fine three-story brick block they occupy, an engraving of which lightens this matter.

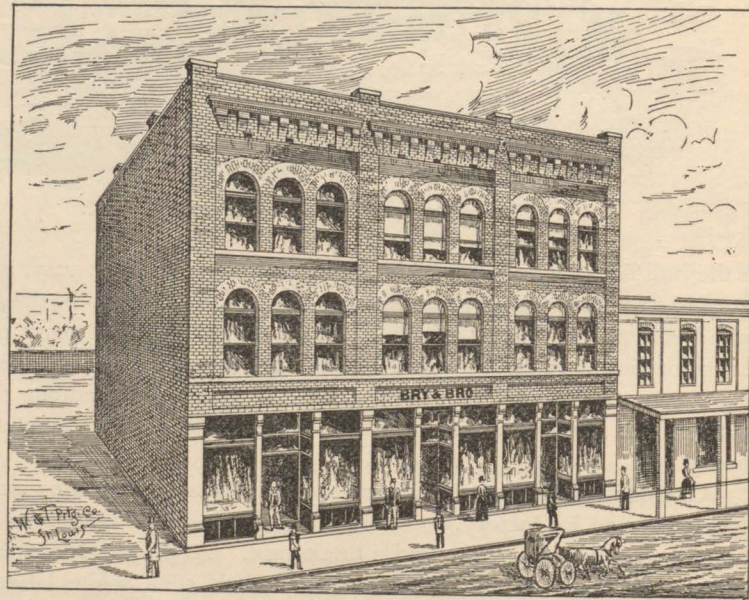
More than half the cultivated lands in the vicinity of Camden were cleared and worked, before the war. The hill lands here are soiled with a sandy loam which is very productive of corn, potatoes and vegetables generally. Cotton averages a quarter of a bale, lint, to the acre. The bottoms are, however, far more productive of the staple.

Soil and climate in the uplands are particularly favorable for the growth of the vine and fruits. The swamps of the Ouachita begin about 30 miles below Camden. They

have the characteristic southern cypress and hardwood timber growth. The pines clothe all the uncultivated lands everywhere from the river's edge to the summits of the highlands. Improved lands near Camden are worth \$5 to \$20 an acre. Timber lands, \$1.25 to \$4.50. There are government lands still unentered in the counties adjoining Ouachita.

The cacti of the hillsides and the palmetto of the bottoms in the vicinity of Camden indicate that hereabouts is the border line of the sub-tropic and strictly temperate zones.

South of Camden again are other very large mills: those of the Wm. Carlisle Lumber Co. at Cotton Belt, of the A. J. NIEMEYER LUMBER CO. at Waldo, of the BODCAW LUMBER Co. at Stamps, and Cameron's Mills at the station of the same name.

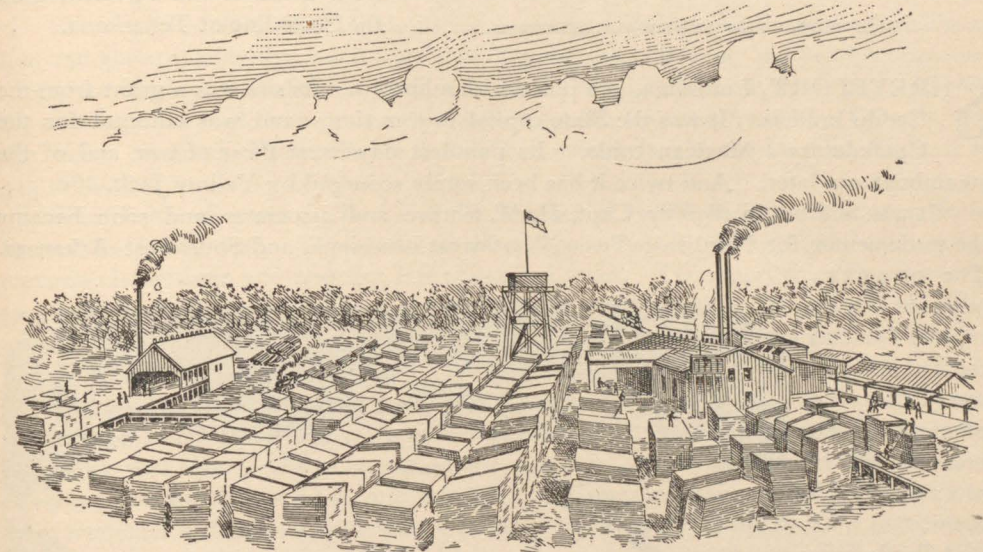


BRY & BRO., DRY GOODS, ETC., CAMDEN, ARK.

The A. J. NIEMEYER LUMBER Co., of Waldo, is one of the largest and best equipped mills on the COTTON BELT LINE. Its saw mill at Waldo has a capacity of about 35,000 feet of lumber, and of 15,000 lath per day of ten hours. It is logged principally from the COTTON BELT, and is supplied with the product of four other mills located on the road.

The average product of the Niemeyer mill is 125 cars a month; it has made the record, however, of 152 cars in a month. It has a loading track for its planer holding from 20 to 25 cars, and it carries usually about 4,000,000 feet of lumber in stock. Its pay-roll is \$10,000 monthly. The following appointments of the mill show how complete its facilities are: In the planing mill proper four planers, two moulders, one re-saw, three edgers, four cut-off saws; in an addition to the planer a dado machine, one wood lathe, one band saw and a Hall & Brown carver, so that it is well prepared to make ornaments and blocks.

An electric light plant of 150 lights is operated in connection with the other machinery and a blacksmith shop with a steam lathe is provided for general repairing. As



MILLS OF THE A. J. NIEMEYER LUMBER CO., WALDO, ARK.

protection against fire the planer is provided throughout with the Grinnell system of sprinklers, an 8,000 and a 3,000 gallon tank are kept constantly filled with water, and are connected with pipes and hydrants placed about the yard. Over 1,500 feet of hose is in readiness always for use, and steam is kept up night and day for a Knowles pump, which will throw a good sized stream from the company's pond to any part of the premises.

The company owns and operates also a general store, from which it supplies its men and also a town and country trade.

The BODCAW LUMBER COMPANY has its mills at Stamps, but its telegraph address is Lewisville, Ark. This company manufactures yellow pine lumber of all kinds. Its mills have 60,000 feet daily capacity. Wm. Buchanan is president of the Bodcaw Company; W. T. Ferguson, vice-president, and J. A. Buchanan, secretary and treasurer.

The more important towns between Camden and Texarkana are McNEIL, 50 miles south; MAGNOLIA, six and a half miles from McNeil on a branch built out to it; WALDO, 55 miles; and NEW and OLD LEWISVILLE, where the Shreveport Branch begins.



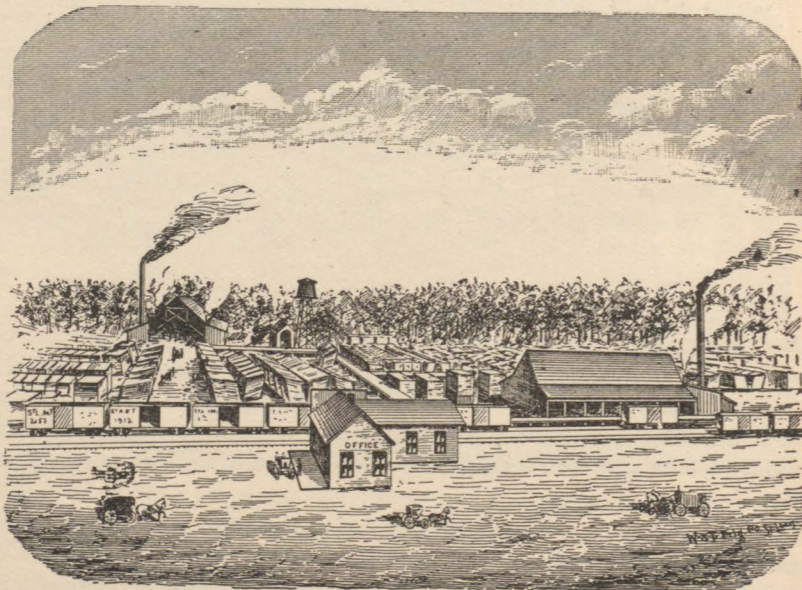
MOORE HOUSE, NEW LEWISVILLE, ARKANSAS.

SHREVEPORT, Louisiana, is a place with a history. Its site was a grant from the Caddo Indians. It was the State capital in war times, and was entrepot for the Confederacy's Mexican trade. Its palmiest days were those of war and of the steamboat era later. And twice it has been sorely scourged by Yellow Jack.

It was laid out in 1836 by Capt. H. M. Shreve and associates, and soon became the trade center for Northeast Texas, Northwest Louisiana, and Southwest Arkansas.

The country adjacent was rapidly settled thereafter by well-to-do planters, who brought their slaves with them.

Trade was exceedingly brisk from 1861 to 1865, when it was the starting point for the wagon trains carrying cotton to Mexico, in exchange for coffee, medicines and other needed supplies; and was as lively from 1870 to 1873, when the steamboats of St. Louis, Cincinnati and New Orleans competed hotly for its carrying trade.



BODCAW LUMBER CO.'S MILL, STAMPS, ARK.

The Vicksburg, Shreveport & Pacific Railroad was begun before the war. That part of it west of the city was absorbed by the Texas & Pacific in 1869. The eastern end of the line was finished to Shreveport, and to a connection with the Queen & Crescent System in the 70's. The COTTON BELT came in in 1888. In addition to these roads it has the Houston, East & West Texas, connecting it with tide water on the gulf coast at Houston, Texas. Another trunk line, now in course of construction, the Gulf, Shreveport & Kansas City (Kansas City to Sabine Pass), will give it shortly a second outlet to sea.

The epidemic of yellow fever from which Shreveport suffered in 1867 was severe and protracted, but the one of 1873 was a far heavier blow. Its violence was augmented by the noxious exhalations from a steamboat load of drowned cattle and two stranded menageries from Mexico, and the loss by this season of plague was accounted fully a half of the inhabitants and wealth.

Shreveport has, however, slowly but surely recovered its lost ground, and has fortified itself against recurrence of these calamities by sanitary precautions of a comprehensive sort.

Shreveport is situated in Caddo parish, Louisiana, about ten miles east of the Texas line and about twenty-five south from that of Arkansas. It is at the head of uninterrupted navigation on Red river, a tributary of the Mississippi, and about 500 miles, by the course of the Red, from its mouth. It is 740 miles by water from New Orleans, and 273 in an air line. By the Texas & Pacific, a connection of the COTTON BELT, it is 325 miles.

The depth of water in Red river at Shreveport varies, at different seasons, from two to thirty-five feet. The banks of the river at the city are high, and the general elevation is between 255 and 355 feet above sea level. The water front line is nearly two miles long, and to the corporate limits back from the river is about a mile and a half. The lowest winter temperature at the city is about sixteen degrees above, the highest summer registry about 98.

Shreveport has been growing in population, in trade and in wealth, especially fast during the last four or five years. And this growth has awakened, not merely the enterprise that extends the influence of the place in the business world, but the spirit of emulation which beautifies and solidifies and metropolitanizes the town. Street improvements, substantial betterments to property, elegant mansions, new factories, a fair held annually in the name of the State—these are its manifestations both of faith in the future and local pride. It has a population now of about 20,000 souls.

Real estate is steadily enhancing in value and consequently in price at Shreveport, and business property is from 50 to 100 per cent higher than it was five years ago. Choice residence property has increased as much as 200 per cent in three years' time. Still prices are lower, advantages and prospects considered, than in most other places of the same size, and there is far more surety in an investment in realty here, than in cities enlivened by boom.

A new and modern face has been given to old Shreveport by the buildings lately erected, among them the new Federal building, for the use of the Post Office and United States Courts, which cost the government \$125,000, the Court House a \$75,000 structure, the Shreveport opera house, a \$55,000 building, the Phoenix Hotel, the Ziegler residence and several of the schools and business blocks. These with the electric lights and electric street cars, give to Shreveport a thoroughly city-like air.

The sanitary condition of their city is no longer a matter of reproach to the good

people of Shreveport. With a sewerage system provided, an ample water supply, and rigid inspection, the good name of the city, in this particular, has been restored. The climatic conditions are in themselves highly conducive to health, and the death rate is lower than the average of cities in Shreveport latitude. Shreveport is on high ground. It is beyond the reach of the blizzards, but not of the cool Gulf breeze.

The sewerage system is one of mains and laterals with manholes and flush tanks. It discharges into the river and is several miles in length, and it is being extended as the city grows.

The water supply is drawn from the river. The water works are owned by a private corporation. They comprise settling reservoirs of 3,000,000 gallons capacity, pumps of 2,000,000 gallons capacity, a stand pipe 114 feet high and 20 feet in diameter, and 15 miles of mains with 125 fire hydrants attached. These works furnish the water for flushing the sewers and also for fires.

The fire department of Shreveport has a first-class equipment of apparatus and facilities, including the electric fire alarm. The community generally is peaceful and law abiding, and a small body of police is sufficient to protect life and property. The city government has, as a rule, been efficiently and economically administered.

The assessed valuations of 1890 were \$2,349,750 for real estate and \$1,500,000 for personal property, or \$3,849,750 altogether. They are larger this year. The tax valuations, however, are scarcely a third of the true value of the property owned by the people of the city. The tax rate at Shreveport is \$1.85 on the hundred, the city debt \$193,000 only. The city owns, among other property, a large market house.

The State maintains a charity hospital at Shreveport, and both State and Federal courts hold sessions in the city. Several large boarding schools also augment the population, which is now about 20,000 souls.

There are two street railroads, one a horse car line two and a half miles long, and the other an electric line five miles long. The electric light and gas works represent an investment of \$200,000; the water works and sewerage system of \$250,000, and the fair grounds of \$150,000.

The Shreveport fair is held in November, and is a season of festivity participated in by the people of North Louisiana, Southwest Arkansas and Northeast Texas. The attractions are racing and the usual exhibition of agricultural and pomological products, fine live stock, goods and wares. The Fair Association offers liberal premiums for competition. It has for its principals leading business men of the town. The fair grounds embrace thirty acres of land, on which there is a half mile track with its grand stand stables and stalls, and exposition buildings.

Visitors to Shreveport at this or other times will find ample accommodation and first rate entertainment in its hotels, which are numerous. It has two that are very good indeed.

A dozen different denominations have churches at Shreveport.

There are five public and four large private schools. Three of the common schools are for colored children, who are assigned teachers of their own race. A new \$20,000 public school house has lately been provided. The private schools are the following: The Kate P. Nelson Seminary, which has nearly 200 young ladies enrolled and which occupies a new \$30,000 building; Prof. Miller's Female Academy, which has 150 pupils; St. Mary's and St. Vincent's Convent Schools, with buildings that cost \$40,000 at least each, and Prof. Thatcher's Military Institute, in which 150 or more of the Southwestern youth are being prepared for the battle of life.

Shreveport supports two daily newspapers, the *Times*, a morning issue, and the *Caucasian*, an evening publication.

The Masons, Knights of Pythias, Elks, A. O. U. W., Red Men, Legion of Honor, Knights of Honor, and Catholic Knights, all have flourishing lodges at Shreveport. There are several social clubs, and two commercial bodies, the Board of Trade and the Cotton Exchange, both which post daily telegraphic reports of the leading markets.

The banks of Shreveport have \$825,000 aggregate capital and \$1,200,000 aggregate deposits. There is a home insurance company of \$200,000 capital, and two prosperous building and loan associations.

The railroads that center at Shreveport have already been named. The Vicksburg, Shreveport & Pacific belongs to the Queen & Crescent system, which runs through the heart of the South from Cincinnati to New Orleans, and has on its 1,159 miles of main line and branches such cities as Jackson, Miss., Birmingham, Ala., Chattanooga and Knoxville, Tenn., Lexington and Danville, Ky. It gives Shreveport all North Louisiana for a field. The Texas & Pacific is one of the components of the great Gould Southwestern system. It extends from New Orleans to El Paso, Texas, through the Red River Valley in Louisiana, and through North and West Texas via Shreveport, Texarkana, Fort Worth and Dallas. The Shreveport & Houston division of the Houston, East & West Texas crosses on its way southwestward from Shreveport to the Gulf, the great pineries of Caddo and DeSoto parishes, Western Louisiana, and Shelby, Nacogdoches, Angelina, Polk, San Jacinto and Harris counties of Eastern Texas.

The COTTON BELT needs no further description than has been given already in this work. Besides the Kansas City & Gulf line already mentioned as under way, other railroads are projected from Shreveport as a terminal, through Arkansas to the Indian Territory, where there are extensive and valuable coal fields.

Three lines of steamboats ply on Red River, between Shreveport and New Orleans, nearly the year round. These packets are large boats like those on the Mississippi. Red River is navigable above the city by smaller craft for 750 miles. There are departures from the Shreveport landing one way or the other nearly every day.

There are about 300 firms and individuals doing business at Shreveport, twenty-five of these engaged in wholesale trade. The annual sales of the merchants of the city aggregate something between fifteen and twenty millions of dollars. Cotton is the largest single item of trade. Some 90,000 bales on an average, valued at \$4,500,000, are shipped by river and rail from Shreveport during the season, and sometimes as many as 115,000 bales. These make business for the two large cotton compresses operated at the city, for eight storage warehouses, and for many buyers for factors of the larger cities, Eastern spinners and exporters, that are located here. The Shreveport market is a favorite with buyers because of the superior quality of the staple raised along the Red.

Shreveport is one of the greatest horse and mule markets of the South. It has several large horse and mule traders supplying the plantations, for a hundred miles around.

The manufactures of Shreveport are indicated by the following list of the leading concerns of that sort: A cotton seed oil mill that cost \$200,000; a cotton gin factory and foundry in which \$20,000 is invested; a fertilizer works, \$30,000; a boiler shop, \$20,000; a \$200,000 saw, planing and shingle mill, and two smaller ones; three brick yards; two ice works; a bottling works; a feed mill; a harness factory; a steam laundry; a cracker factory, and the compresses, electric light works and other establishments already mentioned.



Vicksburg, Miss., Dallas, Texas, and Little Rock, Ark., are the nearest competing jobbing trade centers of importance. The first of these is 170 miles from Shreveport, the second 180, and the last 225. The country within 100 miles radius of Shreveport is considered tributary to it in the commercial sense. The productions of this region are cotton chiefly, herbaceous crops and fruits. The bottoms of the Red are the richest of soils; the hill lands of Northwest Louisiana not so prolific ground; but still fruitful enough to make farming a profitable pursuit. It is a region of many attractions for those migrating southwestward, and many new settlers are homeseeking hereabouts.

NORTHWEST LOUISIANA, the region of which Shreveport is the trade center, is a country, which, if its resources and advantages, not merely for agriculture, but for business generally, had been properly appreciated, would long ago have attracted a large share of that vast migration which has established, in a few brief seasons, the new Occidental commonwealths.

The impression, unfortunately, still has widespread currency that it is hot, swampy and malarial, and that its social conditions unfit it for settlement by the very class of settlers it needs most, and that are in search of just such a land as it really is.

Contrast could scarcely be more decided than this: An arid district of the West, there, subject to drought, blizzards, cyclones, and the Egyptian plague of locusts; and a region, here, infinitely varied of resource, endowed with every Natural bounty, and in a clime,

"Where the mock bird has no sorrow in his song,  
No winter in his year."

All Northwest Louisiana lacks, indeed, is population. The climate is not remarkably trying to the newcomer. Seasons and soil combine to favor diversified production. And the development has already begun, which unfolds rare opportunities for business enterprise and investment. Thousands of acres here are still unoccupied, the conditions invite manufactures and other industries, and are especially attractive, from the certainty of returns, to capital.

Northwest Louisiana has been described as follows:

Much, indeed most, of its lands, are of wondrous fertility. This is especially the character of the lands nearest the rivers, bayous and lakes, which are known here as "bottom" and "front" lands. Front lands are moderately sandy, and easily worked. The back lands, extending beyond streams to the hills, are generally stiff, sticky, and more difficult to break up, but yield marvelous crops when cultivated intelligently.

The lands on the streams comprise hundreds of thousands of acres, divided mostly into large plantations, usually of 500 to 1000 acres under fence, which are devoted to raising cotton, chiefly by negro labor. The river planters depend, as a rule, upon St. Louis and other markets for their supply of corn and bacon, because, as many of them say, it is cheaper to raise cotton and buy corn and provisions under present conditions.

The hill lands predominate in North Louisiana, and are mostly tilled in fields ranging from forty acres up. While there are not many running streams in these uplands, water is found in abundance for man and beast, and of the most desirable quality. The people residing in the hills or uplands are generally in good circumstances. By diversifying their crops, and giving attention to stock, they have made themselves self-sustaining, prosperous, and content.

The upland soil is sandy, of a gray and reddish cast and with a clay sub-soil. These lands yield astonishing returns when assisted with manures and fertilizers. If

the same care and the same labor put by farmers in the Eastern and Western States on their acres, were bestowed on these lands, they would equal, if not exceed, the products of the contiguous low and bottom lands, which are cultivated at a greater expense and held at higher prices.

The products of the hill or uplands are cotton (the staple of the country, because it commands both ready sale and liberal advances), corn, tobacco, sorghum, sweet and Irish potatoes, oats, rye, and millet raised for forage. The cultivated grasses grow luxuriantly, and yield remunerative crops.

The hill farmers are learning to vary their production. In some parts quite an acreage of wheat, rye and other small grains has been put in.

Before and during the war, the majority of planters and farmers had flour ground from wheat of their own raising. There are no mills at hand now, and wheat is only cultivated to a limited extent. It only requires, however, the presence of increased white population to revive these two industries, grain growing and milling.

Peaches, pears, apples, and the various small fruits grow to great perfection in Northwest Louisiana. Grape culture has been attended with success. Early vegetables of all kinds are raised with very little trouble, and with profit.

Within the past few years attention has been given to the raising of blooded stock, and there are a number of fine herds of Jersey, Holstein, and Shorthorn cattle in this section. Gratifying success has been attained also with pedigreed horses, mules, hogs, and high bred poultry.

River lands in Northwest Louisiana are worth from \$10 to \$50 an acre, according to the improvements and immunity from overflow.

The price of hill or uplands ranges from \$1 to \$5 an acre, and higher where there are expensive improvements.

There are thousands of acres of government lands in this part of the State, which can be entered, by complying with the National homestead law, at from \$1.25 to \$2.50 per acre.

The railroads, also, have for sale large tracts of very desirable and fertile lands, which can be bought at \$2 per acre and upward.

The lumbering industry is yielding large profits to those engaged in it, although yet in its infancy. The timber of these parts is hickory, several kinds of oak, ash, walnut, cypress, beech, sweetgum, cottonwood, hackberry, sassafras, persimmon, holly and magnolia, nearly all of which are useful for manufacturing purposes.

The rivers, lakes and bayous abound in fish of many varieties, such as perch, trout and buffalo, and the forests are full of game—of deer, and turkey particularly, and even bear.

Four railroads affording communication with all parts of the United States—those named in the account of Shreveport—furnish the means of transportation to all parts of the country, and others are projected through Northwest Louisiana.

The people of Northwest Louisiana are mostly immigrants or the descendants of immigrants, from the other Southern states, originally of English, Irish and Scotch derivation. As a people they are thrifty, intelligent and hospitable. They support liberally both schools and churches, and are tolerant with respect to both political opinion and religious faith. The negro is not so very numerous as farther south in the State.

CADDO PARISH, of which Shreveport is the capital, is, next to Orleans, the wealthiest and most populous parish of the State, in which facts alone there are sug-

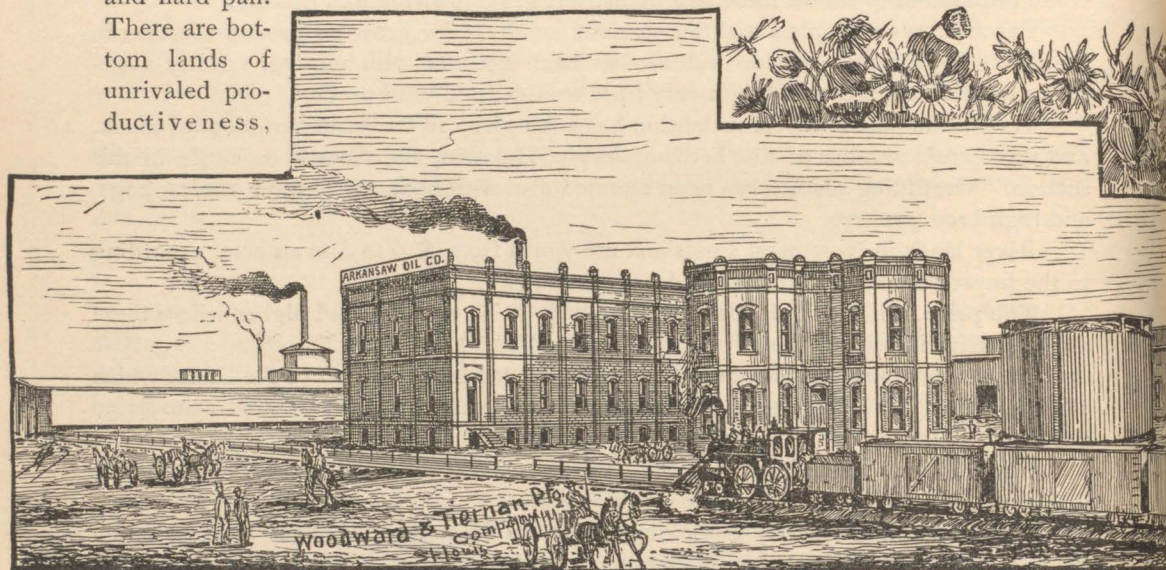
gestions of its superior social advantages. It has a population of about 50,000, half of them living in Shreveport, and has assessed valuations of some \$6,000,000. Its tax rate is 8 mills; with the State tax, 14 mills on the dollar.

It is the extreme northwestern parish (or county, as it would elsewhere be called) of the State. It borders 58 miles on Texas to the West, 14 on Arkansas to the North, fronts 183 miles by the meanderings of the river Red on the East, and 44 miles along DeSoto and Red River parishes, and Wallace Lake, to the South.

It is watered by many large bayous, and has an unusually large lake in the middle of it; and yet has remaining 560,000 acres of land, of which not the fourth part is cultivated.

The lands of Caddo may be classified, like those of all Northwest Louisiana, as river lands and hill lands. The alluvial lands constitute nearly half its acreage. There are marshy belts along the rivers, lakes and bayous, a strip of prairie considered by many the choicest part of the parish, every kind of lands, in fact, except mountainous and hard pan.

There are bottom lands of unrivaled productiveness,



ARKANSAS OIL MILL, TEXARKANA.

wooded low-lands with black soils, red pine hill soils with fine clay sub-soils, sandy soils prolific of fruits and vegetables, and particularly melons and potatoes.

The plantations of the river bottoms raise cotton almost exclusively. In the higher lands, there is greater variety of production. The average yield of cotton on river lands is three-quarters to a bale of lint to the acre, worth \$40 to \$50 a bale. From 80 to 135 bushels of corn have been raised on a single acre of the lands of the parish.

Thousands and tens of thousands of acres of wooded lands lying along the streams and running back to the hills, are unbroken, but will some day all be cultivated. These lands sell for from \$10 to \$50 and are worth it.

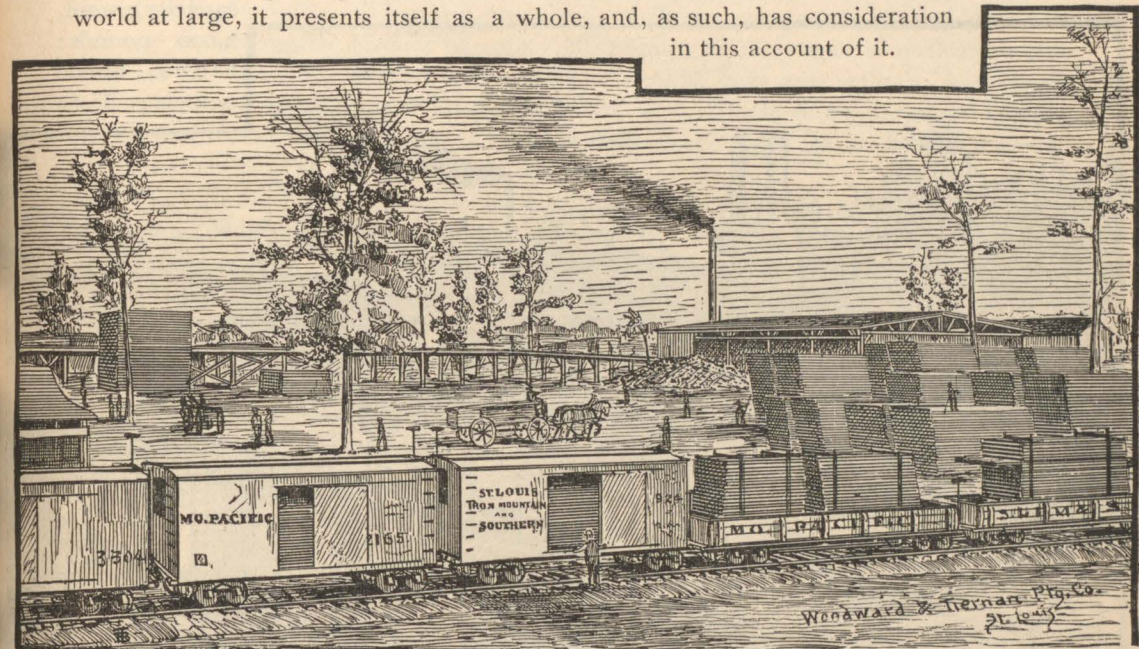
The hill plantations run usually from 40 to 160 acres in area. Good lands can be obtained anywhere in these hills at reasonable prices. Wells furnish the household water supply. Some of the hills are heavily timbered. The people living in these parts extend a hearty welcome to immigrants.

There is still government land subject to pre-emption in the northern part of Caddo.

TEXARKANA, like Kansas City, is a single trade center, with two municipal organizations, so constituted by the fact that it lies directly on the boundary of Arkansas and Texas.

As at Kansas City, one of its main thoroughfares partitions the two States. But, unlike Kansas City, the two corporations are nearly equal in population; and these two halves of the one trade center are expanding from their common center at very nearly even pace.

Texarkana, therefore, has two sets of city officials, two post offices, and, until lately, when the county seat of Bowie county, Texas, was removed from it, two court houses. It is a unit, however, as a business community, and it has but one Board of Trade with an equal representation from either side. As a railroad center, and to the world at large, it presents itself as a whole, and, as such, has consideration in this account of it.



BOWIE LUMBER COMPANY, TEXARKANA, TEX.

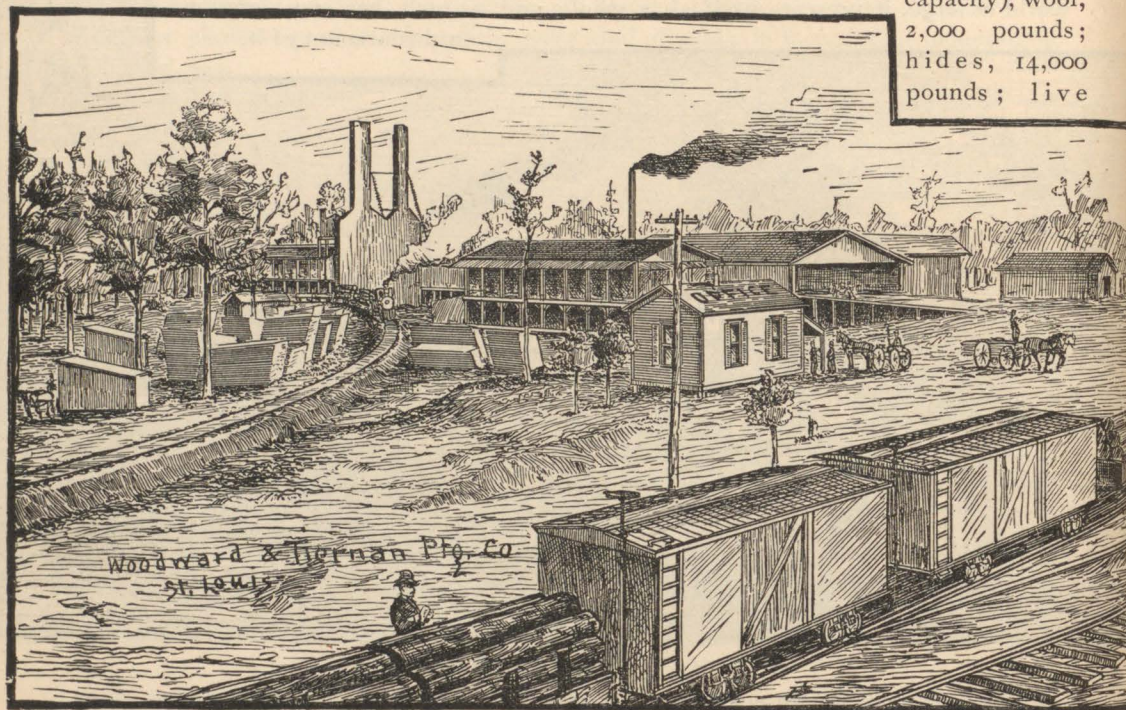
Texarkana is sixteen years old. Its growth has been rapid in the last few years. It has twelve or fourteen thousand inhabitants, and is said to have doubled itself in population and trade since 1885. Its tax valuations are \$3,250,000. It has three banks, with \$400,000 aggregate capital, and \$650,000 of banking capital all told, five large jobbing houses, and about fifty substantial business concerns besides, several manufacturing establishments of more than ordinary importance, a street railway eight miles long, two water works and two electric light plants, three daily newspapers, and three trunk lines centering at it, as the gateway for them to Texas, Mexico and the Pacific Slope on the one hand, and the Gulf, the Middle States of the South and the Northwest on the other.

Besides the COTTON BELT, the main line of which passes through it, Texarkana has the Iron Mountain road from St. Louis (effecting a junction here with the Gould System of Texas), and the Trans-Continental division of the Texas & Pacific (New Orleans to El Paso, Texas). Two minor lines, one bound to Fort Smith, and the other to Shreveport, La., are building.

The railroads have been the most potent agencies, in fact, for the upbuilding of Texarkana. Fully a thousand of its population are dependent upon them for a livelihood. The COTTON BELT maintains division headquarters there, and the Gould roads have provided a \$75,000 union depot.

The sales of merchandise at Texarkana are about \$5,000,000 a year in the aggregate. The principal items are dry goods, \$950,000; groceries, \$1,300,000; hardware, \$560,000; lumber, \$1,100,000; agricultural implements, \$300,000.

The shipments from it are \$3,000,000 in value a year, and are about as follows: Cotton, 17,000 bales; cotton seed, 75 cars; cotton seed products, 110 cars; corn, wheat and oats, 18,500 bushels; hay, 1,800 tons; brick, 65 cars; lumber, 1,643 cars (which shipments might be increased a half, if the millmen could find a market for their full capacity); wool, 2,000 pounds; hides, 14,000 pounds; live



LAKE CITY LUMBER CO.'S MILLS, TEXARKANA.

stock, 115 cars; miscellaneous, 313 cars. The people of Texarkana are enterprising, and a mild sort of rivalry between the two sides of the place has an inspiring influence in trade. The improvements in the business quarter and the homes of the wealthier residents are indications of the confidence generally felt that the place has a future of growth. Real estate is active and money in demand.

The fact that manufactures must be the main stay of a modern city has recognition in the policy of the Board of Trade, which offers its assistance in the establishment of new enterprises of that character. Of those already in operation the most notable are three lumber companies, a cotton-oil works and compress, an ice works, and two foundries. There are excellent opportunities for others in the growth of the city itself, and the resources of the surrounding country. Arkansas has coal and Texas iron. The Red River bottoms near by are very productive of cotton. Both hard and soft

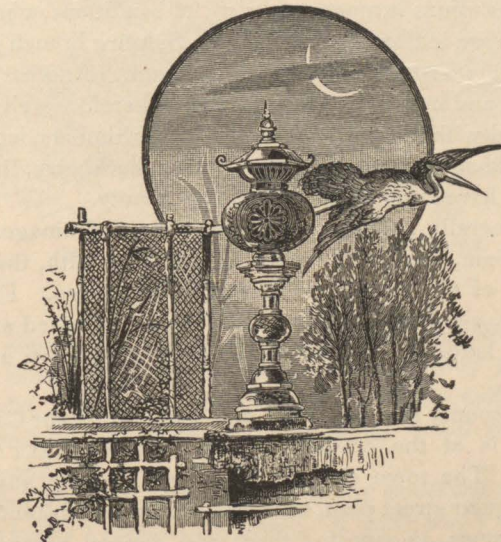
timbers are close at hand in unlimited quantities. There are mineral springs in the country adjacent.

As a border town Texarkana had formerly a disorderly element of population. But with the best people of other parts flocking in, and interests of moment involved, it can no longer afford to be discredited thus. Four public schools on each side of the line for white children and one likewise for colored, and seven churches are the indications of its social advancement and state.

Texarkana is situated on a plateau about thirty miles wide which is bounded on three sides by the Red and Sulphur rivers. This plateau has an extreme elevation of 700 feet above sea level and 200 feet above these rivers. The bottom lands of these streams extend back from them some five to ten miles on either side. These bottoms are exceedingly fertile. They will produce as much as 2,000 pounds of seed cotton to the acre or seventy-five bushels of corn. Nine-tenths of their area is uncleared, and they are very generally clothed with groves of pecans, oaks and walnuts, with beech and soft woods interspersed. They afford also, in a climate where snow but seldom falls, an excellent stock range. Prices of them range from \$2 to \$10 an acre for uncleared and \$10 to \$15 for lands in cultivation.

The city itself is in the midst of a strip of sandy clay pine lands on which vegetables and fruits of all kinds can be readily raised. There is a large vineyard right in its suburbs. These clay lands average 800 to a thousand pounds of seed cotton and thirty bushels of corn, and much larger crops are raised on them by careful farming. From four to eight miles out from the city they are worth \$2 to \$5 uncleared, \$15 two and a half miles out, and \$40 one and a half miles distant.

Suburban acreage worth but \$10 seven years ago is now worth \$400, and city lots worth but \$300 ten years ago are now held at \$5,000. "Hardly a year in the last ten," says the Board of Trade in a circular, "but purchasers could afford to pay twenty-five per cent for money to invest in real estate at Texarkana."



## CITIES ON THE LINE IN TEXAS.



IN TEXAS, directly upon the line of the COTTON BELT Route, there are (considering Rusk and New Birmingham one) six notable cities, and seventeen others of less population and business importance. These are described in this, the concluding chapter of our work in the order of their situation upon—1, the main line, Texarkana to Gatesville, and, incidentally, its Hillsboro branch; 2, the Lufkin branch; 3, the Sherman branch, and 4, the Fort Worth branch of the road.

MT. PLEASANT, junction point for the Tyler and Sherman divisions of the COTTON BELT, is the county seat of Titus, which is one of the second tier of counties along the northern boundary of the State, and, likewise, three removes from its eastern border.

The name appropriately describes the town. Mt. Pleasant is seated on the slope of a hill, which the COTTON BELT skirts for about a quarter of a mile. Cottages and mansions, envired with garden and lawn, parallel the line of the road out beyond the limits even of the town. The business quarter occupies, Texas-wise, the four sides of a central plaza, on which is the Court House of Titus county. Behind the hill is a deep and thickly wooded ravine.

Mt. Pleasant has a bank with \$50,000 capital, three saw mills, two brick yards, a wagon works, and stores whose annual sales are estimated to be \$150,000. Its yearly shipments of cotton (8,000 bales), grain, lumber, live stock and other products of the county, are about the same in value as the sum of these sales.

The population of Mt. Pleasant is probably 1,300. Schools and churches and cosy homes are the manifestations it makes of its social conditions, phases and progress.

Titus county is bounded on the north by the Sulphur branch of the River Red, and on the south by Cypress Creek, a considerable stream. Another large creek intersects it. It has two lakes, and numerous springs, and is therefore well watered, and it is also very generally clothed with the hardwoods and other timbers indigenous to Northern Texas, viz., the oak, hickory, gum, blackjack, beech, hackberry, linden and pine. Iron, lead and copper ores have been uncovered in this county.

Its surface is generally rolling enough for natural drainage. The soil is, for the most part, a sandy loam, so exceptionally favorable to tilth, that agriculture is easily the leading industry of the county, and likely long to be so. Fruits, peaches, apples and plums especially, yield abundantly. The live stock raised are mostly the product of farms. Improved lands in Titus are worth from \$3 to \$10 an acre; unimproved, perhaps \$2 to \$5.

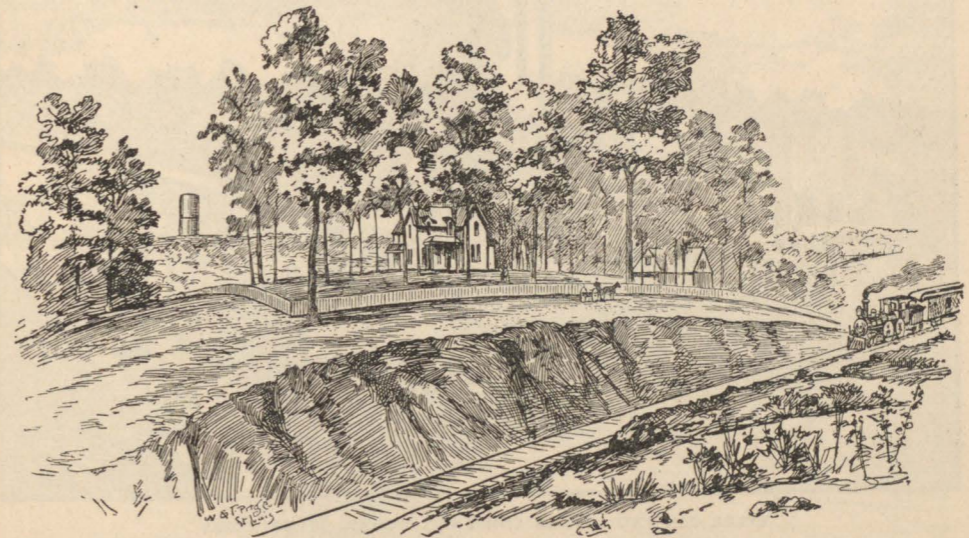
PITTSBURG, the county seat of Camp, and trade center for Camp, Franklin, Wood and Titus counties, is at the crossing of the COTTON BELT and East Line and Red River R. R. The town site of Pittsburg is in the angle formed by these lines. It has an irregular street plan, but derives from its substantial business structures and its embowered homes, an aspect of thrift and general prosperity. Its population is about 1,800. Lumber shipments and general merchandising are the principal

business of the town. Coal is found a few miles west of it, and iron in the county. The ground on which it is built is sandy, and the water from wells sunk in it, is sometimes strongly impregnated with alum, so that cisterns are resorted to for a domestic supply. There is a mineral spring in the suburbs of the town and others in the county.

Camp county has large running streams and several lakes. About a third of its 286 square miles of area is timbered with hardwoods and pine. It is in the very heart of the finest fruit growing district of Texas, and is favored with soils and a climate admirably adapted to the growth of apples, pears, plums, peaches, apricots, grapes and the smaller fruits.

GILMER, a place of about 1,000 inhabitants, is 91 miles from Texarkana, in Upshur county, of which it is the county seat. There are mineral springs near the town. Upshur has no less than thirty saw mills in operation, cutting the oak and pine timber in which it abounds. Many of the people of the county are employed in these mills; the rest in agriculture or stock raising. Upshur is a level country and has plenty of good soil. Lands in it fetch \$3 to \$10 an acre improved, and \$1 to \$5 unimproved.

BIG SANDY, in Upshur county, is the crossing of the COTTON BELT and Texas & Pacific roads.



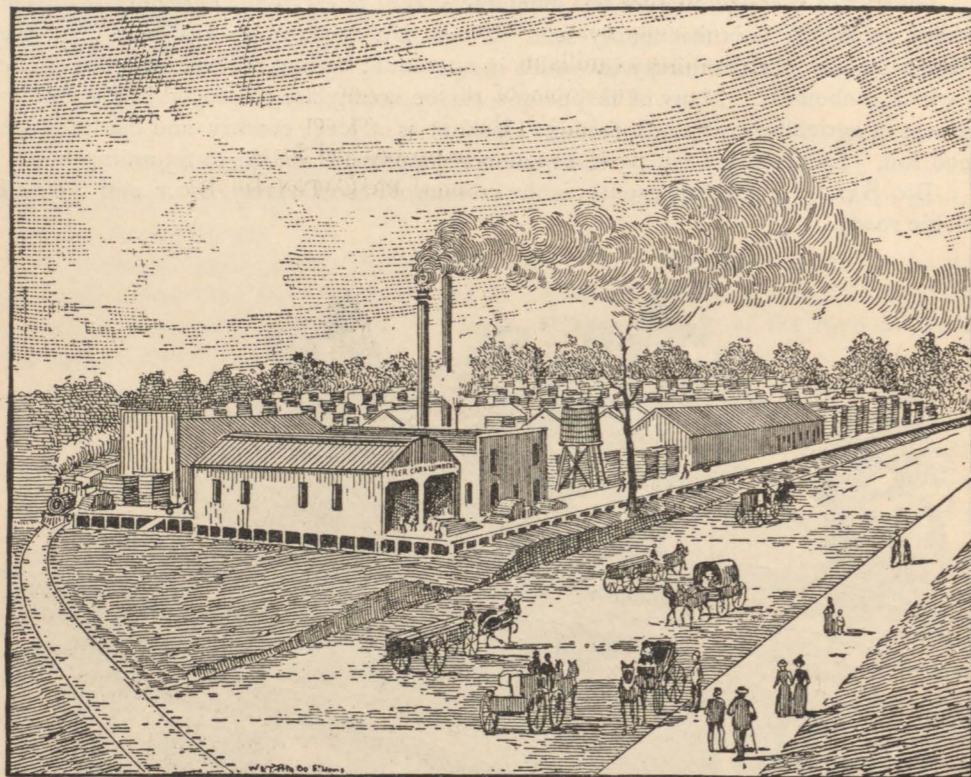
O. L. ALLEN'S FRUIT FARM AND RESIDENCE,  
1 Mile west of Tyler, Texas.

TYLER, Smith county, has 10,000 population, and is notable as a railroad junction, and business point for a considerable scope of country round about it, and as a court house seat. Smith county is a county of fertile and very productive land, a long settled and wealthy county, and its trade alone would support a place of commercial importance and size.

The reorganized COTTON BELT, or St. Louis Southwestern Railway, has made Tyler headquarters for its Texas management. It maintains a hospital for its employes there which has accommodations for 125 patients. The Tyler & Southeastern, formerly the Kansas & Gulf Short Line, an auxiliary of the COTTON BELT, begins at Tyler. It

runs to Lufkin, 89 miles distant, passing en route through the great iron ore belt of East Texas, and through the great pineries of the Sabine valley, in East Texas.

The International & Great Northern road's Troupe & Mineola branch runs through Tyler. Additional importance as a railroad center is promised Tyler by the projected Dallas & Alexandria road (Dallas, Texas, to Alexandria, in Central Louisiana), which will connect at Dallas with railroads to the Indian Territory coal fields, and bring to the East Texas iron centers, a cheap fuel supply.



TYLER CAR AND LUMBER COMPANY'S WORKS, TYLER, TEXAS

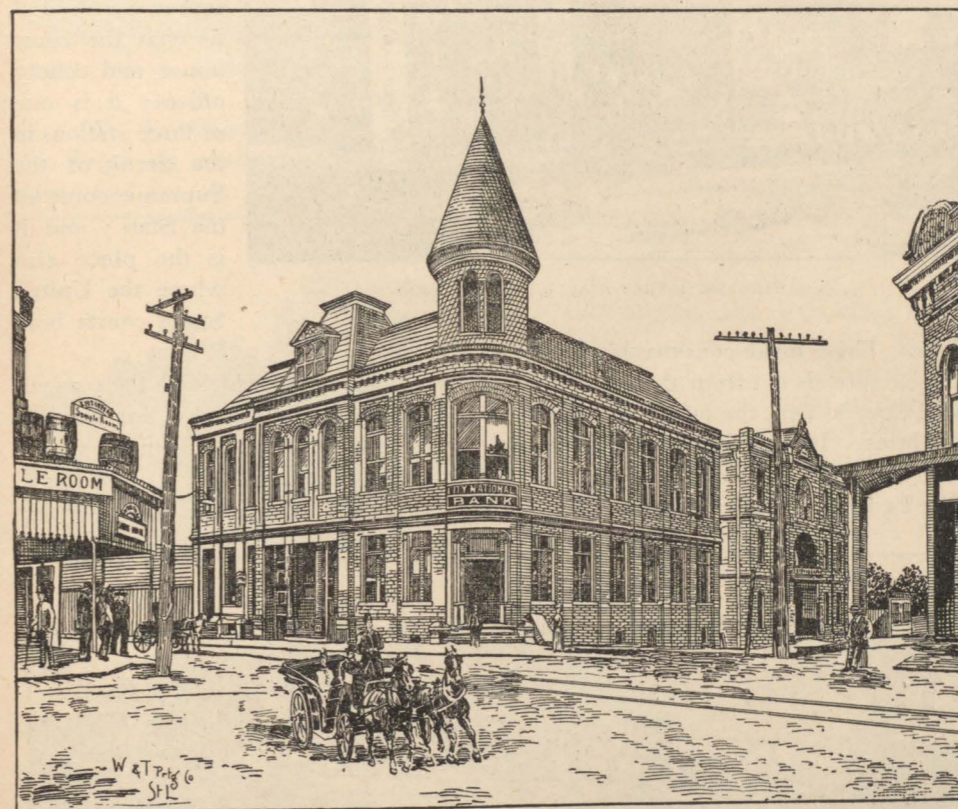
Tyler's shipments of cotton, corn, oats, potatoes, and fruits, the principal products of its surroundings, will aggregate \$3,000,000 in value a year; and its sales of merchandise are fully as much. Its shipments of cotton are 10,000 bales a season, but it "handles," to use the commercial phrase, very much more; for Smith county alone produces twenty to twenty-five thousand bales, and one firm of buyers, located at Tyler, claims to do a business of 120,000 bales a year, all which is paid for through the banks of the city, though shipped from other parts.

The fruit trade of the city seems destined to contribute as much, if not more, to its enrichment, than cotton. Cultivation and canning of fruits are already important industries of the county, and the business based upon them is expanding fast. Over 50,000 cases of fruits are shipped from Tyler and its vicinity every season, mostly to Denver, Kansas City, St. Louis and Galveston, by express.

There are four large canneries at Tyler, and others in the county. They employ from 100 to 300 hands each, and have a capacity of from 5,000 to 12,000 cans a day. Their product is carefully selected and is considered by many equal in quality to the best of the California fruits.

Tyler has manufactures which for the size of the place are of considerable variety and extent. The TYLER CAR & LUMBER Co., whose works are shown in a cut herein, has \$200,000 capital, employs 150 men and operates, as an adjunct, a foundry and machine shop employing 45 hands. A. L. CLARK is vice-president and manager for it.

It has a chair and furniture factory employing 75 hands and turning out 300 chairs a day, a steam tannery, representing \$60,000 of capital stock, (30,000 sides is the

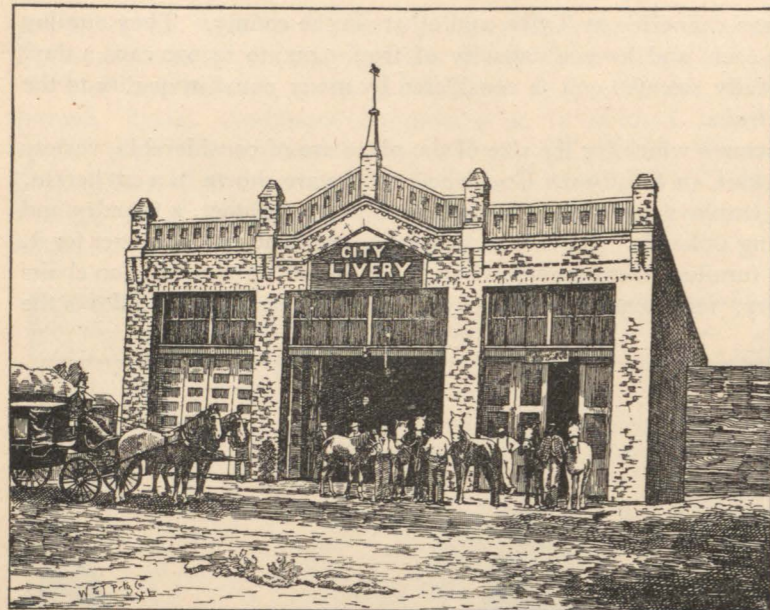


CITY NATIONAL BANK AND OPERA HOUSE, TYLER, TEXAS.

annual output) and probably the largest in the State, a good sized harness factory, a horse collar factory, an ice factory of 25 tons daily capacity, a brick and tile works employing 150 hands, a compress, a candy factory and bakery, and a factory making cans for the packers of fruit. The shops and yards of the COTTON BELT, with other departments of that road, employ 500 men, and the Tyler & Southeastern 250 more. And among the projects mooted is one for a cotton mill.

Most of the tradesmen of Tyler are general merchandisers, supplying the country people for fifty to a hundred miles around, and along the railroads radiating from it.

Tyler's banking capital, \$485,000, is furnished by three banks, the First National,



J. J. ROBINSON'S LIVERY STABLE, TYLER, TEXAS.

City National, and the private bank of Bonner & Bonner. These three banks do an extraordinary business, the total transactions amounting, it is said, to \$100,000,000 a year.

As the county seat of Smith, Tyler has the court house and county offices; it is one of three stations in the circuit of the Supreme court of the State; and it is the place also where the United States courts hold

sessions. These make considerable business for it too.

Tyler spreads out from the usual court house square upon which, in the conventional Texas fashion, the business quarter fronts. This part of the city, is, for the most part of brick. Its most striking edifices are the City Hall, Masonic Temple, Opera House (one of the finest in the State), the new National Hotel, County Court House, and the Federal Courts and Post Office building, which towers above its lesser sur-



STREET SCENE, TYLER, TEXAS.

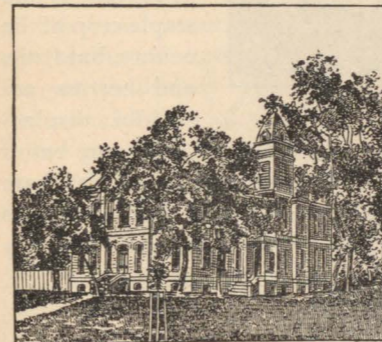


PUBLIC SCHOOL, TYLER, TEXAS.

roundings, a veritable landmark. The schools and the churches, among the latter the new Methodist church, which cost \$50,000, are also of superior architecture. There was expended last year at Tyler, for new buildings, upwards of \$250,000, and the appearance of the city has been vastly improved thereby.

In the residence precincts of the city, there are many tasteful homes. Those of Ex-Governor R. B. Hubbard,

Dr. W. J. Goodman, O. L. Allen, real estate agent and fruit grower, J. P. Patterson, owner of Patterson's addition to the city, H. H. Rowland, druggist, and L. A. Henry, the COTTON BELT agent, are illustrated herein. The



PUBLIC SCHOOL, TYLER, TEXAS.

shade trees of the residence streets of Tyler, are the original growth of its site and not least of its many native charms.

The Fair grounds and race track of Tyler are the scene of the annual county fair. The water works of the city afford an ample and excellent supply. A street railroad has just lately commenced operations.

Tyler's Board of Trade, John A. Brown, president, John Meagher, secretary, stands ready to pledge substantial assistance to new factories or business concerns.

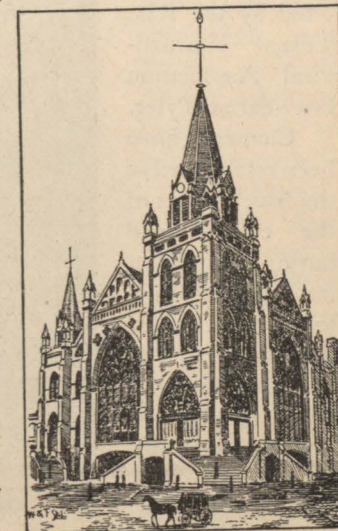
SMITH COUNTY lies northeast of the center of Texas, between the Sabine and the Neches rivers. The Angelina river flows through it, and creeks and springs of most excellent water abound throughout it. Its surface is rolling but not at all rugged. It has an area of 957 square miles, and half of it, nearly, is timbered with the pine and the hardwood sylvia characteristic of the eastern side of the State. Hardly a twentieth of its area is improved land, and yet it produces the staples and fruits so prodigally as to be considered one of the banner farming counties of the Lone Star State.



BAPTIST CHURCH, TYLER, TEXAS.



PRESBYTERIAN CHURCH, TYLER, TEXAS.



M. E. CHURCH, TYLER, TEXAS.

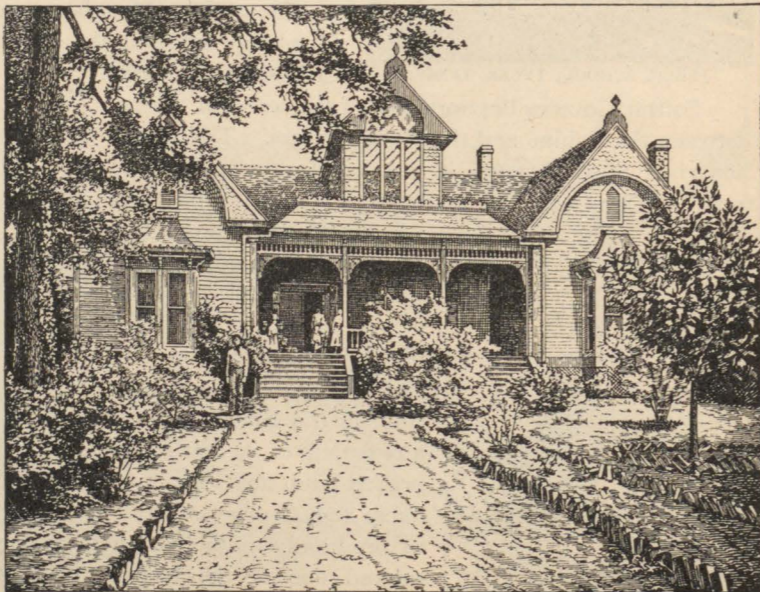
Its soils are alluvial black in the bottoms of the streams, gray and chocolate, comprising most of its area, and red lands, of which iron is a component. The black lands are richest, and are bountiful soils for cotton, cane, melons, etc.; the chocolates are considered especially adapted to cotton; the red to grain, vegetables and fruits.



H. H. ROWLAND'S RESIDENCE, TYLER, TEXAS.

Cotton is the staple crop of the county, but fruits and berries are rapidly displacing it. It has been demonstrated beyond peradventure that small orchards pay better than large plantations in Smith county. Within a radius of five miles from Tyler there are over 200,000 bearing fruit trees, peaches, apples, pears and plums mostly, besides vineyards and nurseries. That far famed fruit center, Riverside, Cal., could scarcely surpass the display of Smith county fruits exhibited by the East Texas Horticultural Association last year at Tyler.

Canneries have been established in the fruit district of the county, and large shipments are regularly made to the big cities of the West. The shipping facilities provided by the railroads, and particularly by the COTTON BELT, and by the Express companies, are first-class. Fruit lands near Tyler are valuable; bearing



EX-GOV. R. B. HUBBARD'S RESIDENCE, TYLER, TEXAS.

orchards bring from \$20 to \$100 an acre; but as high as \$100 net profit an acre has been realized thereabouts. In other parts of the county, fruit lands, however, with bearing trees, are very much less.

Smith county has about 2,500 farms. Its rural population is about 35,000. Its taxable wealth is something like \$6,000,000; its crop product \$1,500,000. It is estimated that its arable area could support a farming population of 120,000, or over three times what it has now.

Its wealth of forest and minerals would sustain, if these resources were at all utilized, many thousands more. Its abundance of fine post, water, pin, and red oak, walnut, the gums, and pine, suggest unlimited opportunities for manufactures of wood work. It has extensive deposits of iron ore with the lime stone hard by for fluxing it. It has valuable lignites, mineral paint clays, kaolin, fire, potters' and brick making clays, clean glass sands, and numerous indications of deposits of copper.

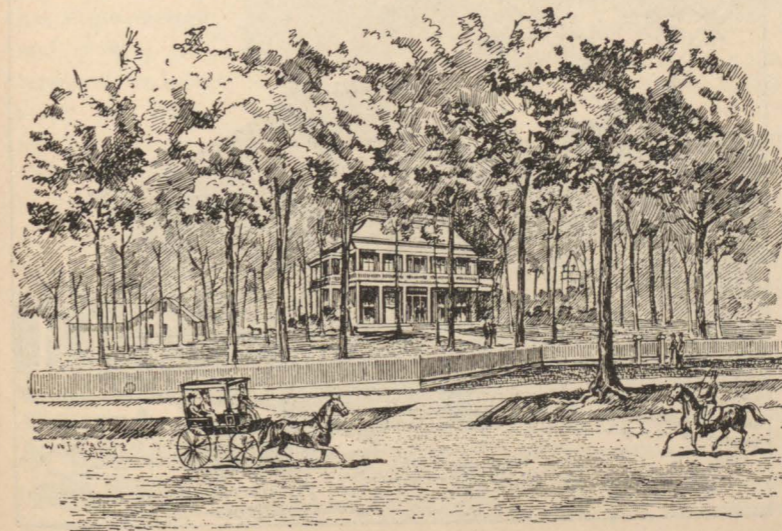
Its tax rate is low, and its debt small. It has good schools, a thrifty, law abiding

and intelligent population, and in the city of Tyler a center of many social as well as commercial advantages.

ATHENS, Henderson county, lies on the line of the COTTON BELT 37 miles northeast of Corsicana and 165 from Texarkana. It has about 1,600 inhabitants and perhaps \$300,000 of annual trade.

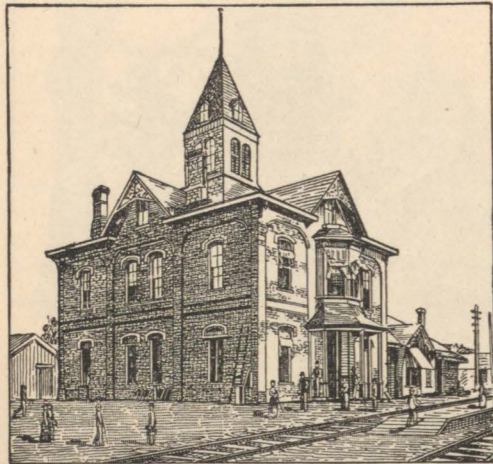


J. P. PATTERSON'S RESIDENCE, TYLER, TEXAS.



DR. W. J. GOODMAN'S RESIDENCE, TYLER, TEXAS.

There are several saw mills in or near it, and one of the largest brick, tile and pottery works of the State is located there, because the material for it is at hand.



SHORT LINE DEPOT, TYLER, TEXAS.

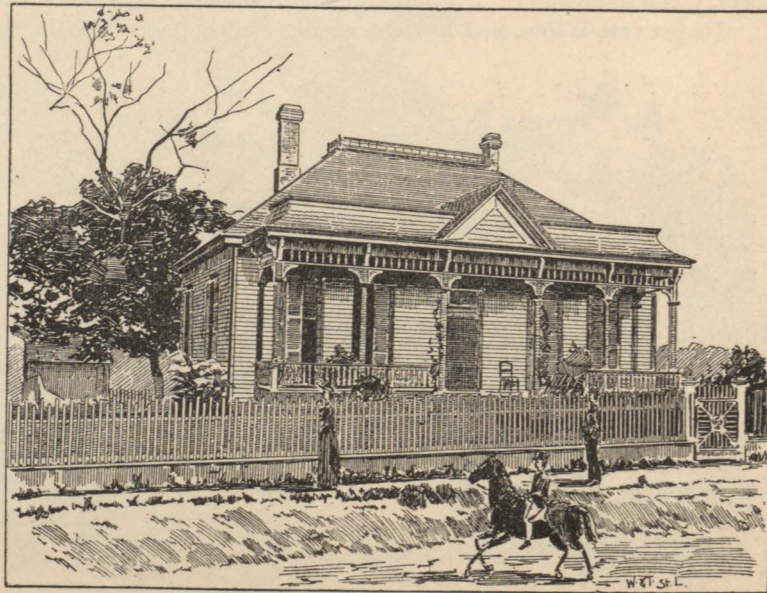
usually, in the uplands, a sandy loam, generally of a black or dust-gray color. In some parts of this district, particularly where there are indications of iron, the ground assumes a reddish appearance.

The soil of the prairies of the Eastern and middle parts of the State is generally a deep black; it varies in character from what is called "waxy" or "sticky" to a sandy loam.

Along the rivers, the soil is either black alluvial, chocolate or reddish, all three of which varieties are highly productive.

The black, waxy and red soils are considered the most fertile; but the sandy lands are in favor with many, because they are much easier of cultivation.

This description applies to all the region in Texas which is traversed by the COTTON BELT ROUTE.



RESIDENCE OF L. A. HENRY, TYLER, TEXAS.

Athens is the county seat of Henderson, which lies between the Trinity and Neches rivers, and is watered by their tributaries. Its physical characteristics are level upland, high sandy hills, and wide river bottoms. The upland soils are gray sandy, the bottoms rich loam. The cereals and fruits all yield well in Henderson. About nineteen-twentieths of the county is timbered, the uplands with oak and hickory, the lowlands with white oak, water oak, sassafras and other woods of economic importance.

Large and valuable deposits of iron, fire clay and coal have been found also in this county.

The soils of the Eastern side of the State, Henderson county included, are,

CORSICANA is, after Waco, the most populous city, and best business point in Middle Texas. It has 12,000 population, assessed valuations of \$3,000,000, and a volume of trade rising \$2,250,000 in sales a year. It has resourceful surroundings in Navarro county, of which it is the county seat. It has many local attractions and advantages. It is growing as fast as any place in the State, and it has the best assurance of the attainment of a place of rank among the cities of Texas at least, in the forward spirit of its people.

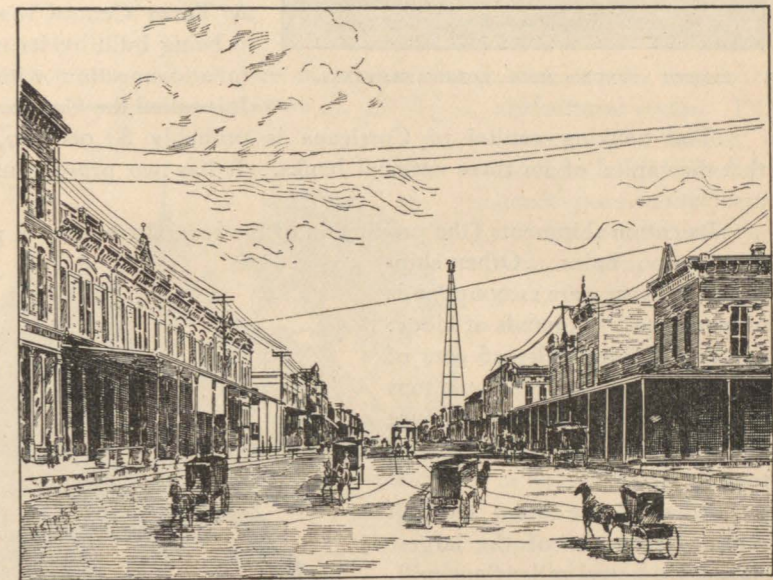
From its seat in the very heart of Navarro, a station slightly higher than the rest of the county, and with a gentle slope to the south, it can see, stretching far and away on every hand, the loveliest and most fruitful prairie lands of the State. It is 54 miles from it northwest to Dallas; 60 miles southwest to Waco; 70 northeast to Tyler. The semi-circular territory described by these radii is the finest farming land in Texas, and for fully a half of it—a goodly bit of at least six counties—Corsicana is the supply point and trade center. It has

no exclusively wholesale houses yet, but the nucleus of a jobbing center is here in its trade with these counties, and in its steadily compacting industries and wealth.

Its topography is, speaking generally, level and regular; but it has slope enough and several waterways, to bear away its drainage.

Its climate is one of means. The summers are warm but bearable, and the winters anything but rigorous. The atmospheric conditions, as a rule, are both healthful and agreeable. The water supply is derived from a catchment basin having an area of 155 acres and 10 feet depth. A stand pipe 20 feet in diameter and 100 feet high, furnishes the pressure, and 8 miles of mains, with hydrants attached, provide the means of distribution and protection against fire. Artesian sources are to be sounded to increase the present supply.

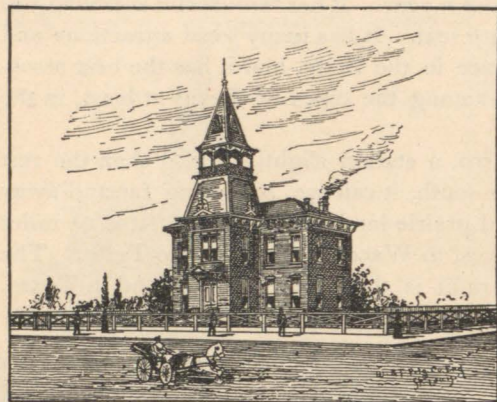
The fire department is volunteer. There is free postal delivery. The city is lighted with the electric spark by the tower plan. A horse car line traverses the streets. The two principal thoroughfares are soon to be paved. City taxes are \$1 on the hundred. The buildings raised and under construction exhibit both taste and local pride. Brick is the material chiefly used for the business blocks, churches, schools and larger edifices. The county court house is a solid pile surmounted by a tower. The post office is a very handsome building.



MAIN STREET, CORSICANA, TEXAS.



The public school property at Corsicana is valued at \$100,000. There are three schools maintained for the white children of the city, and one for the colored youth.



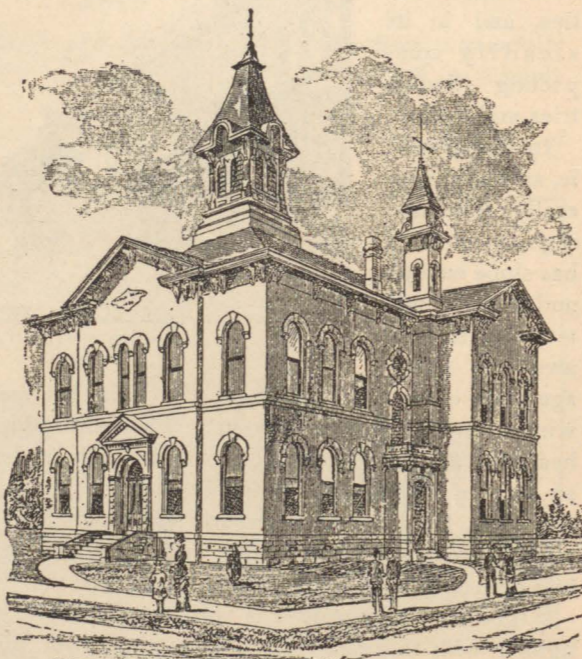
EIGHTH AVENUE SCHOOL, CORSICANA, TEXAS.

The banking capital of Corsicana is probably \$1,000,000, a little over half that the capital of its three national banks. It has two prosperous building and loan associations.

Its cotton shipments (the production of the several counties in part tributary to it), are 30,000 bales. Other shipments last year were 11,000 pounds of wool; 44,217 pounds of hides; 175 cars of live stock; 26 cars of grain; 27 cars of hay; 5,400 tons of cotton seed; 241 cars of flour; 26 cars of ice; miscellaneous, 618 tons.

It has a large cotton seed oil mill, a compress of the largest size, a 300 barrel roller flour mill, with a 100,000 bushel elevator attached, the CORSICANA ROLLER MILLS, a corn and feed mill, an iron foundry and cotton gin factory, steam brick works, several wagon and carriage works, a planing mill, a broom factory, a soap factory, an ice works, a bottling and grocers' sundries works, a steam laundry and a cigar factory.

As this account indicates, it would be an excellent point for a wholesale house. Its Board of Trade (a chartered organization with \$25,000 capital) offers a bonus of \$20,000 for the establishment at Corsicana of a cotton mill, and in



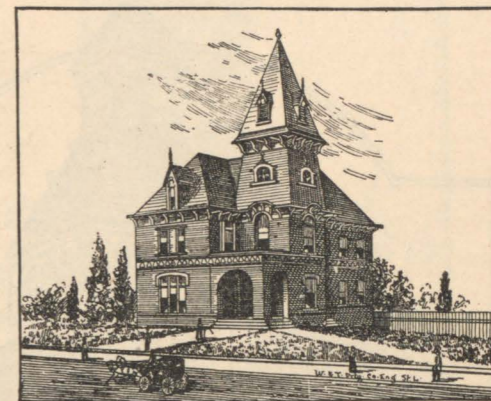
COLLIN STREET PUBLIC SCHOOL, CORSICANA, TEXAS.

There is also a convent school. The State Orphan Asylum is here, and the I. O. O. F. Widows' and Orphans' Home. Eight denominations have churches. The Grand Temple and Grand Lodge I. O. O. F. have headquarters at Corsicana. The social conditions, in fact, are all that could be desired.

Corsicana has two railroads now and will soon have another. Besides the main line and Hillsboro branch of the COTTON BELT, it has the facilities of the Houston & Texas Central road. The new road is being built by its merchants southeast to a connection with the International. It is called the Corsicana & Southeastern.

addition 20 acres of land and 20 years tax exemption. The advantages to be derived from such a location as this (in the very midst of the cotton fields) are too obvious to require explanation.

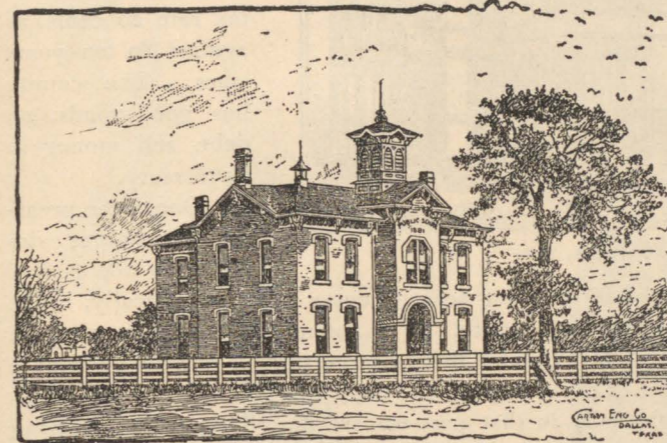
NAVARRO COUNTY is central with respect to that eastern third of the State which is most densely populated and best cultivated. Trinity river, one of the largest streams of the State, forms its eastern border. It has a general elevation of about 700 feet above sea level. It has but little lowland, and is nowhere malarial. It is well watered and wooded. The rainfall is ample and usually seasonable. Its soils are black waxy, black sandy, light sandy or chocolate, and acre for acre will compare in productiveness with any in the richest



FIRST AVENUE SCHOOL, CORSICANA, TEXAS.

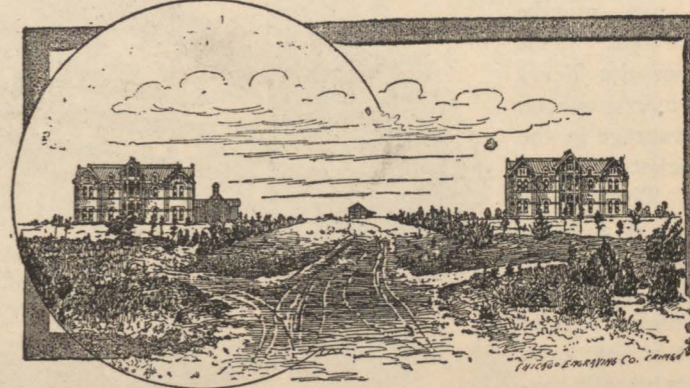
agricultural states. Fertilizers are unknown in Navarro, and indeed are unnecessary.

Its productions are corn, cotton, oats, potatoes, broom corn, rye, barley, ribbon cane, sorghum, millet and wheat. The average yield of its 80,000 acres in cotton is three quarters of a bale or 60,000 bales total; of 40,000 acres in corn, 40 bushels, or 1,600,000 for the whole; of 30,000 in



FIFTH AVENUE COLORED SCHOOL, CORSICANA, TEXAS.

oats, 50 bushels, or 1,500,000; of 20,000 acres in wheat, 13 bushels, or 260,000 in the aggregate. Corn is usually planted March 1, cotton April 1; corn is harvested in September, cotton from August until December. Fruit growing and stock raising are industries successfully prosecuted. The native grasses make excellent hay. Game abounds in the county. Fish breeding can be



TEXAS STATE ORPHANS' HOME, CORSICANA, TEXAS.



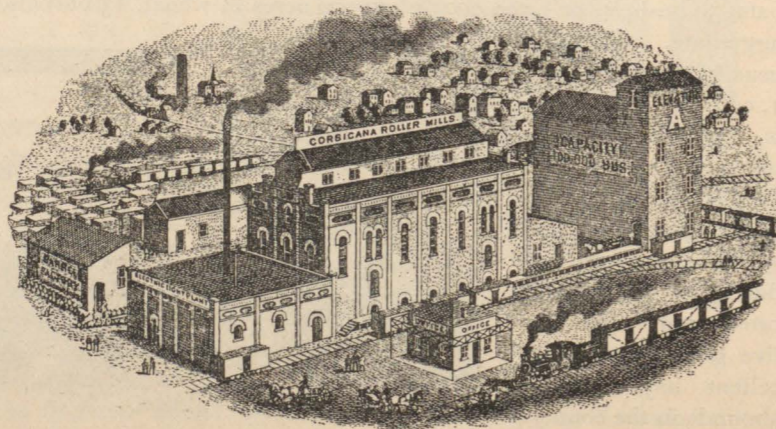
CITY HALL, CORSICANA, TEX.

settling in Texas, is the length of his growing season; every month, practically, in the Lone Star State is a profitable farming month. It is not merely that winter in the North is a loss for crop growing; but, besides that, a large part of the summer there must be devoted to the business of providing against the winter.

It is not so in Texas, especially in that part we are describing. The growing season is about twice as long as in the Northern States proper; and the crops mature, as a rule, from six weeks to two months earlier.

This gives the Texas farmer a special advantage in the markets.

The second crop in a single season is possible even where the rainfall favors it; but is not, however, usually hazarded.



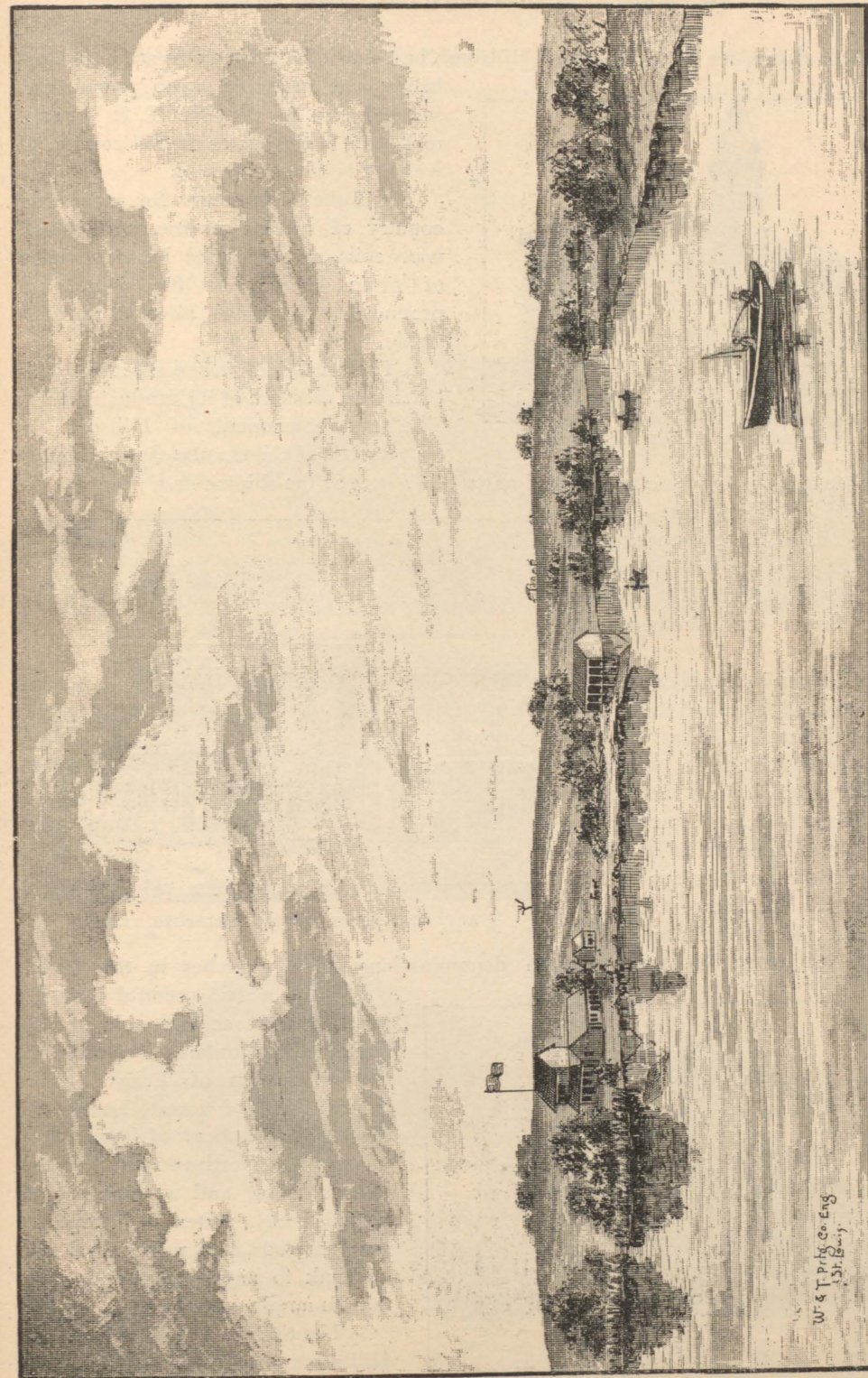
CORSICANA ROLLER MILLS, CORSICANA, TEXAS.

made profitable with little effort.

Vast tracts of rich lands in the county are still untilled. The average value of lands in Navarro is \$7.50 an acre. Sales are usually made at one-fourth cash, balance in from one to ten years.

The tax assessment of the county is \$12,000,000 as compared with \$4,832,000 in 1880; the county tax rate 20 cents, as against 80 ten years since. The county has good roads, no debt, and money in its treasury.

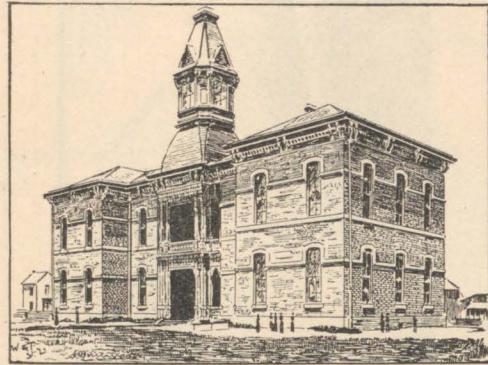
One of the greatest advantages derived by the farmer



LAKE "NUMBER TWO," CORSICANA, TEXAS.

W & T P. Co. Eng.  
St. Louis.

HILLSBORO, the terminus of the Hillsboro branch of the COTTON BELT, is a flourishing city of some 3,000 population, situated also on the M. K. & T. railroad, and in the center of Hill county, of which it is the county seat.



PUBLIC SCHOOL, HILLSBORO, TEXAS.

It is the trade center for a farming country of rolling prairie with black waxy soils, on which the heaviest yields of grain known in the State are produced, and cotton also of superior staple.

The wealth of this district may be taken as a measure of its productiveness. The tax assessment of Hillsboro is \$1,250,000, of the county, \$7,500,000.

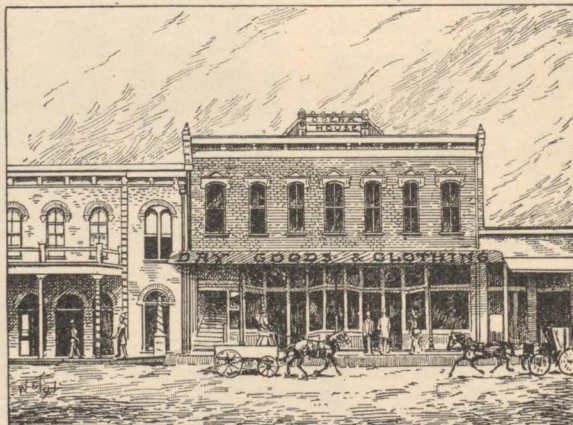
The total trade of the town is estimated at \$605,000; the shipments a year, \$700,000, divided as follows: Cotton, 10,500 bales, \$525,000; cotton seed, 84 cars; grain, 110 cars; wool, 6,500 pounds; live stock, 3,100 head; miscellaneous, 44 cars.

Hillsboro's banking capital of \$250,000 is supplied it by three National banks. It has a compress, four grist mills, a marble works, wagon shops, and other minor mechanical enterprises.

The architecture of its Court House and other principal buildings is, for the size of the place, superior. Its public school property is valued at \$24,000. Eleven denominations have churches in the town.



COURT HOUSE, HILLSBORO, TEXAS.

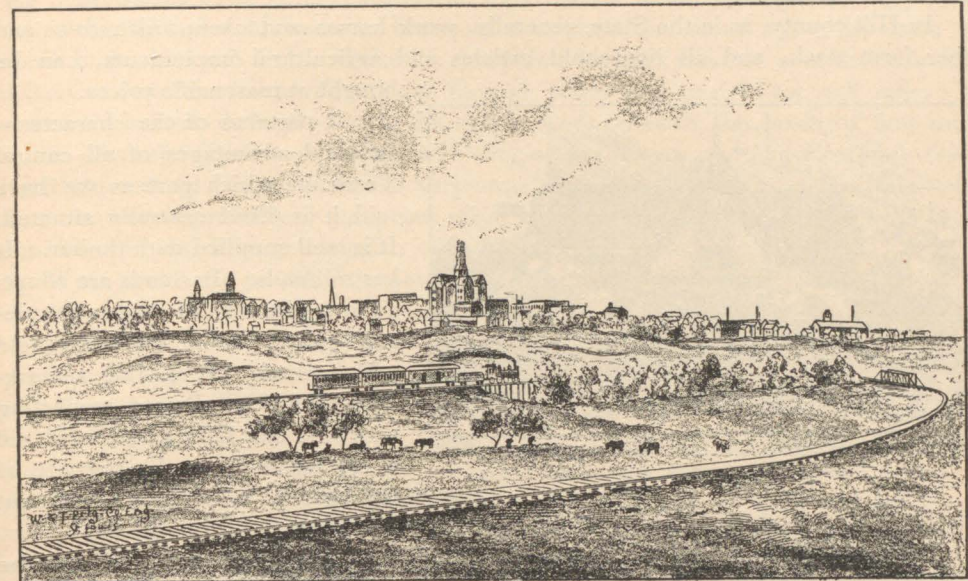


A. T. ROSE'S OPERA HOUSE, HILLSBORO, TEXAS.

Hill county is central with respect to that eastern side of the State which contains the bulk of the population of Texas. The narrow belt of forest, known as the Cross Timbers of Texas, traverses its Northwestern corner. Brazos river, and a number of large creeks, water it. Springs are numerous, and wells need not be sunk to any great depth to obtain an ample water supply.

The timbered upland soils of Hill are a gray or sandy loam; the river and creek bottoms, a rich

alluvial. Stock breeding is generally pursued in connection with farming and improved



VIEW OF HILLSBORO, TEXAS, FROM THE NORTH.

strains are the rule. Farming lands in Hill county command a pretty fair price, but they are of superior character generally, and worth the value placed on them.

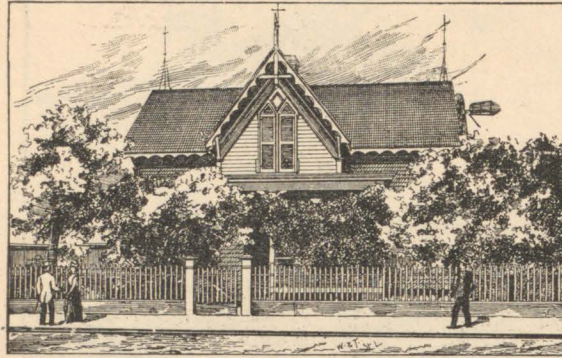


RESIDENCES OF W. M. STURGIS, L. A. &amp; O. S. CARLTON, AND DR. KNOX, HILLSBORO, TEXAS.

Engravings showing the Court House and Opera House of Hillsboro, a street scene, schools, residences, and other views of the city, accompany this matter.

A. T. ROSE is proprietor of the Opera House. GEO. J. JORDAN is the principal real estate agent of the city.

In Hill county, as in the State generally, work horses and oxen, milch cows and other farm stock, and all household articles and agricultural implements, can be bought at reasonable prices.



GEO. J. JORDAN'S RESIDENCE, HILLSBORO, TEXAS.

It partakes of the characteristics and advantages of all central Texas, in which part, as we have said, it is itself centrally situated. It is well supplied with timber. It has railroads. Its lands are adapted to a diversity of crops; the cereals grow well in the same field with cotton. It has a remarkably salubrious climate, respecting which, it can hardly be considered a digression from the purpose of this sketch, to quote a statement

which has been made concerning all this division of the State.

"The average temperature of Central Texas is about 65 degrees. The extreme heat rarely exceeds 90 degrees. The thermometer rarely rises above 92, and 100 is about the highest temperature known. Sunstrokes are very rare, much less frequent, indeed, than in the Northern States generally.

"The mercury seldom goes below zero and long cold spells are exceptional. The so-called 'northers' are generally of but a day or two's duration. The regular breeze from the Gulf mitigates both summer heat and winter's cold.

"It is this uniformity of climate that makes this country so healthful. Consumption seldom originates here. Miasmatic diseases, engendered in many of the other Southern States, by marsh or overflowed lands exposed to a torrid sun, are not at all prevalent; for these conditions do not obtain here. Chills and fever are confined to comparatively narrow limits."

Concerning the time for a farming start in Texas, the following advice may not be uninteresting to those contemplating settlement in the country herein described:

"Immigrants should endeavor to be at their place of destination by the 1st of January, so as to begin preparations for the approaching season.

"Unless a location has been selected beforehand, it is best to come in the fall—say in October or November, especially if the party expects to go upon an unimproved place. Many new comers, however, rent land for the first year, and improved lands can be had in any of the settled counties without much difficulty. When money rent is paid, the price is generally about \$3 per acre. But rents are generally paid in part of the crop—say one-third the corn or other grain and one-fourth the cotton, the renter to gather the crop and have the cotton ginned, the land owner paying the toll for ginning his proportion, and furnishing the bagging and ties for his bales. Sometimes the land owner furnishes teams and tools; in which case he gets one-half the crop. The land owner sometimes furnishes supplies also—provisions and clothing—which the renter repays out of his portion of the crop. And the land owner furnishes a house and allows the renter free use of timber for fuel. By law, the land owner has a lien on the crop for his rents, and the products cannot be removed from the farm until the lien is paid."

WE come now, in the course of our peregrinations, to one of the fairest and most promising cities of the Southwest, the CITY OF WACO, rising in metropolitan dignity and state, upon the banks of a noble river, about 200 miles from its mouth in the Mexican Gulf. To reach this point, we have traveled over the main line of the COTTON BELT, from Texarkana, through forest and prairie, for 258 miles; as we near it, indeed, through some of the richest lands on earth, the lands of that most prolific of all the districts of Texas, the Valley of the Brazos, the *Rio Brazos de Dios*, literally translated "the river of the very arms of the Lord," so named, doubtless, by the pious but impressive Franciscans when they first explored it, to express their admiration of the Eden it enclosed.

Waco is situated on this river nearly in the center of McLennan county, which is fourth in rank of the counties of Texas in taxable wealth. Galveston, Bexar and Dallas only exceed it in this regard; and if the valuations of the four large cities of these counties, Galveston, San Antonio, Dallas and Waco, are excluded from comparison, McLennan easily ranks the first.

This wealth it derives chiefly from the soil. It has an area of 693,120 acres, and nine-tenths of it, at least, is good arable land. And of this arable area, more than half is rolling prairie—the "Central Black Prairie" of the State—especially adapted to both agriculture and the raising of stock. The Brazos and Bosque rivers, with their tributaries, water it, and the alluvial lands of these streams are the most valuable in the State, because of their fertility and immunity, as a rule, from overflow.

Waco is known as the "Central City of Texas," not because it is central geographically, but for the reason that it is central with respect to that Eastern half of the State which is the most compactly settled. It has distinction also as the "Geyser City of Texas," from its spouting hot artesian wells.

It is 150 miles in an air line from Denison at the northern border of the State, 200 from the Sabine river, the eastern boundary, 199 from Galveston at the Gulf, and 565 from El Paso, at the far western confines of Texas.

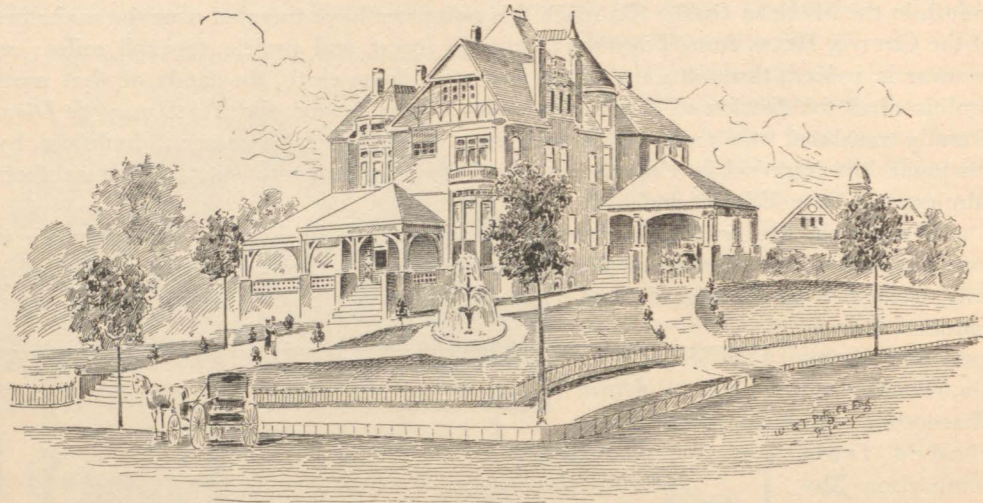
It is in latitude 31.19 north and longitude 97 west from Greenwich, and is the beneficiary—at its elevation, and with an unobstructed southern exposure—of the tempering breeze that blows, winter and summer long, direct from the Gulf.

Capt. S. B. Ross, the father of the late governor of Texas, charmed with what seemed an enchanted summer land, where autumn melted into spring, raised the first



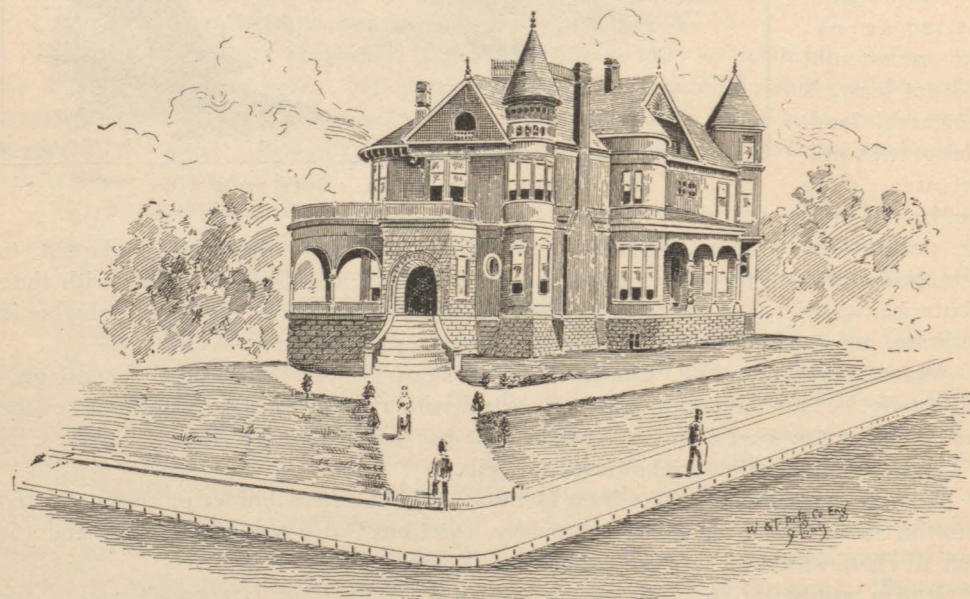
LOVER'S LEAP, BRAZOS RIVER, A MILE FROM WACO.

habitation of Waco, a log cabin, on the banks of the Brazos, forty years ago, and thus became the founder of a city. Others soon located near him, and, around this early



RESIDENCE OF ED. ROTAN, WACO, TEXAS.

settlement as a nucleus, urban improvements aggregated until, in 1856, there were residents and property enough to incorporate the town.



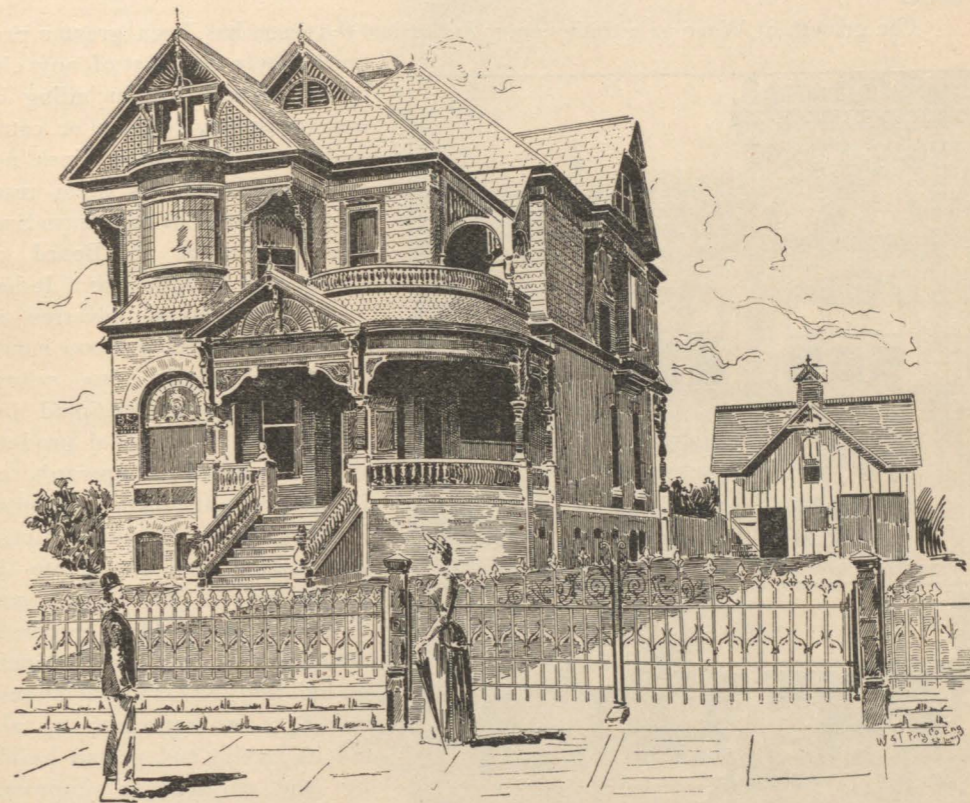
RESIDENCE OF SAM. SANGER, WACO, TEXAS.

Waco is, therefore, one of the oldest of the Texas cities, and, like close grained timber, it was at first slow of growth. But of late years, within the last ten especially,

it begins to tower among its competitors, to root itself deep in the warm soil of this new Southwestern garden of civilization, and to flourish like the green bay tree.

It is one of those seven aspiring cities of Texas (Dallas, San Antonio, Galveston, Houston, Ft. Worth, Austin and Waco), whose greatness is a-ripening fast. And, although it is the smallest of the seven, its relative increase and comparative advantages indicate that it is not likely to remain so long.

It first began to cut some figure as a trade center in 1880, when its population was reported by the United States census, 7,295. The count of 1890 gave it 14,425 and



RESIDENCE OF T. B. BARTON, WACO, TEXAS.

including its suburbs, 20,114. It has probably now 25,000 at the least, an increase since 1880 of 247 per cent.

Its assessed valuations show a proportionate gain. In 1885 they were \$4,380,346; in 1886, \$4,745,476; in 1887, \$5,196,267; in 1888, \$5,771,741; in 1889, \$7,161,905, and in 1890, \$8,338,451, which latter figure is only a half of their real equivalent in cash.

Its growth has never been forced; it has been steady, healthful, natural. The increase shown by its tax rolls has been effected by settlement of the city's surroundings and development of their resources, toward which settlement and development the railroads have contributed most.

Waco is focal point now for three trunk lines of the Southwest, the COTTON BELT, the M., K. & T., or "Katy," as it is in the vulgar tongue, and the Houston & Texas Central. The Aransas Pass system, which ramifies Southeast Texas between San Antonio and the Gulf, is building toward it, a connection with the great Rock Island system of the West (now seeking an outlet to sea at the Gulf) is under construction from it, and a line is projected also out of it to the Southeast. By the COTTON BELT's crossing of the Santa Fe at McGregor, and the "Katy" at Temple, it has three lines to the Gulf, and the extension of the Aransas Pass road to it will soon make four.

So far, then, as railroads can advance it, Waco has substantial pledges for the future.

The growth of Waco as a trade center in the last ten years has been greater pro-

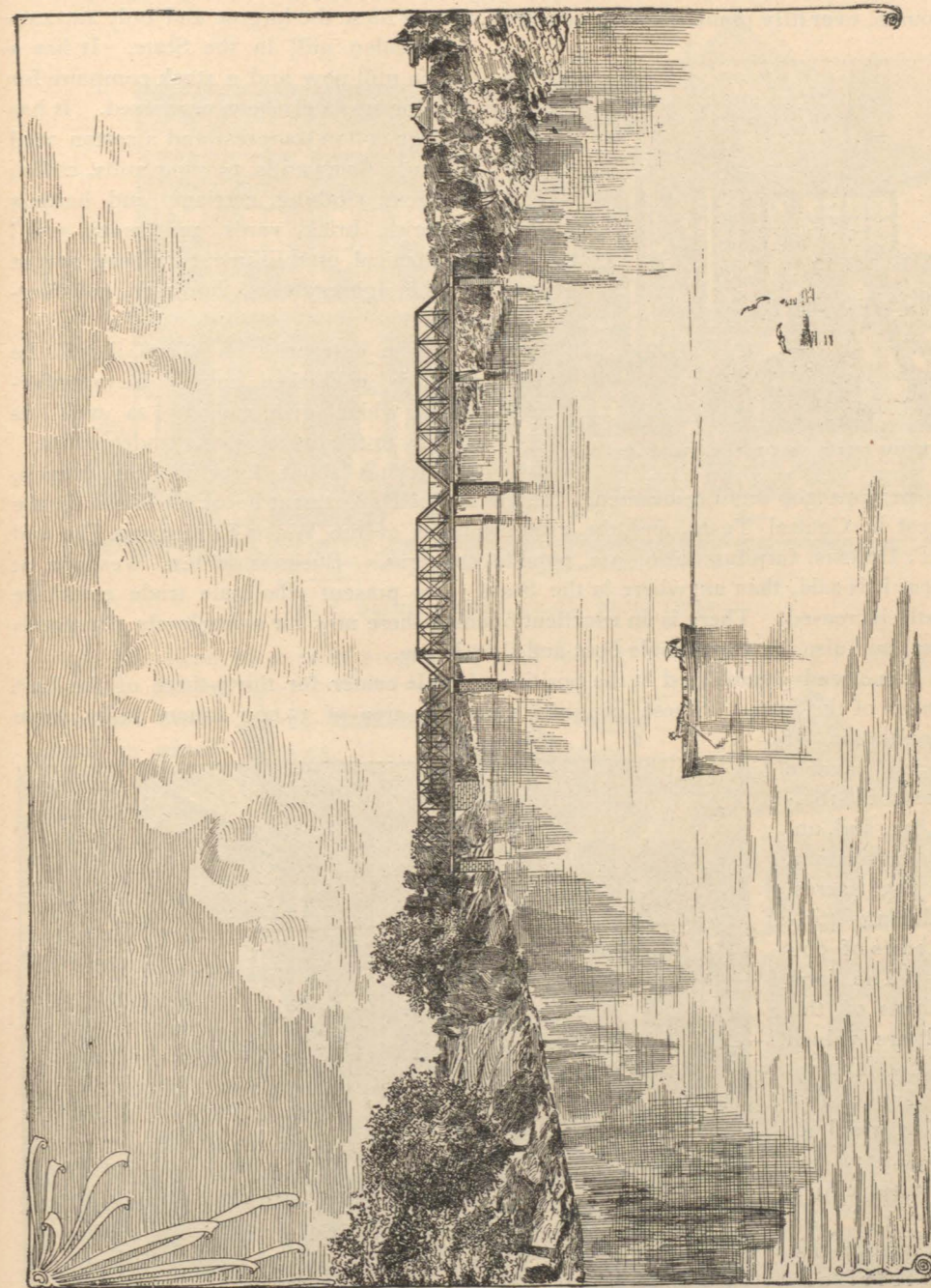


COTTON BELT OFFICES, WACO, TEXAS.

portionately than that of any city of the State. Not including its transfer cotton, its grain or cattle trade, and the minor lines not easily estimated, its gross mercantile business in 1890, says Secretary Pope, of its Board of Trade, was \$18,860,000. It has \$2,500,000 capital invested in manufactures, nearly 2,000 hands employed therein (to whom \$600,000 a year are paid for wages), and the annual product of its factories is upwards of \$3,500,000. Its banking capital—provided by six institutions, four national and two State—is \$1,662,500; it has \$5,250,000 of capital employed in corporate enterprises; it has four prosperous building and loan associations, with \$750,000 aggregate capital; and its public and private building and construction improvements, and sales of real estate, mount up annually into the millions.

Following is an estimate of the sales in the various lines of trade: Groceries and Western produce, \$5,000,000; cotton and wool, \$3,250,000; dry goods, clothing, boots and shoes, \$2,400,000; hardware and implements, \$925,000; drugs and kindred lines, \$650,000; brick and other building material, \$500,000; lumber, sash and blinds, \$450,000; saddlery, harness and carriages, \$450,000; crockery and household wares, \$400,000; wines, liquors, beer, cigars, \$325,000; furniture and undertakers' wares, \$200,000; paints, oils, wall paper, etc., \$150,000; books and stationery, \$150,000; jewelry, \$60,000; miscellaneous and retail, \$3,210,000.

The shipments from Waco embrace, among other commodities, 65,000 bales of cotton, besides a large quantity (probably as much) of the staple in transit, 7,500 head



COTTON BELT'S BRIDGE, WACO, TEXAS.

of cattle, and a vast amount of wool, hides and grain every year. Waco had, at last accounts, over fifty manufacturing concerns, among these the largest and only successful



INTERIOR VIEW WACO FURNITURE CO.'S PLACE.

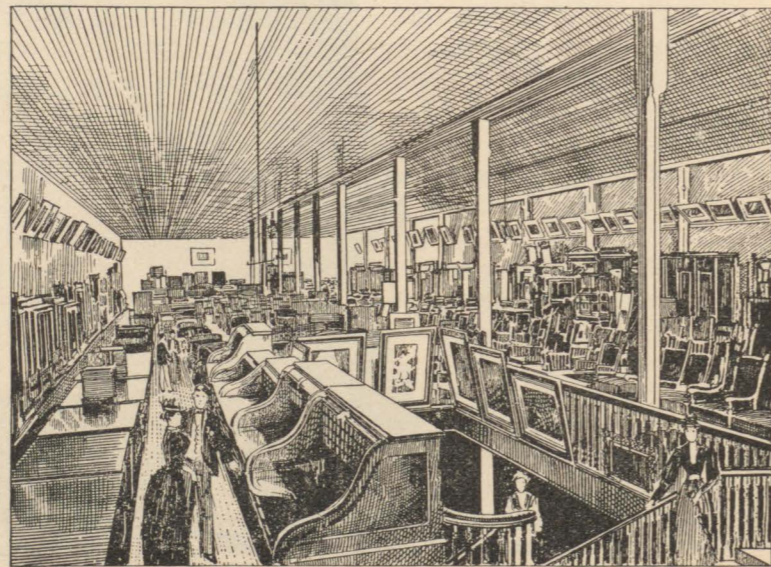
woolen mill in the State. It has a cotton mill now and a stock company for another has lately been organized. It has a large cotton compress and a cotton seed oil mill, flour mills, planing mills, coffin, mattress, clothing, carriage and harness factories, brick yards and many small mechanical establishments, whose output in the aggregate is, however, considerable.

The enterprise of Waco, it will be seen, is embarked largely in manufactures, which give stability as well as variety to the business of a trade center.

It has about forty jobbing houses, and perhaps 300 retail tradesmen. Sanger Bros.' Department house at Waco is the largest in Central Texas, and the establishments of the WACO FURNITURE Co. and R. T. DENNIS, furniture also, are notable concerns. Business is less overdone at Waco, it is said, than anywhere in the State. Its present wholesale trade could be greatly increased. There is an excellent opening there now for a wholesale dry goods house, and also for a wholesale boot and shoe house.

It is already established in the position of trade center for thirty-three of the best counties of the State. These counties cover an area of 35,090 square miles, have a population of

522,329, taxable values of \$162,129,831, and, under cultivation, 2,127,538 acres, producing 469,219 bales of cotton. The farm products of this field are valued at \$34,144,609, the fruit and garden yield at \$1,198,224, and the wool clip is 4,037,398 lbs. The relation that this territory bears to the whole State is as follows:



WACO FURNITURE COMPANY'S PLACE, WACO, TEXAS.

One-seventh the area, one-fourth the population, one-quarter the tax values, one-fourth the acreage in cultivation, one-fourth the cotton crop, one-third the

farm products, one-third the fruit and garden products, and one-fourth the wool clip.



R. T. DENNIS & BRO.'S PLACE, WACO, TEXAS.

Waco has been blest with progressive and intelligent officials. It is pretty well sewered. All its streets are maintained in excellent condition. Taxes are low, and the city's debt, \$313,000, is, compared with the property it is a charge against, a nominal liability merely.

The enterprise of Waco is manifested in several corporate projects that are important contributors to its well being, comfort and progress. It has two electric light companies, two electric street railways, affording rapid transit to all its parts, and a dummy line—extending into the



SANGER BROS.' DEPARTMENT HOUSE, WACO, TEXAS.

suburbs to Alta Vista Heights and ultimately to be a belt line road—and two water companies, providing a supply of 9,000,000 gallons a day; and all enlarging their capacity continuously to meet prospective demands.



PADGITT'S ARTESIAN WELL, WACO, TEXAS.  
Supplies 1,400,000 gallons of water a day of 104 degrees Fahrenheit.

Again and again was the experiment repeated, until finally twelve wells were opened. Those wells are from four and a half to eight inches in diameter. The outflow from the larger ones, it is calculated, is 1,500,000 gallons a day. Surveys by the engineers of the government charged with examination of the artesian areas of the State, demonstrate the fact that they are practically exhaustless, and they have been sunk at an expense that assures a water supply, ample for, and within the reach of all the denizens of Waco, high and low, rich and poor alike.

Two water companies have been organized to furnish the city with a general supply, and advantage has been taken of this rare resource of Mother Earth by private parties, among these latter several industrial concerns. Of the two water companies the Bell Water Co. has sunk eight wells. Their average depth is 1,840 feet. The pressure, sixty pounds, raises the water over standpipes ninety feet high.

The original water company at Waco, the Waco Water Co., has provided, to store its water, a reservoir of 6,000,000 gallons capacity. The aggregate mileage of mains laid by the two companies is sixty-two, which mileage, as also the supply of water, will be largely increased by the work in progress during the current year. The pressure in the mains is seventy pounds to the square inch. The rate charged domestic consumers is but \$1 a year, or the insignificant sum of eight and a third cents a month.

Six of the twelve wells are in a group on Bell Hill. Three of the six are fifty feet equi-distant. The greatest distance between any two, is that of those in the

northeastern and northwestern suburbs of the city. And although they are in such close proximity, no perceptible diminution of the supply has been noted since they were sunk.

This artesian water of Waco is entirely uncontaminated by surface drainage. The Waco Ice Co. uses it for purposes of manufacture without filtering it. And it is declared by competent authority, viz., the physicians of the city, to have marked therapeutic virtues.

Doctors Park, Wilkes, Caldwell, Young, Burger, and others, ascribe its healing properties to the thermal conditions that distinguish the wells. The water is hot, and this, they declare, is that characteristic, chiefly, which gives to the Arkansas and other Hot Springs, their restorative powers.

Encouraged by the favorable conditions for it in the copious supply of hot water available, capitalists of the city are to build a large Natatorium or swimming bath. Bursting from the womb of Earth here in a volume rivaling the grand geysers of the Yellowstone, these artesian wells of Waco are one of the sights of the city. They have already spread its fame abroad in the land, and they promise to be the most fetching of advertisements for it. For, besides their sanative and general utility as a necessity of life, they have a value almost beyond computation as manufacturing powers.

They have been applied for this purpose by several of the larger mechanical concerns of the city, among others by the *Evening News* for press work; by the J. C. Stephenson coffin factory, which turns out thirty coffins a day of eight hours, at a cost of but \$19 a month for the water used; by the clothing factory of the Blankenship & Blake Co., recently removed from Dallas to Waco, which company employs 400 hands and runs 200 sewing machines with a water motor, and by the Padgitt harness factory, also a large concern.

The Slayden & Kirksey woolen mills, an establishment, which, running full, could employ 650 hands, finds this water especially serviceable for making steam, and for the dyeing, bleaching, scouring, laundering, and other operations of the mills.

The cut accompanying this matter is a representation of the new saddlery and harness factory of TOM PADGITT, of Waco, the pioneer manufacturer of Texas in this line.

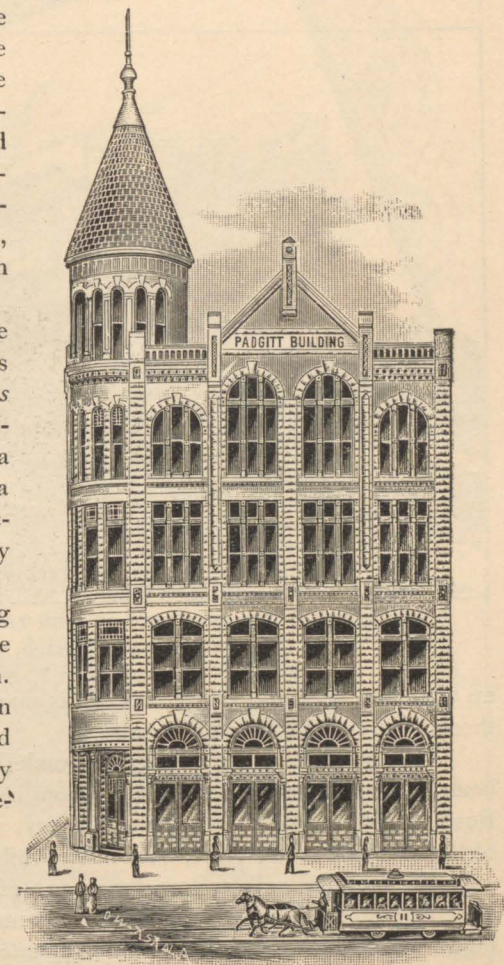
It is a model factory, and in one respect is unique among the establishments of its class. Every piece of machinery in it, including its hydraulic elevator, is operated by the power furnished by an artesian

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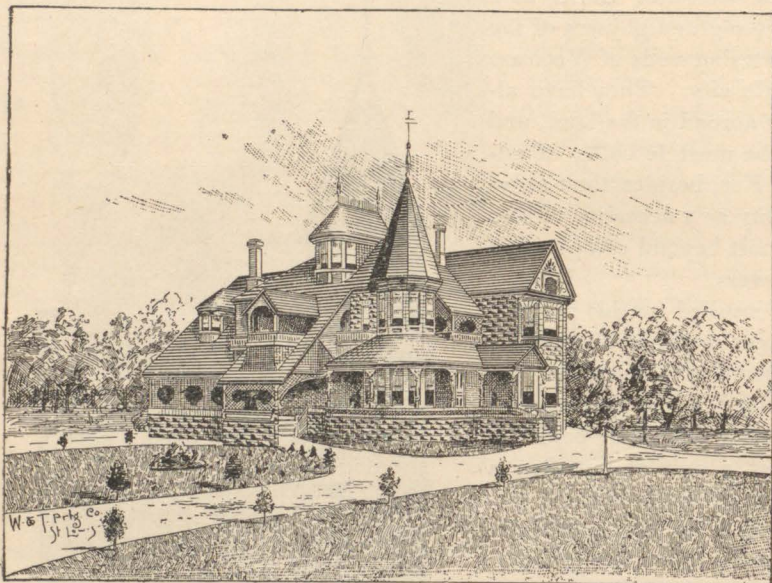
TOM PADGITT'S HARNESS FACTORY AND JOBBING HOUSE, FIFTH AND FRANKLIN STREETS, WACO, TEXAS.



well, owned by Mr. Padgitt and located near by. This well affords a hydraulic pressure of seventy pounds to the square inch, and has an outflow of 1,400,000 gallons a day of clear *hot* water. The other engraving, on page 124, is a cut of it as it appears in action. Leather goods of every sort classified as saddlery and harness are made in this establishment, and a large and varied stock is carried, also, of saddlery hardware, saddle trees, leather, shoe findings and carriages.

Concerning these artesian water powers of the city, Mr. Blake, manager of the Blankenship & Blake factory, says:

"For small factories, for which inexpensive motive machinery and cheap power are required, I know of no city in America that excels Waco. Her artesian wells furnish a water power that, both for cheapness and quality, has not its like. I believe before the close of this year fifty factories the size of ours could be easily furnished with all



"ROSE MOUND," THE RESIDENCE OF JOHN TENNANT, STONE CONTRACTOR AND QUARRYMAN, WACO, TEXAS.

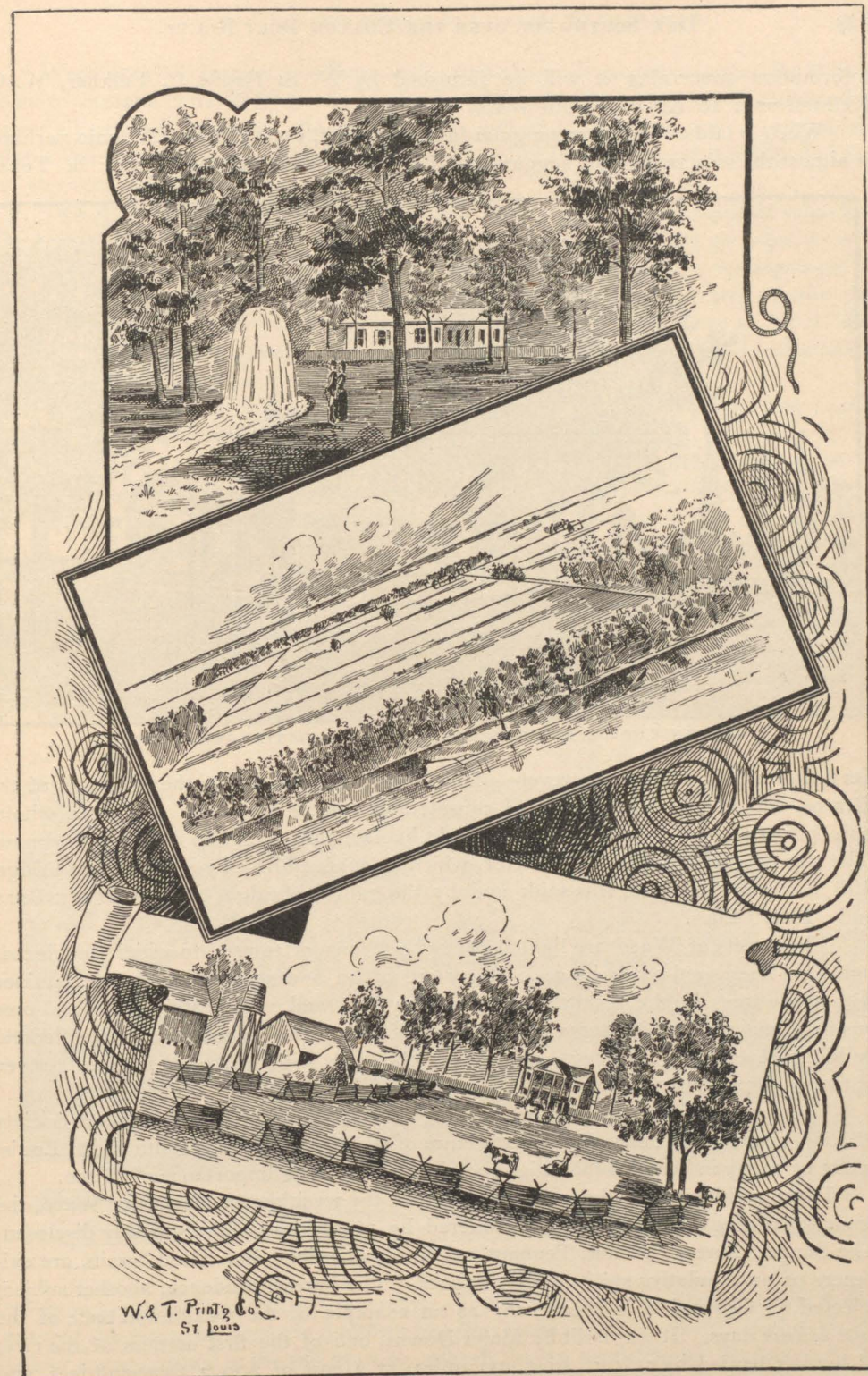
the power they would need. Just think of it! A water motor of the best design of seven horse power, set up and ready for work, costs only about \$165. The machine is practically indestructible and will not cost \$5 a year for repairs. Neither engineer, fireman nor machinist is necessary to look after or run it. The water to operate it costs less than

an engineer, and your entire fuel bill is saved. Repairs cost only about one-tenth of those for a steam or electric engine." This subterranean water supply, underlying Waco and its surroundings, has also been utilized for agricultural irrigation by Col. W. L. Prather, on his farm in the Bosque brakes, five miles west of the city, and on the KELLUM FARM, in the suburbs of the east side of the river, about three miles out.

The Kellum well, waters, by means of piping, 1,280 acres of land cheaply and effectively. It makes the Kellum place, now in market, along with its other advantages, one of the most desirable in any State. About a thousand acres of it are in cultivation, forty-five acres of which are in fruit and vineyard; and 200 acres of the place are clothed with the finest of timber. The improvements are all in the best of repair.

The average yield of this farm per acre, during thirty years' cultivation, has been: Corn, 45 bushels; oats, 60 bushels; wheat, 30; barley, 60; rye, 60, and cotton, three-quarters of a bale. On the page facing this matter are three views of this place. Further

the power they would need. Just think of it! A water motor of the best design of seven horse power, set up and ready for work, costs only about \$165. The machine is practically indestructible and will not cost \$5 a year for repairs. Neither engineer, fireman nor machinist is necessary to look after or run it. The water to operate it costs less than

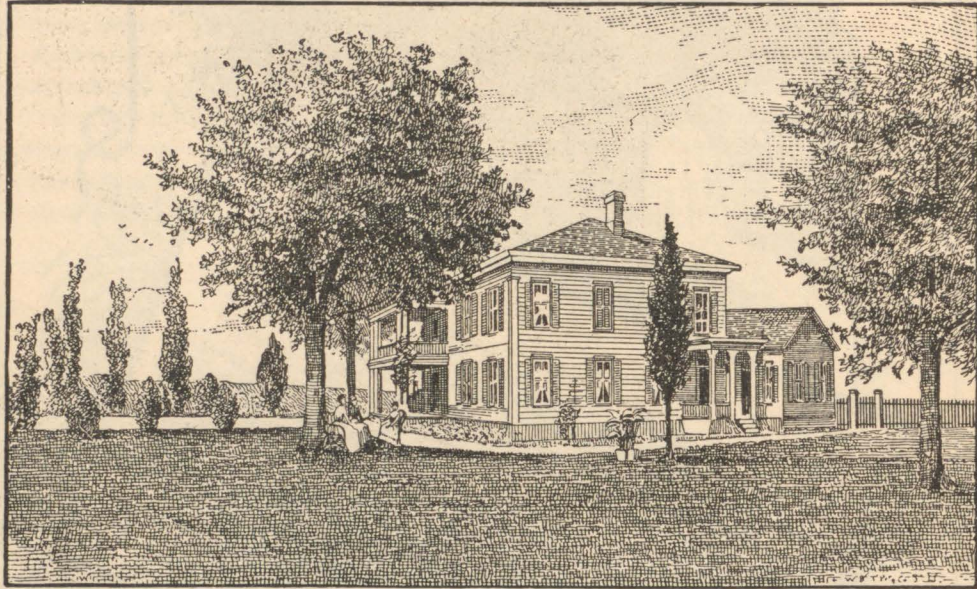


VIEWS OF THE "KELLUM PLACE" NEAR WACO, IRRIGATED BY ARTESIAN WELLS.

(See Opposite Page.)

information concerning it will be furnished by W. S. Heard, C. Falkner, W. C. Kellum, or J. R. Kellum, all of Waco.

Waco is laid out in the rectangular fashion, which, except at San Antonio perhaps, is almost the sole remaining suggestion of the Spanish-American *regime* in Texas.



RESIDENCE OF COL. R. B. PARROTT—AN ANTE-BELLUM TYPE—WACO, TEXAS.

Its uniformity is broken, however—picturesquely in places—by the windings of the Brazos, which is here a stream of considerable volume and depth, and, as a whole, susceptible of improvement so that it might be navigable over 400 miles of its course. The city covers both sides of the river, which is spanned here by a suspension bridge, fifth in size in the world, it is said, and by the railroad bridges of the COTTON BELT and “Katy” lines.

The streets of Waco are lighted partly by means of towers, to which the electric lights are hung, and partly by gas. They are broad and straight, these streets, lined with shade trees in the residence parts of the city, and with stately and handsome business and public structures in the heart of the town. Waco has a fine Federal building, several large colleges, and as for churches, with no less than twenty-seven of them, it may fairly be called the Texas City of Spires.

The costly and imposing office building of the Provident Life Assurance Society of New York, lately built, as fine a structure of the kind as there is south of St. Louis, is one of many indications that might be cited of the rising importance of Waco.

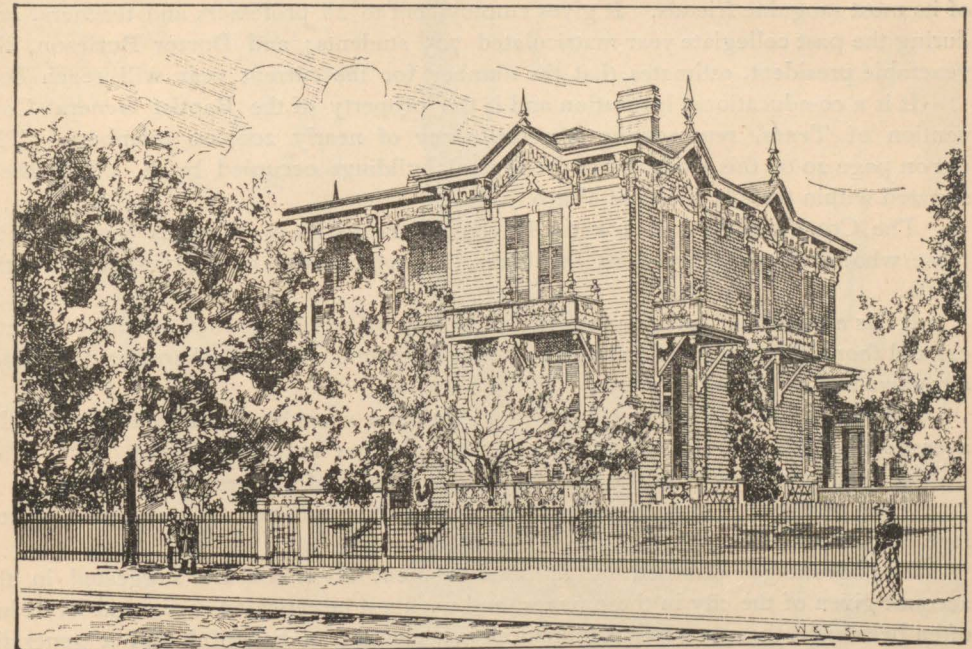
In the architecture and grounds of many of the wealthier residences of Waco, the tendency to elegance and luxury engendered by prosperity is unmistakably disclosed. The Sanger, Barton, Gilmer, Tennant and Rotan mansions, illustrated herein, are evidences of an emulative spirit in this respect. The Parrott residence, another subject selected for illustration, is noteworthy as an example of the wealth and taste of the *ante-bellum* days. It was built by Major Downs, one of the first settlers of the city, of lumber hauled by ox-cart, over 200 miles, at a cost of \$70 a thousand feet, and was the first house in the county that had a brick chimney.

Waco has charming surroundings, and, with its superior drainage toward the Brazos, is an exceptionally healthful place. Its sewerage system is being rapidly extended to cover all parts of the town. Its death rate is only ten to the thousand, a very considerable reduction since the artesian water has been obtained, the use of which is declared an absolute preventive of malaria.

The Waco schools are the object of much local pride. The ten public schools in the several wards of the city, are valued at \$300,000. They are of brick, new or nearly so, well furnished and appointed, and in the matter of their management are up to the standard prevailing in any city of the land. The youth of the colored race are taught by themselves; but the same privileges are accorded them as to the children of the whites. The private schools are numerous, and several of them institutions of more than merely local note.

Their facilities are indicated, in a measure, by the number of pupils they accommodate: Baylor University (Baptist, Rufus C. Burleson, president,) has 600; HILL'S BUSINESS COLLEGE, R. H. Hill, president, 400; the Waco Female College (M. E. Church, South,) 250; the Academy of the Sacred Heart (Catholic Sisters of St. Mary,) 200; the Strother High School, 100; the PAUL QUINN UNIVERSITY for colored youth, 200.

The story of the foundation of BAYLOR UNIVERSITY of Waco, Tex., is one of considerable interest. Briefly related it is this: Forty-nine years ago, when the Republic of Texas numbered within its confines scarcely 20,000 souls, a few brave spirits



RESIDENCE OF J. B. GILMER, WACO, TEXAS.

resolved to establish a Baptist University. Those were the days when the wild buffalo roamed the plains of Texas in numbers like the sands of the sea shore; and when the wilder savage lurked in the tall grass to ambush the too venturesome pioneer. In the light therefore of their aspiration and achievements, these men are worthy remem-

brance, not merely as conquerors of the wild, but as Christian educators also, and statesmen.

There were three of them, Tyson of New York, Huckins of New Hampshire, and Baylor of Kentucky, most prominently identified with the enterprise, — men from sections of the country widely separated, but with a common bond of friendship and interest in the great cause of education, which, together, they espoused. These three and their co-laborers devoted years of their very best effort to the propagation and popularization of the scheme to establish the nucleus at least, of a School, which might grow with the growth of the then infant Republic, and, by diligence and fostering care develop commensurately with the wants of succeeding generations.

In 1845 these associates procured a charter and located Baylor University at Independence, then the center of wealth and population in Texas. How well these good men builded and how wisely, how diligently and how conscientiously their successors have labored, is attested to-day by 7,000 matriculates and 600 alumni, who honor and love Baylor University as their Alma Mater.

It is unnecessary here to cite the causes that brought about the resignation of Rufus C. Burleson, D. D., L. L. D., at Independence, in 1860, his removal to Waco the following year and the founding of the Waco university. Suffice it to say, however, that the two schools were happily reunited in 1886, the former furnishing the name and the latter the president.

Since this consolidation Baylor University has prospered beyond the expectation of its most sanguine friends. It gives employment to 28 professors and teachers, and during the past collegiate year matriculated 705 students; and Doctor Burleson, the venerable president, estimates that the number for the current year will reach 800.

It is a co-educational institution and is the property of the Baptist General Convention of Texas, representing a constituency of nearly 200,000 members. The cut on page 20 of this work shows the several buildings occupied by it, all of them situated within the city limits of Waco.

The COMMERCIAL COLLEGE OF BAYLOR UNIVERSITY of Waco is considered by those who are familiar with its facilities and methods one of the very best in the South.

It has a proficient and progressive faculty; its system of instruction is both practical and thorough; and its furniture and appointments are of a character to render attractive and to further its work.

The growth of this institution during the last few years has been exceptional. Its average annual increase in enrollment of late has been a hundred per cent.

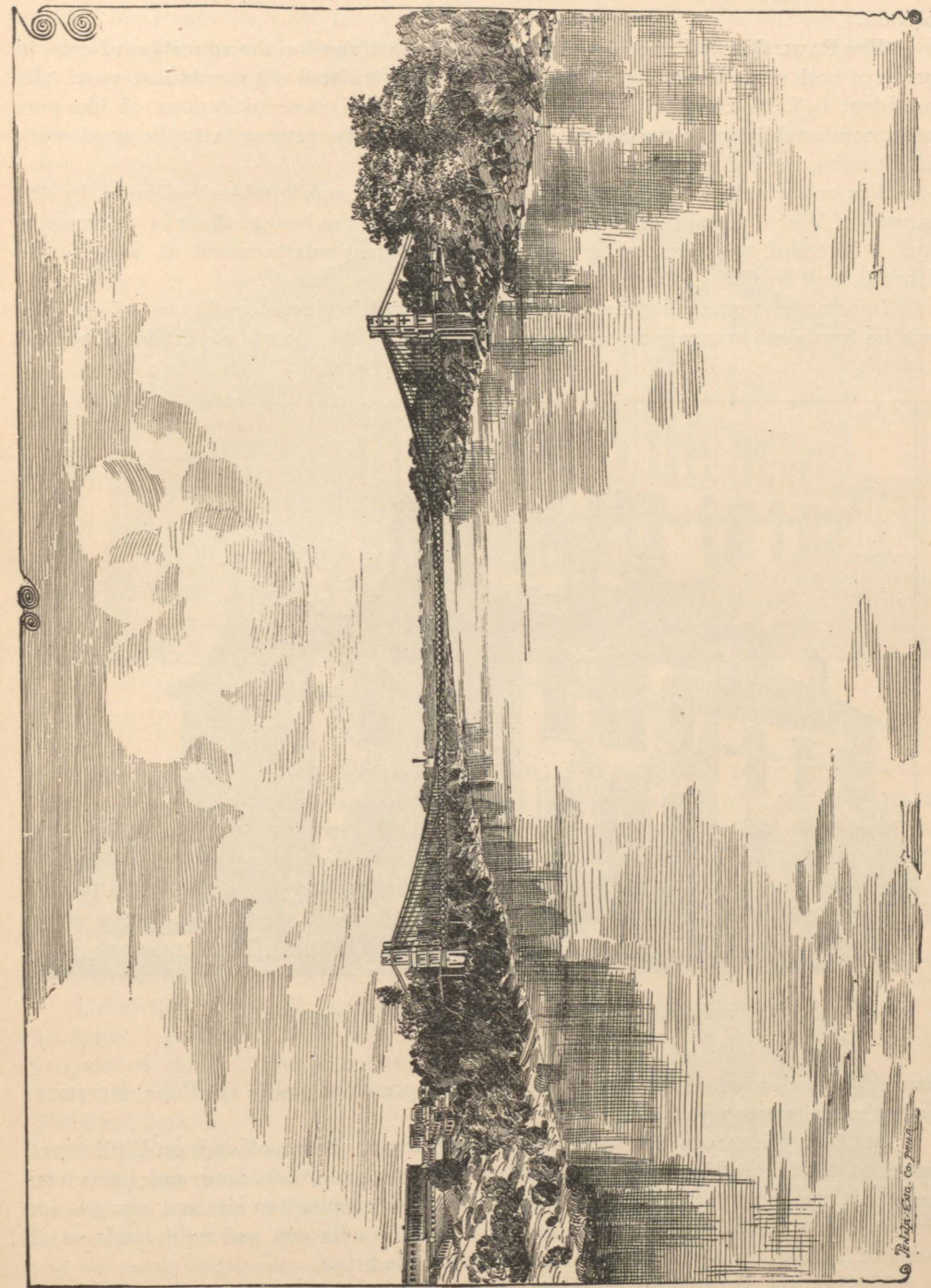
Its graduates have achieved success in all the walks of business life.

It has prestige, in fact, throughout Texas and the Southwest as a commercial college of the first order.

The advantages afforded by an establishment at Waco are suggested in the account given of the city in these pages, and need not be repeated here; and if, as has often been said, there are moral influences in a cheerful, a healthful and a generally excellent social environment, then this school derives from its very location in a city so favored, superior educational scope.

Mere reference only is permitted herein to the distinguishing characteristics of this college. Other of its features are disclosed in its illustrated catalogue, which will be sent to any address upon application.

KYGER & CAMMACK are its principals and managers.



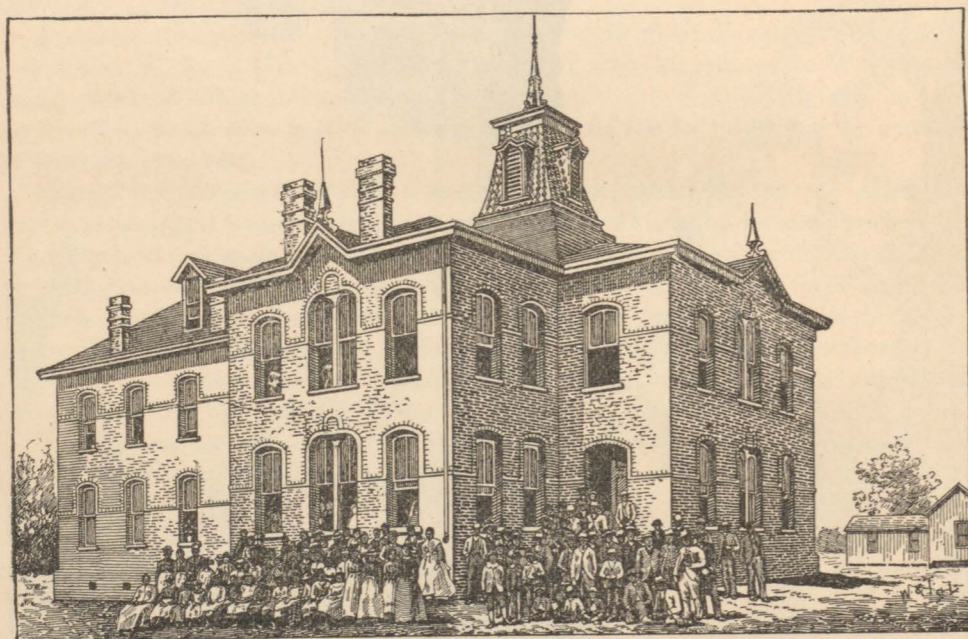
SUSPENSION BRIDGE SPANNING THE BRAZOS RIVER AT WACO, TEXAS.

A building for the Waco Female College, to cost \$100,000, is now nearing completion.

The PAUL QUINN College was founded ten years ago for the education of colored youth of both sexes in the higher branches. It matriculated 185 pupils last year. Its president is J. M. Burgan. Along with the numerous other institutions of like purpose, now established in the South, it has been especially serviceable in the good work of elevating the enfranchised African race.

The opportunities afforded for business, and for a comfortable livelihood, by the growth of Waco, are attracting many from all parts of the land to share in its prosperity. Visitors of this class, and transients, find excellent entertainment at the PACIFIC HOTEL, kept by O. W. Buck.

Information concerning the business interests and business conditions of the city will be furnished strangers or persons at a distance by the Board of Trade, a perma-



PAUL QUINN COLLEGE, FOR COLORED YOUTH, WACO, TEXAS.

nent organization, of which Col. R. B. Parrott is president and S. H. Pope, secretary; or by the real estate agents of the city.

BELL & SASSAMAN are prominent among these. Their office is on Fifth street, opposite the Pacific Hotel. This firm does a general real estate, land and loans business. It has listed with it for sale Waco city property, suburban lots and acreage, improved farms in McLennan county and the country adjacent, and wild lands in all parts of Texas. It is a very reliable and responsible firm.

MCGREGOR, situated on the COTTON BELT where it is intersected by the Gulf, Colorado & Santa Fe road, is one of the briskest and smartest looking towns in the rich county of McLennan, where the land produces cotton and corn exuberantly, and

other products of the field, orchard and garden in profusion, when at all skillfully tilled. McGregor has 1,500 people, and holds a fair annually which attracts the many breeders of fine stock of the adjacent country. After cotton and general merchandising, its principal industry is the milling of flour. It is a pretty little place.



PACIFIC HOTEL, WACO, TEXAS. O. W. BUCK, PROPRIETOR.

GATESVILLE, the Southwesternmost terminal of the COTTON BELT in Texas, is a place of about 2,500 inhabitants, (an increase of 2,000 since 1880), which has importance as a cotton, wool and cattle market, and general trade center for the country round about it. It is situated in a splendid grove, on the east bank of Leon river, nearly in the center of Coryell county, which is one of the central counties of Texas, and of which it is the seat of government and justice. The Leon is a considerable stream. It carries water enough both for irrigation, when necessary, (which is seldom), and for manufacturing powers.

Gatesville has a banking capital of \$100,000. Its FIRST NATIONAL BANK furnishes \$50,000 of this. F. M. Gardner is its president; E. Rotan, vice-president; and H. R. Williams, cashier.

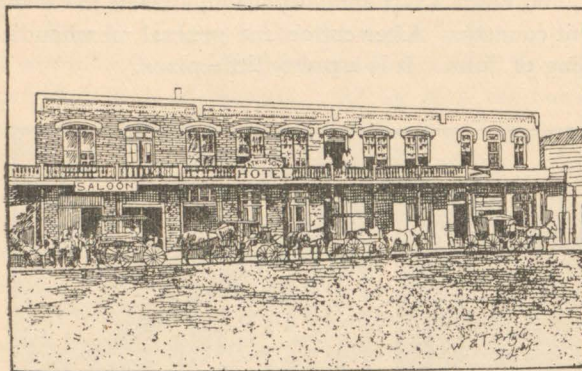
Gatesville draws its trade from quite a scope of contiguous territory. It has about 20 business houses, and perhaps \$1,000,000 of annual trade. Its cotton shipments are 20,000 bales a season, and its cattle shipments 100 cars. It has two grist mills.

GARDNER & AYRES, general merchandisers; J. R. KING and Y. S. JENKIN, are leading houses of Gatesville. The principal hotels are the ATKINSON, R. J. Boyer,



FIRST NATIONAL BANK,  
GATESVILLE, TEXAS.

proprietor, and the COMMERCIAL Touts & Potts. Potts' grocery store is in the



ATKINSON'S HOTEL, GATESVILLE, TEXAS.  
R. J. Boyer, Proprietor.

same building with this hotel. Illustrations of this matter show these establishments.

All the ordinary merchandising branches are represented at Gatesville, in fact; dry goods, groceries, hardware, implements, saddlery, furniture, etc.

Gatesville has six church-congregations; four owning ground and two besides. The Central Texas Institute, which has an attendance of 234, is at Gatesville, and there are other

private schools as well. Gatesville has fine FAIR GROUNDS. These are also illustrated herein. The state reformatory is located near the town.

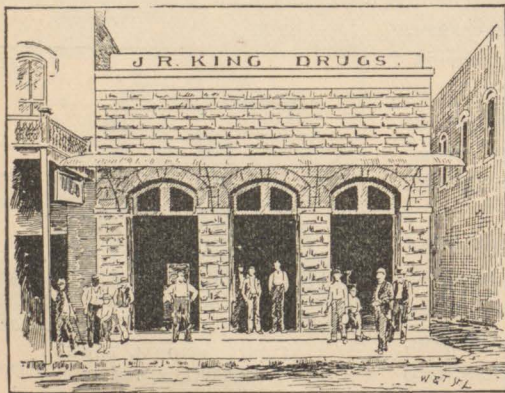
Gatesville is, in its social characteristics, an ideal southern town. The community is, as a whole, prosperous, peaceful and moral.

In Coryell county the black waxy is the prevailing soil. It will produce here two-thirds of a bale to the acre of cotton, 30 bushels of corn, 80 of oats and 200 of potatoes. Peaches, pears, plums and grapes of suitable varieties do excellently well. Besides the Leon, the Cowhouse and the Bosque flow through it, and never failing streams of clear running water traverse the Eastern, Western and middle portions of the county. These streams abound in fish of the cat, buffalo, trout, perch and gaspergoyne varieties. Timber, suitable for fencing and firewood, is plentiful in the hilly parts of Coryell and along these streams. There is grass everywhere, sufficient to keep cattle and horses in condition the year round without much feeding. Improved lands in Coryell are worth \$5 to \$25 an acre; unimproved \$2.50 to \$10. Railroad statistics show that in the year 1889 there was shipped from this county 12,000 bales of cotton, 325,000 pounds of wool, 145 cars of corn, 175 cars of oats, 25 cars of wheat, 15 cars of sheep, 3 cars of hogs, 52 cars of cattle,



COMMERCIAL HOTEL, GATESVILLE, TEXAS

35 cars of horses and other miscellaneous freight besides to quite an amount.



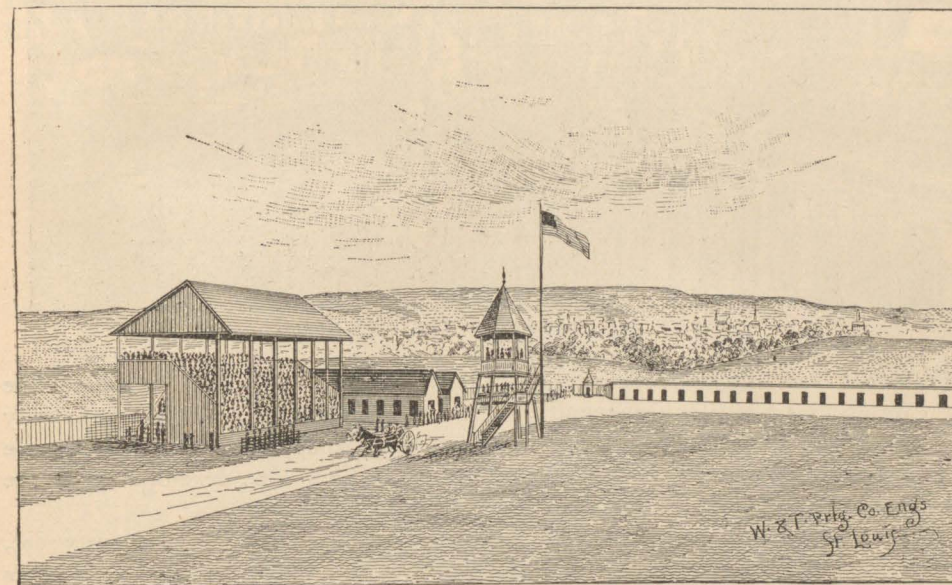
J. R. KING'S DRUG STORE, GATESVILLE, TEXAS.

JACKSONVILLE is the commercial center of Cherokee county, distinguished for its cotton and fruit production and for its vast deposits of iron ores, which in other parts of the county are being extensively worked. It is situated where the "International" road crosses the Tyler & Lufkin branch of the COTTON BELT, and has 1,500 inhabitants, engaged, for the most part, in trade. It has a bank, and business houses doing upwards of \$400,000 in aggregate annual sales.

Its shipments in the cotton year, 1889-90, were 7,313 bales of cotton valued



JENKIN'S PLACE, GATESVILLE, TEXAS.

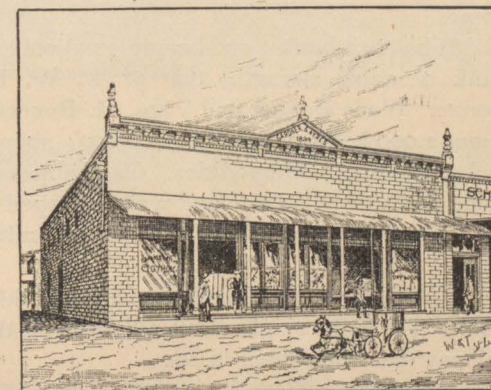


CORYELL COUNTY FAIR GROUNDS, AT GATESVILLE, TEXAS.

at \$367,000; 6,000 pounds of wool; 17,500 pounds of hides; 18 car loads of live stock, and 550 barrels of syrup. It has a canning factory employing, during the season of operations, 150 hands; two planing mills, brick yards and extensive nurseries contributing to its prosperity.

Besides Cherokee, parts of the adjoining counties of Rusk, Henderson, Anderson and Smith are tributary to it.

It is an incorporated city, has a fine new school, four churches, and numerous costly residences. The new buildings for business purposes are nearly all of brick.



GARDNER & AYRES' PLACE, GATESVILLE, TEXAS.

Cherokee county has a goodly bit of its area timbered with both pine and hard woods. Its red and gray sandy soils are prolific of products when properly cultivated. Cotton, corn and the ribbon cane are favorite field crops; peaches, plums and pears the leading orchard growths. It is, however, noted most as an iron field.



CHAS. P. SMITH'S JEWELRY STORE, RUSK, TEXAS.

RUSK and NEW BIRMINGHAM, situated side by side on the Lufkin branch of the COTTON BELT in Cherokee county, constitute, both by reason of their proximity and identity of interests, a single industrial center. They are scarcely half a mile apart, and the same cause is accelerating the growth of both, viz., development of the extensive and rich deposits of iron ore in their immediate vicinity.

Rusk is the older of the two and the larger trade center. It is also the county seat, and it has one of the Texas penitentiaries located near it. It has two public schools (one for the colored children) and two private schools, and four churches, a fine new and modern hotel, the ACME, that cost \$40,000, broad streets and many handsome homes.

It has two banks, one having a national charter and \$50,000 capital, and a private bank of equal strength, that of F. W. BONNER & SONS, in which Mrs. F. W. Bonner, Wade Bonner and Thos. H. Bonner are principals. Its cotton shipments are about 2,000 bales, valued at \$100,000; about 700 car loads of iron and iron products, and some minor commodities. Its business concerns include four brick yards, three using machinery, a large and well equipped planing mill, a grist mill and an ice factory, CHAS. P. SMITH'S jewelry store and J. W. SUMMERS' general merchandising house.

These, however, are, in the nature of things, New Birmingham establishments too; and so also is the single electric light plant that illuminates them both, and the street railway that binds them in one.

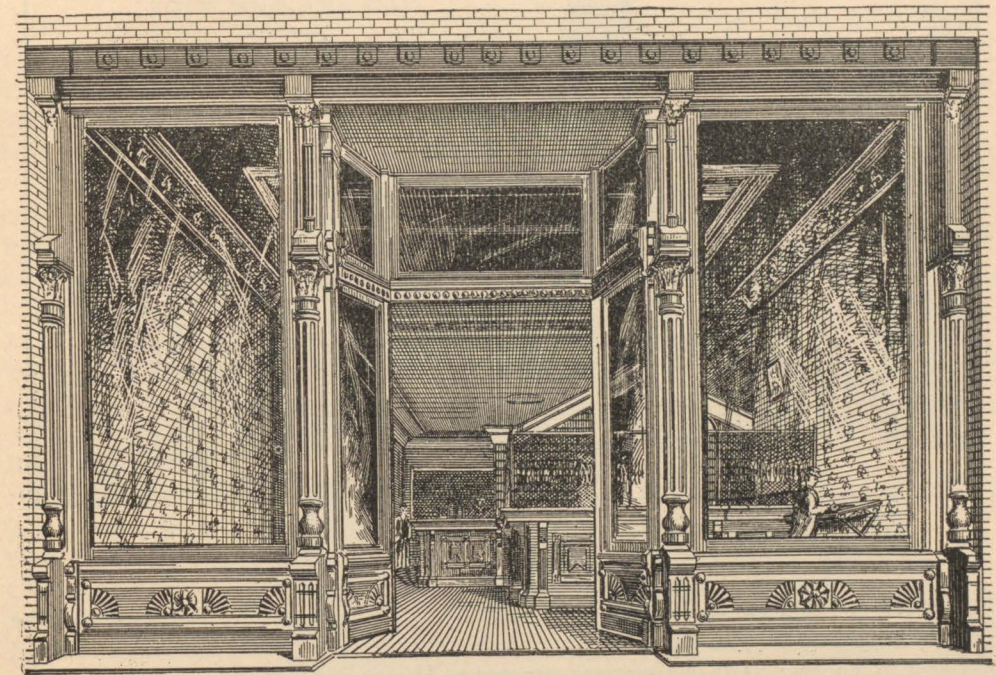
New Birmingham for its part, albeit but three years have passed since the first sale of lots there marked the foundation of the town, makes pretensions of its own to

urban dignity, with a business quarter of solid brick, handsome homes, improved streets and parks, places of resort, and other evidences of a forward spirit in the community. It also, has a fine new hotel, built in Queen Anne style of architecture, and provided with all the conveniences of a modern hostelry. It has a good public school, and its four church congregations are all preparing to build themselves permanent places of worship.

It has a bank of \$100,000 capital. Its industries are store-keeping, brick and ice making, the manufacture of wagons on a considerable scale, and the production of pig and merchant iron. Its wagon factory turns out 1,500 farm wagons a year.

Its iron furnaces, as in the case of Rusk also, are its chief dependence, and the enterprises of that character, built, building and projected for it, promise to make it, jointly with Rusk, the great iron center of the Southwest.

The iron ores of Cherokee county were exploited as much as twenty years ago, and have been demonstrated, by time and trial of their products, of superior quality. No important utilization of this resource common throughout East Texas, was made,



F. W. BONNER & SON'S BANK, RUSK, TEXAS.

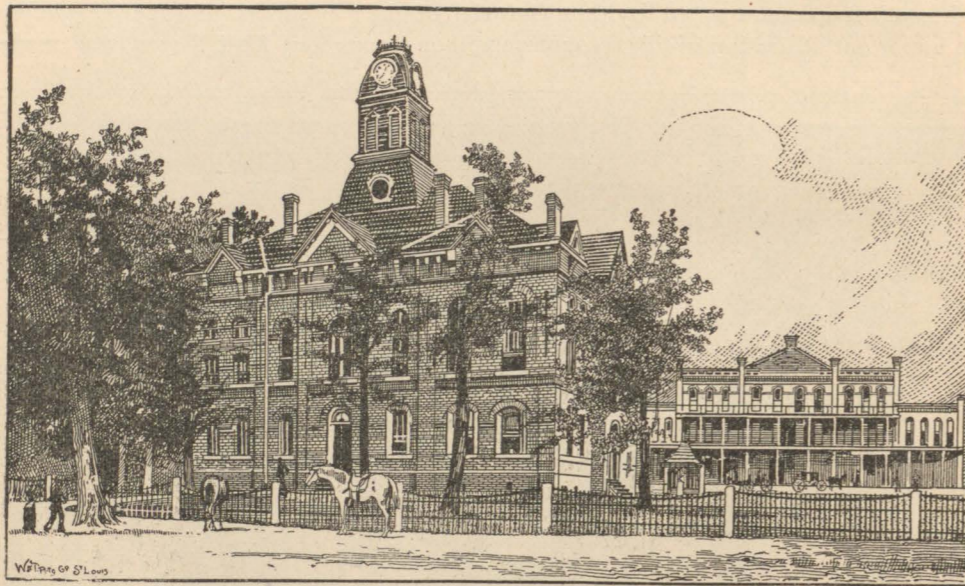
however, until the State located its prison at Rusk for the special purpose of employing its convicts in the manufacture of iron (and the products of iron) from these Cherokee ores.

The penitentiary has been provided with a twenty-five ton furnace, but, with ores of so free a smelting nature as these, this daily capacity is easily exceeded.

A fifty-ton furnace has been erected by a stock company of \$3,000,000 capital, and is now in full operation. It is making pig, and, when full-handed, will employ 500 men. The charcoal for it is burned in the forests contiguous to the two towns. The coke and coal come from McAlester, I. T., 225 miles off.

Right between the two cities another fifty-ton furnace has been built by New Orleans parties, a rolling mill plant is proposed, and these are considered the forerunners only of numerous investments here of this character that are bound to be made. These furnaces of the twin iron centers are thus described:

The OLD ALCALDE FURNACE was built by the State in 1883. It is operated with convict labor successfully and profitably. It has a capacity of twenty-five tons daily, but its output is really from twenty to thirty-five tons. A pipe factory and foundry is operated in connection with it, and the works are all now in full blast.



CHEROKEE COUNTY COURT HOUSE, RUSK, TEXAS.

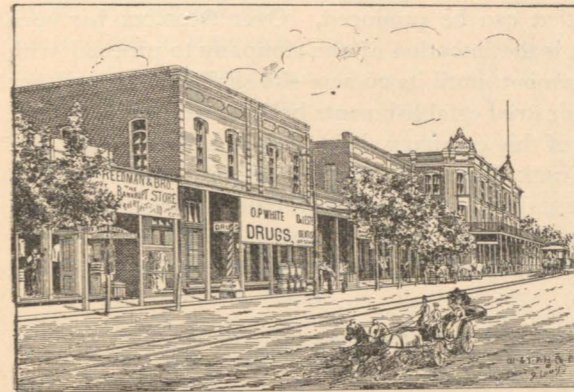
About 300 tons of the monthly output of this furnace are used at the prison for the manufacture of water and gas mains, and architectural and machine castings; some of it is sent to another State penitentiary situated at Huntsville, Texas, and the remainder is shipped chiefly to Colorado.

All the iron used in the construction of the new Texas State Capitol, at Austin, was manufactured at this furnace, under the supervision of R. A. Barrett, now manager of the Star and Crescent furnace here.

The NEW BIRMINGHAM IRON & LAND CO., owners of the Tassie Belle furnace, was organized only three years ago. Its original officers were: R. L. Coleman, of St. Louis, president, and A. B. Blivens, general manager. Mr. Coleman is now both president and general manager.

This company has laid the foundation here for a great city. It has built a first-class fifty-ton charcoal furnace, the TASSIE BELLE, which is now producing fifty-six tons

a day of as fine pig iron as is made in the world. Its freight tonnage of receipts and shipments over the COTTON BELT'S Tyler & South Eastern branch is seventy tons a day.



STREET SCENE, RUSK, TEXAS.

It has provided here, also, a fine hotel, of modern appointments, and electric lights for the town. It is the owner of 22,000 acres of land, with iron ore in over half of it, and with mineral springs, clay of several kinds, ochre, mica and timber in abundance upon it.

It has expended in these investments and improvements about \$425,000.

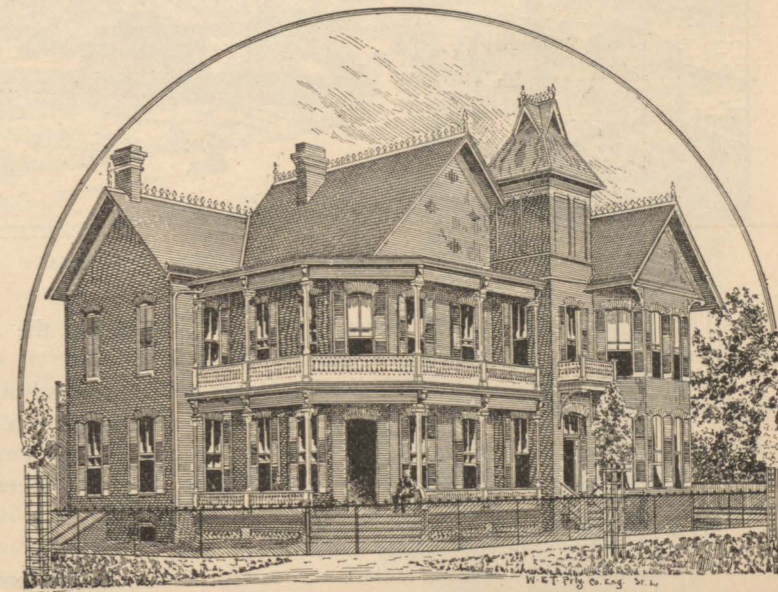
It is using every possible means to develop its property, and at the same time to ad-

vance the entire district. Its proposition to manufacturers and capitalists is one of extreme liberality. It is to give in fee simple the necessary sites upon which to erect manufacturing plants, and to loan besides, at a low rate of interest and for long time, at least half the cost of building the plant.

Since the advent of this company in Cherokee county, the taxable values of the county have increased over one and a half millions, and the population nearly one-fourth. The industry in which it is engaged is still in its infancy, but is destined, it is easy now to predict, to be one of extraordinary proportions in a very short while.

THE STAR AND CRESCENT FURNACE is situated in Dickinson's addition to Rusk and New Birmingham. It is owned and operated by the CHEROKEE IRON MANUFACTURING COMPANY, in which New Orleans capitalists are the principals. It was chartered with an authorized capital stock of \$500,000, of which \$200,000

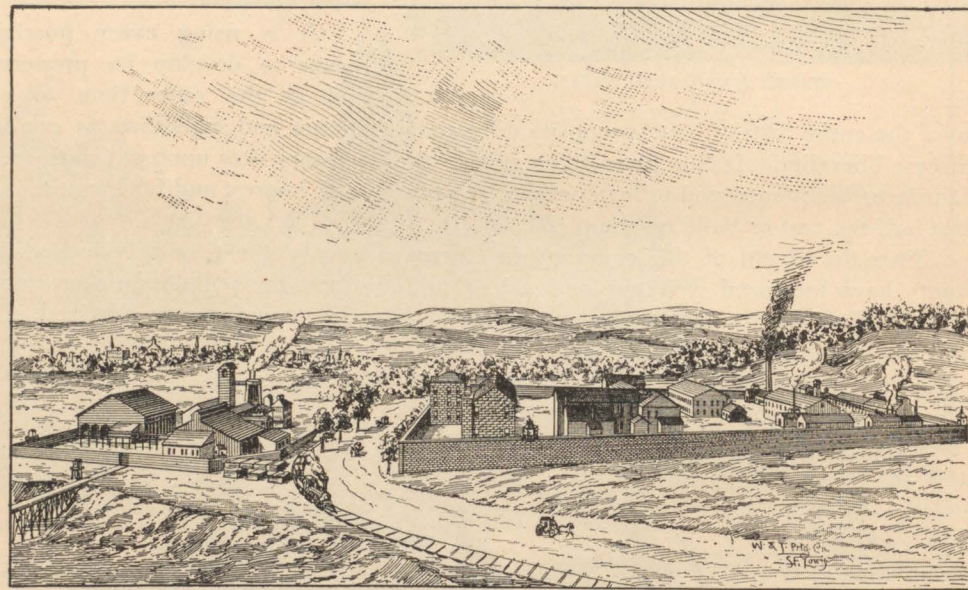
is subscribed and \$100,000 paid in cash at par. The balance of stock held in reserve is owned by the company.



RESIDENCE OF J. W. SUMMERS, RUSK, TEXAS.

This company began the work of construction about Jan. 1, 1891. It has an unsurpassed water supply, and an ore supply within easy distance of its furnace likely to last 25 years. Its furnace has a nominal capacity of 50 tons daily, but with its facilities, 15 to 20 per cent in excess of that can be produced. Over \$100,000 has been expended on this plant already, and it is the intention of the company to proceed with the work of improvement and enlargement, until its 20 acre site shall be covered over with factories, foundries, and other industrial establishments besides its own.

At a meeting of the stockholders of this company, held May 4, 1891, in Rusk, the following directors were elected: Frank Roder, E. C. Dickinson, John Hawkins, James Benton, H. G. Miner, A. Brittain, J. G. Shriever, Paul Conrad, J. Watts Kearney and E. S. Maunsell. These directors for their part, elected Frank Roder, president, E. C. Dickinson, vice-president, and E. S. Maunsell, secretary and treasurer.



STATE PENITENTIARY AND FURNACE, RUSK, TEXAS.

This furnace has for its manager, Mr. R. A. Barrett, the most thorough and successful iron furnace builder and operator in the South.

The ore lies in this Cherokee district, "near the surface and in persistent and continuous ledges," so the surveys say, for a distance of fifteen miles. A strata of from three inches to five feet removed, discloses it. And the supply is apparently inexhaustible. The ore is a brown hematite, about fifty-two per cent metal, and exceedingly free smelting.

E. T. Dumble, State Geologist, says of it:

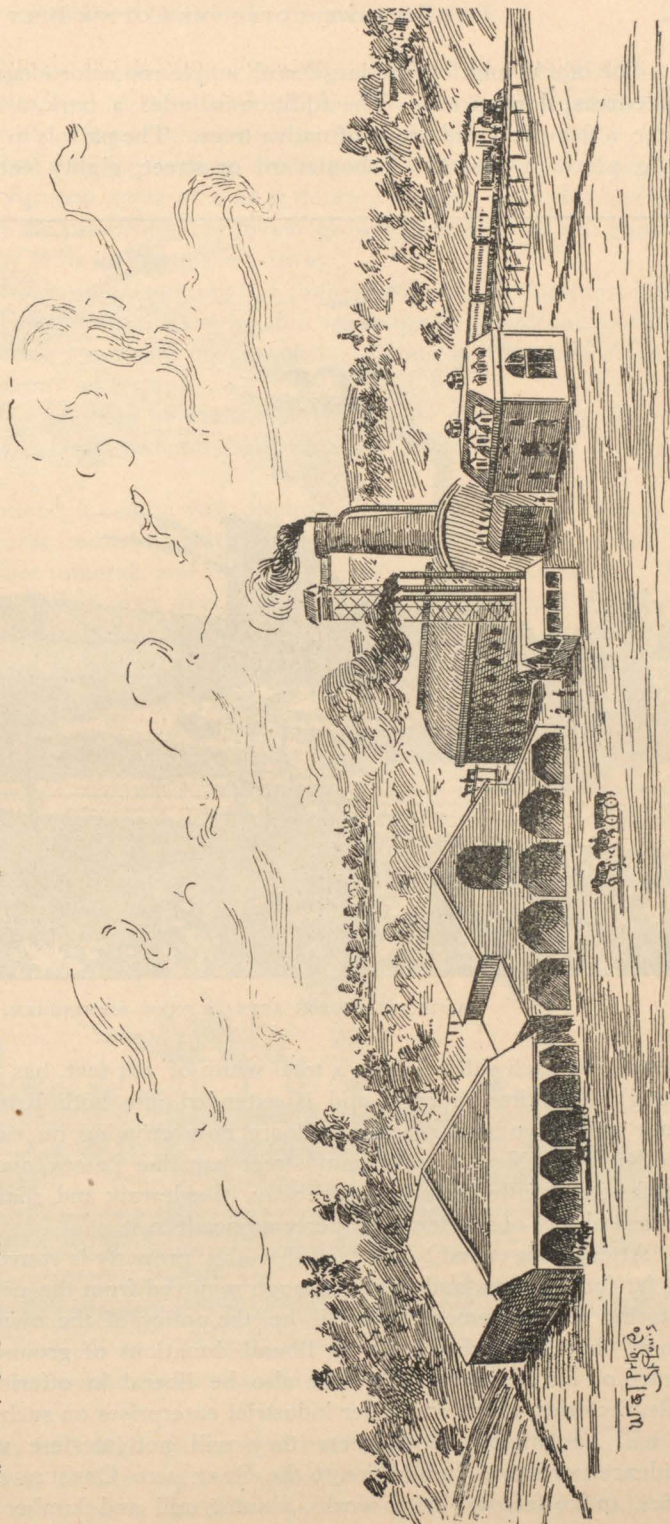
"There are in Cherokee county sixty square miles of iron ore, and the average quantity per square mile is 4,000,000 tons, which makes a total of 240,000,000 tons for the county. Estimating that a fifty-ton furnace consumes 100 tons daily, and counting 300 days for a furnace year, one such furnace would consume in a year 30,000 tons of ore. At this rate 240,000,000 tons would run a hundred fifty-ton furnaces eighty years.

"Uninformed persons are disposed to be incredulous with regard to both the quantity and quality of Cherokee iron; but the time is approaching when the facts concerning it will be realized and appreciated; and then there will be such a wonderful development of mining and manufacturing in the hills of Cherokee county as the world has seldom seen."

A large tile works is also to be established at New Birmingham. At present the COTTON BELT is the only road to the two cities, but others are heading for it.

The population of these twin cities of Cherokee is about 3,200. Rusk is somewhat the larger.

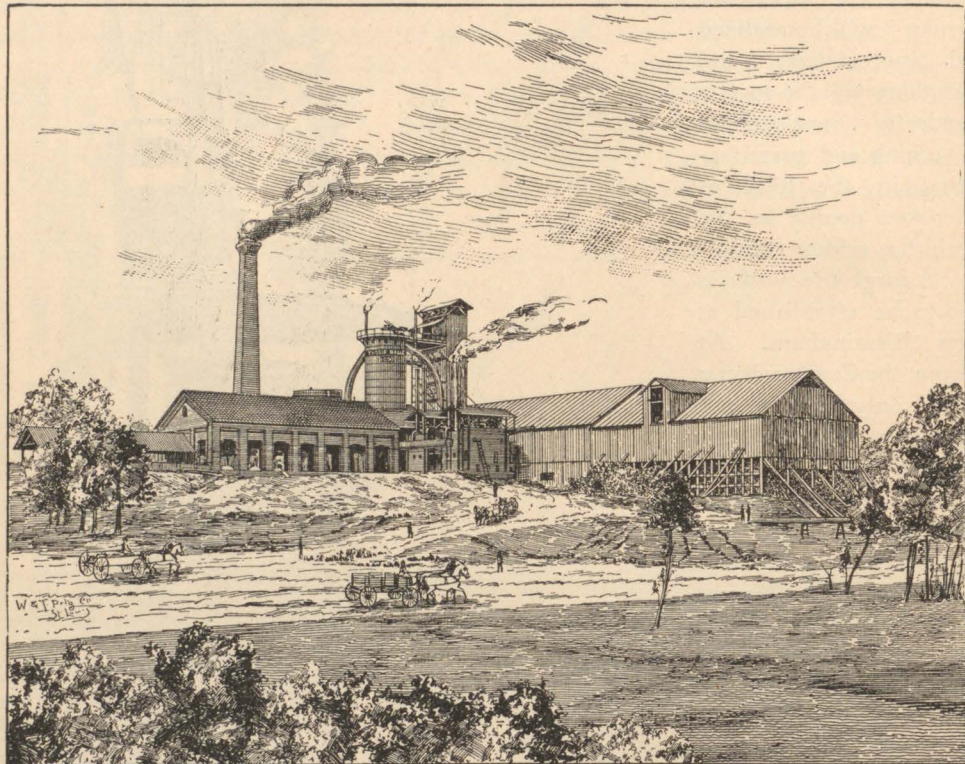
DICKINSON'S FIRST AND SECOND ADDITIONS to Rusk and New Birmingham have an area of four hundred acres. They are located between the two towns, on either side of the ST. LOUIS SOUTHWESTERN, and are embraced within the corporate limits of both cities. The grounds have been laid off into blocks and lots by a competent engineer with a view to beauty and taste as well as convenience, and so that the curves and angles conform to the changing character of the grounds, and present a picturesque and pleasing diversity.



CHEROKEE IRON MANUFACTURING COMPANY'S WORKS, RUSK, TEXAS.



The blocks and lots are large, with ample room for elegant residences, out-houses, shade trees, flowers, etc. The addition includes a park, a cold spring of clear, pure water, a fish-pond and grove of native trees. The park is to be dedicated to the public for a place of resort. A boulevard or street, eighty feet wide, with a twelve-foot



TASSIE BELLE IRON FURNACE, NEW BIRMINGHAM, TEXAS.

sidewalk on each side, making a total width of 104 feet, has been laid out and graded through the entire property, and is extended into both Rusk and New Birmingham. Shade trees have been planted and are now growing on each side of the boulevard. The Rusk and New Birmingham street car line passes over this boulevard, which, with its street railway and carriage way, its sidewalk and shade trees, greatly enhances the desirability of residence property adjacent to it.

Attention is called to the fact that this property is convenient to both towns—not too far for business, and yet far enough removed from the centers of trade and manufacturing for retirement. It will be the policy of the owner to encourage the location of churches and schools by liberal donations of grounds wherever they may be needed on his additions. He will also be liberal in offering inducements to locate mills, factories, shops and other industrial enterprises on such portions of his additions as will be suitable, and where they will not interfere with the quietude of the residence portions. In addition to the STAR AND CRESCENT FURNACE, and its accessories, an ice factory, brick works, planing mill and lumber yard are now numbered among the industries of this addition.

Maps of the two additions can be seen at the offices of the different land agents in Rusk and New Birmingham, and at the corner of the boulevard and Euclid avenue, where a competent man will be found to show the property.

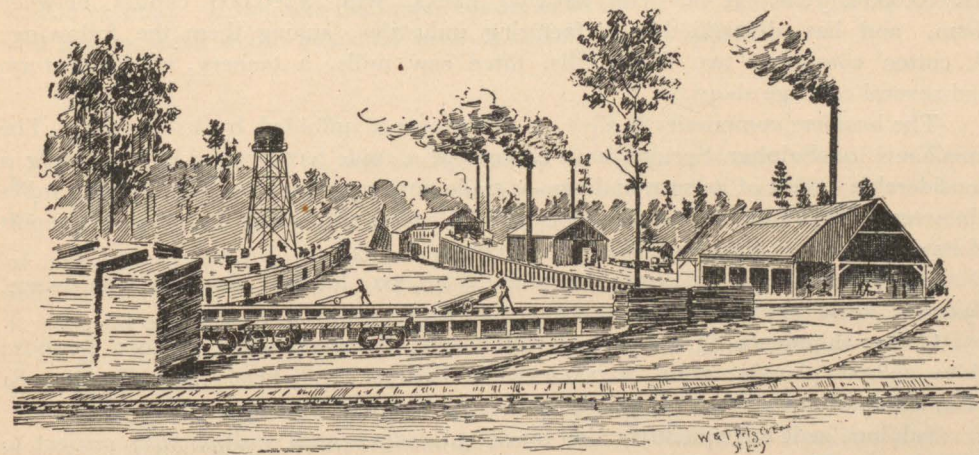
CHEROKEE COUNTY has a rolling surface, and is pretty well timbered throughout. At least two-thirds of its 640,000 acres of area is densely forested with pine and valuable hard woods. Oak is the prevailing hardwood growth; but hickory and gums are abundant. There are saw mills all along the railway.

Agriculture is however, notwithstanding this timber resource, the foremost pursuit in the county. Corn and cotton are the staples, but fruits can be grown successfully in the gray sandy, red and black loam soils of Cherokee. Lands in Cherokee are worth \$3 to \$10 improved; unimproved \$1 to \$5.

Mineral Springs, some of them of medicinal virtues, are numerous in Cherokee. There are several at Rusk. Good water is easily obtained anywhere in the county at a moderate depth.

Cherokee County, indeed, it can be said, discloses to him, who will but observe her riches, unparalleled natural resources. It is calculated that there is in her lap, unutilized, of iron and other minerals and timber, the value of \$4,000,000,000. This makes every square mile of her area average \$4,000,000 in value, and every acre, whether improved or not, worth \$6,250. There are 70,000 acres of iron ore lands, yielding usually 2,775 tons of pig to the acre, in the county, and 550,000 acres of timber land, averaging 10,000 feet of lumber to the acre. Where then is its equal for natural wealth?

LUFKIN, the terminus of the COTTON BELT in Eastern Texas, is the market place and supply point for Angelina County, seven-eighths of which is timbered with short leaf pine. The great Southwestern belt of short leaf begins, however, hereabouts to be displaced by the long leaf of the Gulf coast region. It is from the numerous saw mills of Angelina county, located along the lines of the railroads penetrating these



T. R. BONNER & CO.'S MILL, CLAWSON, TEXAS.

forests, that the merchants of Lufkin get most of their trade, but they supply also the farming people of Houston, Trinity and Nacogdoches counties to the north and west of them. The population of Lufkin is 800. There is a school for the young idea to shoot in and a church for service of the Lord. The new brick stores lately built were all made

of brick burnt in the vicinity of the town. The shipments are about 2,000 bales of cotton, and a little wool, altogether valued perhaps at \$200,000.

The cotton is nearly all raised in the black loam and black waxy bottoms of the county. Angelina is rich in minerals. It has lubricating oils and coal, chalk beds and valuable clay lands.

The saw mills of T. R. BONNER & Co., of Tyler, Texas, are located at Clawson, in this county, not far distant from Lufkin.

**MOUNT VERNON**, a 'solid little city' (to describe it in the vernacular) of perhaps 1,000 souls, is the first point of note reached on the Sherman branch of the COTTON BELT, after leaving Mt. Pleasant. It is the county seat of Franklin, one of the smallest, but, by no means most insignificant counties of this stupendous realm of Texas, in which there are many counties greater in area than States. Franklin is a lumbering and agricultural county, and from these industries Mount Vernon derives its trade. The town has its bank, a good school, and churches of four denominations. It is about mid-way between Texarkana and Sherman.

Franklin county, like Titus, is undulating, and is well watered by its many little streams. The prevailing growth of timber is oak, hickory and pine. The soil, a dark gray loam, is favorable to growth of a variety of crops. The principal products of the county are indicated by the shipments from Mount Vernon station, which are chiefly lumber, cotton, grain, fruit, wool and live stock. Lands in Franklin county range a little higher in price than in its neighbor, Titus. Improved lands are considered worth \$8 to \$20 an acre; unimproved, \$3 to \$10.

SULPHUR SPRINGS, situated at the crossing of the COTTON BELT and East Line & Red River Railroad, is the largest city between Texarkana and Sherman. It has a population of 4,500, tax valuations of \$1,500,000, and a total trade of about \$1,350,000 a year. It has two national banks, with \$200,000 capital between them, and has diversified manufacturing industries, among them the following: A cotton compress, two flour mills, three saw mills, a tannery, an ice factory, and several carriage shops.

The business community is alive to the prospect unfolded by its growth. The merchants of Sulphur Springs have carved out a trade territory for it, embracing a considerable circuit of its surroundings—a trade territory of at least fifty or sixty miles diameter. Its commerce is indicated by the following estimate of its sales and report of its shipments for the year ending with September 1, 1890:

Dry goods sales, \$464,000; groceries, \$540,000; lumber, \$110,000; hardware, \$92,000; agricultural implements, \$20,000; miscellaneous, \$125,000.

Cotton shipments, 13,200 bales; cotton seed, 80 cars; wool, 175,000 pounds; hides, 298,000 pounds; grain, 70,000 bushels; live stock, 989 head; miscellaneous, 84 cars; value of the whole, \$1,295,000.

Sulphur, as it is frequently called for short, is in a central position with respect to the county of Hopkins. It is the county seat. It derives its name from the natural fountains of healing waters that abound at its site; which, were they exploited, as similar springs are elsewhere, would doubtless spread the fame of the place abroad, and make it a popular health resort.

The town mounts an eminence of no great height, but of considerable expanse. The business quarter, substantially built, as a rule, of brick, is compacted, after the

Southwestern fashion, around the court house square, on one side of which the County tribunal fronts.

Besides its public school, Sulphur has an academy, Central College, founded and sustained by the M. E. Conference of North Texas, which denomination, along with the Baptist, Presbyterian, Episcopal and Catholic congregations, have churches in the place.

Hopkins county is rather level, but its surface rolls enough for thorough drainage of its soil. It has the South Sulphur fork of Red river for its north and northwestern line, and is traversed by three large creeks. Forests of oak, black-jack, hickory, elm, bois d'arc and other varieties of timber, common to this part of the State, costume it in many parts. It has long been settled. Its residents are engaged chiefly in farming and stock raising, for which its characteristics of soil, climate and natural ranges especially adapt it. Sheep are largely raised in Hopkins. Improved lands in this county are worth from \$5 to \$30 an acre; unimproved from \$2 to \$15. The tax assessment of the county approximates \$5,000,000.

COMMERCE, the junction of the Sherman and Fort Worth branches of the COTTON BELT, is in Hunt county, near the dividing line of Delta and Hopkins counties. It is on the high and rolling ground between the Middle and South Sulphur Forks of Red river, which have their origin in Hunt, and its environment is a well watered, fair to look upon, and fruitful farming land. It has a population of 1,400, a college and public school, a newspaper, churches, and three lodges of the fraternal societies. It has a bank with a capital and surplus of \$60,000, a flour mill, large lumber yards, and about a dozen good sized business houses. It is improving, both in appearance and business, fast.

WOLFE CITY, Hunt county, is at the crossing of the COTTON BELT and Gulf, Colorado and Santa Fe railroads. Its cotton shipments are now 8,000 bales a season.

WHITERIGHT, on the border of Fannin and Grayson counties, is a cotton shipping station of note. It sends to the larger cotton markets of the country, during the harvest season, some 10,000 bales, the product of the country adjacent to it.

**SHERMAN**, a city of 10,000 souls, situated in Grayson county, one of the North-eastern or Red river tier, is the most northerly terminal of the COTTON BELT ROUTE in the State. It is a railroad, a banking, a manufacturing and a trade center of note, and has prestige, among Texas cities, for its metropolitan characteristics of schools and institutions, fine public and private buildings, and people of tone and wealth. It is an old city in a country which has been settling up for forty-five years, most rapidly in the last ten, during which latter period, the population of Sherman has considerably more than doubled.

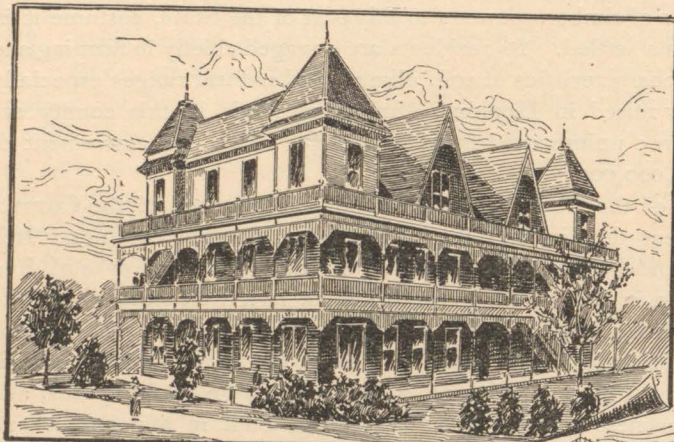
Sherman was named in honor of General Sydney Sherman, one of the commanders at the signal victory of San Jacinto, where the Mexican yoke was lifted from the Lone Star republic; an event commemorated, on its anniversary, throughout the State, as the Independence Day of Texas.

It is the county seat of Grayson, and covers an eminence which reaches an altitude of 900 feet above sea level, and is a water shed for Red river on the one hand, and Trinity on the other. From which commanding and healthful site, one of the most attractive and extensive prospects in all the land is disclosed to it; a landscape of ver-

dant prairie, belted with the darker green of woodland; a smiling plain of hedge and copse, orchards and manor houses, meadows dotted with high bred herds--

"With sunbeams gilded,  
Silvered with running streams,  
As fair a country as the sun shines on"

The municipality of Sherman differs nothing in form from others of the State; but it has some features worth remark. The city owns both an electric light plant, and water works. The water supply is obtained from a number of driven wells. The standpipe of the works is 135 feet high, and there are fifteen miles of distributing mains laid in the streets, with hydrants very generally attached to them, so as to make the fire service effective, which, indeed, it is. The sum of



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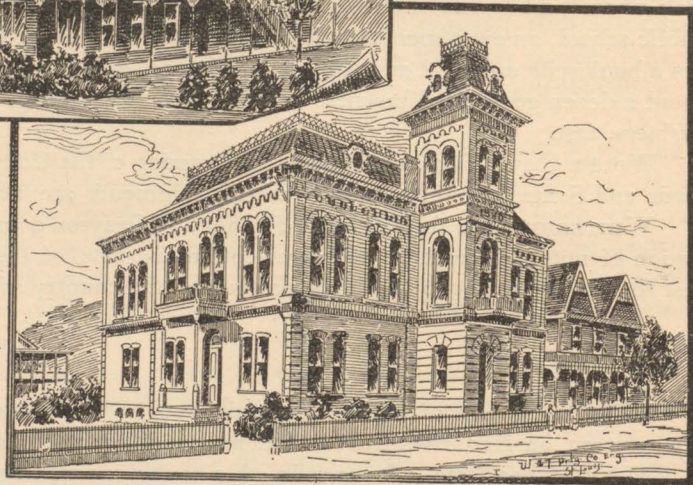
\$750,000 was expended at Sherman last year for public improvements alone; and \$250,000 more for new buildings by private owners.

A horse car line, ramifying the city and its suburbs, and a belt line operating electric cars, together 10 miles in length, furnish the

means of transit from one part of the city to another. The Fair Grounds at Sherman, with their race track and floral hall, are not the least of its many attractions.

The Court House and Jail of Grayson county, at Sherman, cost \$160,000, the Sherman Opera House, \$40,000. Many of the residences, the colleges, and several of the churches of the city, are of an architecture that would be no discredit to a larger place.

Sherman has distinction above all the Texas cities, as Nashville has over all in the South, as an educational center. The public schools are housed in three very fine buildings, two for the white children of the city that cost \$55,000, and one as good for



NORTH TEXAS FEMALE COLLEGE, SHERMAN, TEXAS.

(1) Anne Nugent Hall. (2) Collegiate Department.

the colored. There is a high school also. There are five large chartered schools at Sherman, the North Texas Female College, St. Joseph's Academy (Catholic), for girls, the Sherman Female Institute, Austin College (Presbyterian), which has a handsome endowment, and an officer of the United States army detailed as military instructor and Signal Service observer, and Mahan's Commercial College.

THE NORTH TEXAS FEMALE COLLEGE and ACADEMY OF MUSIC, of Sherman, is one of the best managed institutions of the kind in the Southwest. It is conducted under the auspices of the North Texas Conference of the Methodist Church South, by Mrs. L. A. KIDD, president, and a faculty of eighteen experienced instructors, five of whom are gentlemen of the highest attainments, and thirteen ladies who have had superior advantages both in American and European colleges.

It has enrolled at present 185 pupils from six different States. It has the largest number of boarders of any school in the State. The special feature of its organization is its Conservatory of Music, which has six teachers, specialists in their several departments, and, among other appointments, twenty pianos. Prof. Ludwig, one of the instructors in it, was a pupil of Rubenstein for five years, and had charge of the Conservatory for Ladies of Nobility at Moscow, Russia. Mrs. Holt, another of the teachers, has studied voice culture under Viedot of the Grand Opera of Paris, and piano with Marmontel. Mrs. L. Q. C. Lamar, who has charge of the Conservatory, has spent two years at Brugnereau, Flury.

A cut showing the principal buildings of this college is on the opposite page.

Sherman has the transportation facilities of four trunk lines, the Houston & Texas Central (Galveston to Denison at the State line), the Missouri, Kansas & Texas, whose name indicates its route, the Texas & Pacific (New Orleans to El Paso, Texas), and the COTTON BELT. It will soon have still other lines, one a connection of the Santa Fe, from the coal fields of the Indian Territory at Ardmore, north of it, and another to Fort Gibson, I. T. These roads and their connections give it as wide a field for trade as any city of the State enjoys.

Sherman has three national banks, with an aggregate capital of \$1,800,000. Until recently, the national bank having the largest capital of any in the State was one of these at Sherman.

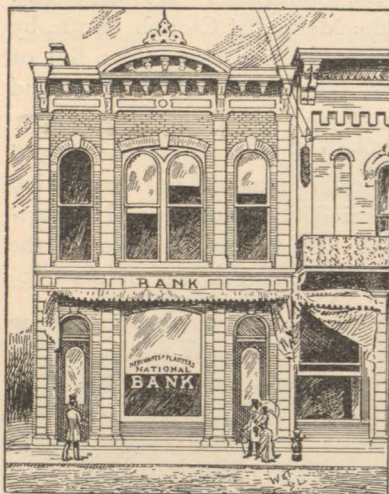
The MERCHANTS' & PLANTERS' NATIONAL BANK, of Sherman, was known, originally, as the Merchants' & Planters' Bank, organized in 1872 with a State charter. It had then only \$30,000 of paid up capital, but this amount was subsequently increased to \$150,000, and later to \$250,000, and then a surplus of \$150,000 was accumulated.

It was nationalized April 22, 1884, with a capital of \$400,000. A week later, May 1, of the same year, the capital was increased to \$600,000. On June 1 of the present year (1891), its surplus fund was \$120,000.



ELY & COOK, JEWELRY STORE, SHERMAN, TEXAS.

During all these years the bank was paying regularly cash dividends. It has deposits now running from \$900,000 to \$1,200,000, according to circumstances, very much of it the money of its stockholders, now numbering about 100 persons, chiefly business men of Sherman and North Texas, and along with them capitalists and bankers of St. Louis, Boston, and other large cities. Among the local stockholders were numbered the largest real estate owners and business men of Sherman.



MERCHANTS' & PLANTERS' BANK,  
SHERMAN, TEXAS.

men. They have, in fact, grown up in the business. They have been with the bank nineteen and seventeen years respectively, and are largely interested in it. They pride themselves on the diligent and particular attention they give to all the details of its business passing through their hands.

Sherman has 20 jobbing houses. It is a great lumber distributing point; it is a 15,000 bale cotton market; its annual trade is something like \$10,000,000, and it has numerous manufacturing concerns, most notable of them some flour mills (for like Nashville, also, it is a great flouring center,) foundries, a cotton oil mill, and a compress.

The cotton oil mill is one of the largest capacity; it cost \$200,000. There are three flour mills. They have full roller equipments, and have an output altogether of 175,000 barrels of flour and 5,000 tons of bran a year. The grain they grind is raised right in the country surrounding, and there is an elevator in Sherman to store it. The two iron foundries of Sherman represent an investment of \$100,000 in the industry. The compress has a press of 800 bales daily capacity.

Other manufactories of Sherman are: A seamless bag factory, two large foundries, two planing mills, three brick yards, two marble yards, two carriage works, a chair factory, a furniture factory, three mattress factories, two soap factories, a \$50,000 ice and cold storage works, and minor establishments making soda water, cider, cigars, etc.

The leading lines of trade at Sherman are indicated by the following estimate of the sales for each during the year: Groceries, \$2,500,000; dry goods, \$2,000,000; boots and shoes, \$1,000,000; agricultural implements, \$400,000; grain, \$1,000,000; furniture, \$200,000; hardware, \$450,000; iron work and foundry products, \$200,000; lumber,

At the time of its statement of December 31, 1890, the Merchants' & Planters' had total resources of \$1,949,249, its total deposits were \$1,168,833, its loans and discounts, \$1,322,925, and its cash items, \$507,154 in the aggregate.

The bank has its business scattered pretty well throughout Texas and the Indian Territory. It handles the collections and banking business of a large number of Eastern banks and business houses in this section and State. Its principal correspondents are the National Park Bank, New York; the First National Bank, Chicago; the St. Louis National Bank, St. Louis; the Louisiana National, New Orleans, and Ball, Hutchings & Co., Galveston.

It has a clerical force of ten or twelve. Its officers are Tom Randolph, president; R. A. Chapman, vice-president, and C. B. Dorchester, cashier. The president and cashier are still young

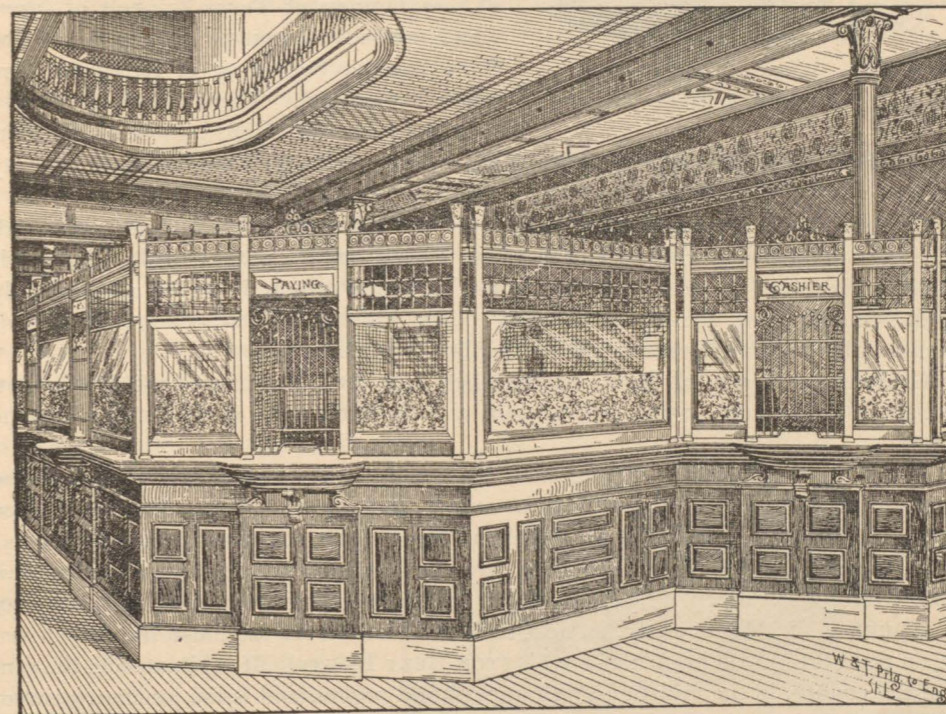
\$400,000; cotton seed products, \$500,000; liquors, \$425,000; crockery, \$200,000; flour and mill stuffs, \$1,000,000.

The firm of PITTMAN & HARRISON, grain dealers, of Sherman, was established in 1877. Since then their business has grown rapidly, and now extends over Kansas, Missouri, Texas, Arkansas, Louisiana and all the Southeastern States. They are the recognized leaders, in fact, of the grain business in Texas. They do an annual business of about \$1,000,000. As to their standing and reputation they refer to any of the merchants and bankers of Texas. They make a specialty of the celebrated Texas Red Rust Proof Seed Oats, and handle annually one-half of the crop of the State.

ELY & COOKE, of Sherman, are leading jewelers of North Texas.

Sherman has a rich and resourceful back country. The wheat lands of North Texas and Indian Territory are five times the extent of Minnesota's; and the quality of the staple produced on them quite equals California's. Close by it is a very fine cotton and fruit region, and with its mild climate and ample rainfall, a natural stock country.

The country tributary to Sherman abounds also in coal, iron and timber for manufactures. The adjacent coal fields of the Indian Territory already furnish a cheap fuel



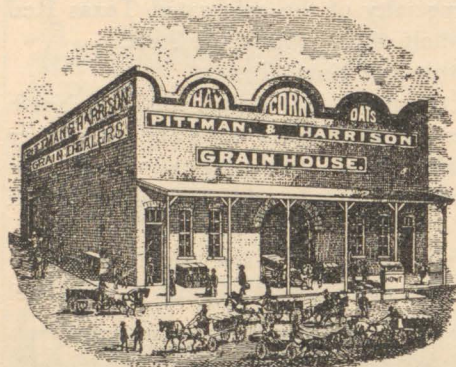
INTERIOR MERCHANTS' AND PLANTERS' BANK, SHERMAN, TEXAS.

supply, and a connection with the mines at Ardmore promises to enlarge, and at the same time cheapen, the supply still more. There are extensive coke ovens not far distant, and with the iron fields contiguous, this city should be a choice location for a furnace or rolling mill.

The natural resources of the country here are propitious also for the establishment of packing and canning works, creameries, cotton mills, furniture, wagon and agricul

tural implement works. A bagging and twine mill of large capacity is to be built soon, partly with home, and in part with Galveston, capital. Other new ventures will be shared in by the residents in like manner.

Building lumber of pine or native hardwoods can be got for an average of \$12 a thousand. Brick sells also for reasonable figures. There is an abundance of blue and gray limestone and of red and brown sandstone available. Property for the locations of factories can be secured at cheaper rate than in any city of equal promise in the Southwest.



PITTMAN & HARRISON'S GRAIN HOUSE,  
SHERMAN, TEXAS.

Business and residence property is also held at low prices. Woodlawn, College Park, Highland, Eastern Heights, Glen Springs, Binkley, and Southside Additions, with electric street railways to them, offer inducements to those seeking homes. An advance in land values at Sherman is certain.

THE COUNTY OF GRAYSON is, over the greater part of its area, rolling prairie. The "Cross Timbers of Texas," a belt of forest which extends diagonally nearly across the State from a beginning at Red river, are partly in Grayson. These woods are black-jack and post oak chiefly; those of the bot-

oms of Red river are walnut, bois d'arc, elm, hackberry and a great variety of oaks.

Grayson county has about an equal measure of black waxy and gray sandy soils, both which are highly productive of cotton, corn, wheat, and the other cereals. Orchards flourish in Grayson; peaches, pears, plums, apples, grapes and figs are all profitably raised. Stock raising is a leading industry of the county. The cattle are all graded, and many thoroughbreds are maintained for breeding purposes.

Grayson's average of farm products per acre are: Corn, 40 bushels; wheat, 25; oats, 60; potatoes, 150; cotton, half a bale. Iron and coal are found in the county.

The following assessors' figures show the wealth and principal productions of the county: Acres in cultivation, 614,000, valued at \$10,174,035; production, 80,000 bales of cotton, 185,000 bushels of corn, 125,000 bushels of wheat, 135,000 of oats; acreage planted in fruits, given as large; live stock assessed, 30,000 horses and mules, 60,000 cattle, 3,444 sheep, 17,917 hogs, 221 goats; total tax valuations, \$25,000,000.

GREENVILLE, Hunt county, is, next to Fort Worth itself, the most important station on the Fort Worth branch of the COTTON BELT ROUTE. It is situated in the center of the county, in the midst of a rich agricultural region, and is the junction point of the COTTON BELT with the Missouri, Kansas & Texas Railway.

Greenville has about 5,000 people. Its tax assessment of eighty-three cents on the hundred is based upon city valuations of \$2,500,000. It has two banks with \$250,000 aggregate capital, and its trade is estimated at present to be about \$2,000,000 all told for the year, divided as to sales as follows:

Dry goods, \$501,000; groceries, \$411,000; hardware, \$110,000; lumber, \$190,000; agricultural implements (an index to the importance of farming in its vicinity), \$200,000; furniture, \$45,000; retail and minor lines, \$550,000.

The estimated shipments of the staples from Greenville during the year are as follows: Cotton, 20,000 bales; wool, 14,900 pounds; hides, 29,000 pounds; cotton seed, 198 cars; corn, 69,000 bushels; live stock, 6,200 head; wheat, 15,000 bushels; miscellaneous, 186 cars; total value of these, \$1,513,000.

Greenville commands a trade territory embracing all the country within a radius of seventy-five miles.

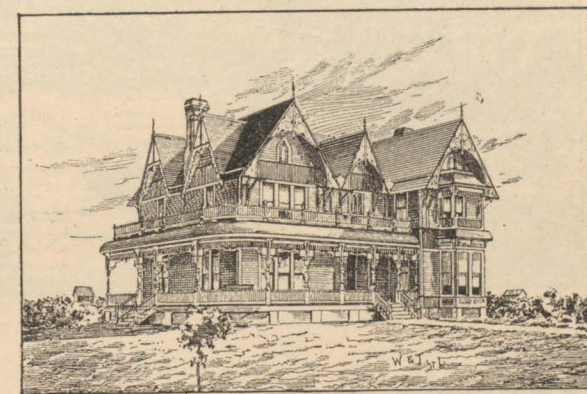
The manufacturing enterprises of Greenville are the following: A compress, a flour mill of 200 barrels daily capacity, a large four-story furniture factory, utilizing the timber of the country adjacent, a foundry, two planing mills, three brick yards, a creamery, an ice factory and a steam laundry.

There were \$250,000 invested in new buildings, at least, in Greenville during the year September, 1889, to September, 1890. Among other structures built in that twelvemonth was a \$16,000 public school, which brings the total value of the school property of the city up to \$47,500.

Greenville has a street railway, its own water works, supplied from the head waters of the Sabine river near by, and with mains and hydrants in all the streets, the whole constructed at a cost of \$100,000, a substantial city hall, an efficient fire department, an opera house and three newspapers. It has wide streets, regularly laid out from its court house square as a center, and its business quarter, largely built of brick, gives it a taking appearance. An engraving in this matter is a representation of one of its homes, that of W. G. HARRISON, leading real estate agent of the city.

It is the county seat of HUNT, which is a farming county almost exclusively, with the bulk of its people following the pursuits of the soil. Both the Sabine and the South Sulphur branch of the Red take their rise in it, and the feeders of these water and drain it thoroughly. Along these water courses are broad and fertile bottoms, in whose sandy or black waxy soils cotton, corn and the other cereals, and peaches, apples, pears and plums are raised to perfection. Graded stock has long ago replaced the native long horn breeds. The productiveness of the soil of Hunt county is illustrated best, perhaps, however, by the prices put upon it, from \$15 to \$35 an acre for improved, and \$5 to \$25 for unimproved lands.

The soil of Hunt is very deep, and has lasting qualities, and not one per cent of it is waste land. There are no minerals in the county, "not even stone enough to build a decent chimney." But there is a wealth of forest, chiefly hardwood, and the nearness of the pine belt makes building material cheap.



W. G. HARRISON'S RESIDENCE, GREENVILLE, TEXAS.

The population of the county is 31,684, only seven per cent of them colored. Its tax valuations are \$8,250,000, as compared with \$2,264,000 ten years ago. Its debt is a trifle. The climate at this general elevation, some 800 feet above the gulf, is exceedingly healthful. New settlers are heartily welcomed.

WYLIE, Collin County, is the junction of the COTTON BELT and Gulf, Colorado & Santa Fe roads.

PLANO, situated where the COTTON BELT crosses, on its way to Fort Worth, the Houston & Texas Central Railroad, surveys from the vantage ground of the high ridge it occupies there, as rich an acreage as there is in the State, the black waxy lands of Collin county, which are amazingly productive of cotton, corn, wheat, sorghum and fruits of almost every sort. The prospect from Plano, indeed, discloses, from an agricultural standpoint, one of the most pleasing of landscapes—mile upon mile of highly improved farms, and substantial farmsteads, whose lands are held at \$15 to \$30 an acre, while unimproved ground is worth from \$3 to \$15.

Plano has 1,500 inhabitants, two good public schools, five churches, one of them used by the colored folk, and two newspapers. It has a bank of \$50,000 capital. Its merchants supply the country for twenty miles around, with goods, wares and implements to the value of \$350,000. The shipments from it are: Cotton, 10,000 bales; wool, 3,000 pounds; live stock, 104 cars; grain, 313 cars; cotton seed, 146 cars, and hay, 12 cars; the whole valued at \$353,779.

The cotton seed and grain shipments are suggestive of its advantages for the establishment of a good flour mill and cotton seed oil works. Its manufactures at present are neither important nor numerous.



ON THE TRINITY RIVER, NEAR FORT WORTH, TEXAS.

**F**ORT WORTH, the largest city on the line of the COTTON BELT ROUTE in Texas, and the termination of its Fort Worth Division, ranks fifth among Texas cities in population, trade and wealth, and, at its present rate of growth, with its advantages, has prospects of ultimately reaching the foremost place.

In one respect it is easily first already; its spirit of enterprise, which characteristic has earned it distinction as the "Chicago of the Southwest."

It is in Tarrant county, on the Trinity river, in North Texas, and in the midst of a rich cotton and corn producing region; and it is the portal to the "Panhandle of Texas," occupying the so-called Staked Plain of the old geographies; into which spacious area (larger than California, the second largest of the States of the Union), now



THE FORT WORTH HIGH SCHOOL.

that its matchless resources are being disclosed, settlers are pouring from the other States, like an invading army.

Fort Worth rises on the banks of the Trinity, less than a hundred miles from its fountain head, where the meeting of that river's West and Clear forks, forms the neck of upland upon which, forty years or so ago, the military post was planted from which the city derives its name.

Its site was visited in 1872 by John W. Forney, journalist of Philadelphia and Secretary of the United States Senate, at the instance of Tom Scott, one of the original promoters of the Southern Pacific line.

He was not much impressed with the place.

He described it as a range for long horned Spanish steers, cumbered with a few split board shanties.

But in 1876 the progress of the Houston & Texas Central Railroad northward from Galveston, and of the Texas & Pacific westward from Shreveport, unfolded a prospect for it which its enterprising founders were not at all slow to perceive or at once to grasp. And this same policy, pursued steadily to this day, in all matters of

public concern, has given Fort Worth character as the most progressive city of the State.

It was incorporated in the Centennial year. It had 1,100 inhabitants then; it has 40,000 now. It is the Southwestern hub for four great railway systems, the Santa Fe,



HENDRICKS BLOCK, FORT WORTH, TEXAS.

Union Pacific, Huntington and Gould's, and the Rock Island system also is projected toward it; and it has trunk lines besides, not components of either of these, six of them altogether, and one local line.

It has fifty jobbing houses, doing thirty millions of annual trade; a manufactured product of \$6,000,000 a year, and bank clearings, which may be taken as the sum total of its commerce, of nearly \$100,000,000 a year. Its real estate transfers have aggregated as much as ten millions in six months, and its buildings and public improvements \$3,000,000 in twelve

Fort Worth is, approximately, upon the same parallel as Charleston, South Carolina, Macon, Georgia,

Jackson, Mississippi, Shreveport, Louisiana, Florence, Arizona, and San Diego, California. It is about 500 miles, or nearly equi-distant by rail, from New Orleans and Kansas City; is 650 miles from St. Louis, and 950 from Chicago. From Galveston, at the Gulf Coast of Texas, it is 337 miles, and from El Paso, at the far western border of the State, by the Texas & Pacific road, it is 648 miles; this last a figure, disclosing, in a measure, the breadth of its field; for all this vast expanse is the trade territory proper of Fort Worth.

Fort Worth enjoys the inestimable favor of a seat upon rising ground. The city proper is on a *mesa* of peninsular contour, so made by the river, which plateau has a general elevation of 60 to 70 feet above the channel of the Trinity, and 617 to 641 feet above sea level. Its suburbs mount the elevations that enclose it like an amphitheater almost on every hand, but still afford it, through the vales between, an exposure to the South. Stealing thence, the cool Gulf breeze descends, like a benediction, to temper the heat of the summer days, reducing the temperature, on an average, fifteen or twenty degrees less than it is at St. Louis or Kansas City, places beyond its benign effect. The winter weather is usually mild; the Gulf exerts a mellowing influence upon this season, too, and the rose is nearly always in bloom at Christmas-tide.

From these heights a panorama is unfolded of manifold charms; in the foreground,

the city, with its clustering spires and towers and its central squares of urban stateliness, with the sinuous river winding by; in the distance, the fields and the orchards and woodlands of Tarrant under an azure sky.

The site of the city is in the nature of a clearing in the Cross Timbers of Texas—a belt of forest which extends southwesterly from the northern State line over nearly the length of the State; and with what has been preserved of this Arden, and the shade trees that have been planted besides, it promises to be shortly the "Park City of the Southwest."

Neat bridges of steel span the river, and well-kept roads lead to the residence suburbs and to the new manufacturing districts that signalize the latest phase of progress at Fort Worth. These highways, and the car lines leading to the outskirts, render all parts of them readily accessible.

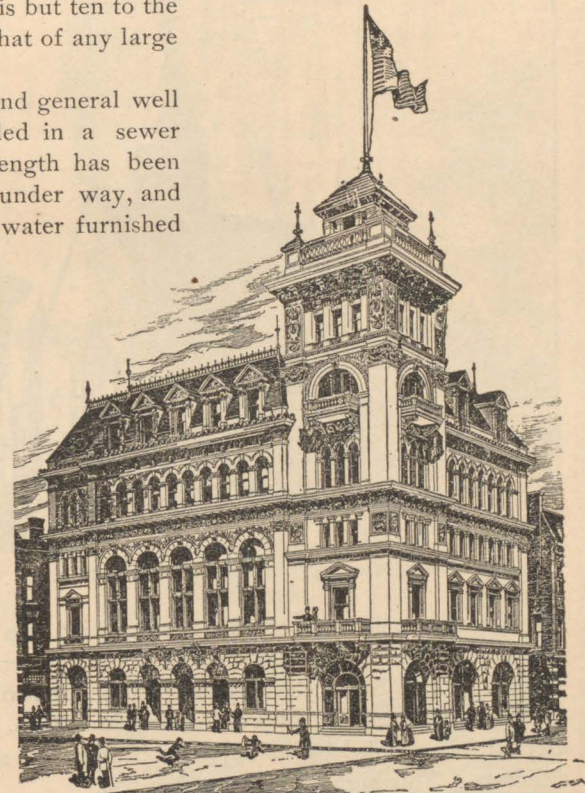
The air of Texas, at this altitude of Fort Worth's, is exceedingly dry and pure. Beef cures thoroughly in the open air. And a residence at Fort Worth often recuperates the debilitated consumptive. Healthy persons are easily acclimated. There is strict sanitary inspection. The death rate is but ten to the thousand of population—less than that of any large city in the land.

Sureties for the health, comfort and general well being of the community are provided in a sewer system, of which forty-two miles length has been completed and twenty-one miles is under way, and in the bountiful supply of excellent water furnished partly by private and partly by public funds.

The public supply is obtained from the river by a system of gang wells, and is distributed through thirty miles length of mains. The private supply is drawn from about 200 artesian wells, sunk, through the limestone substructure of the city's site, to depths ranging from 150 to 900 feet. From these two sources about 10,000,000 gallons daily are obtained, a quantity ample, not merely for present needs, but for a city twice the size of the Fort Worth of to-day.

Manufactures have been encouraged by this abundance of water, and by reason of it also, Fort Worth rejoices in the luxury of a natatorium, and of a plentiful supply of artificial ice all summer long.

Besides the drainage improvements mentioned, other public works are in progress. Eighty miles length of streets has been graded, and the business thoroughfares are all macadamized. No permanent pavement, however, has yet been laid; but this matter,



BOARD OF TRADE BUILDING, FORT WORTH, TEXAS.

and the reservation of ground for a large public park, will likely soon be given the attention it deserves.

The private parks, artificial lakes, reservoirs, boulevards, and places of resort that have been made, are nevertheless numerous, especially in the suburbs.

There are two lines of street railway, both operated with electric motor. They ramify all parts of the city and its suburbs.

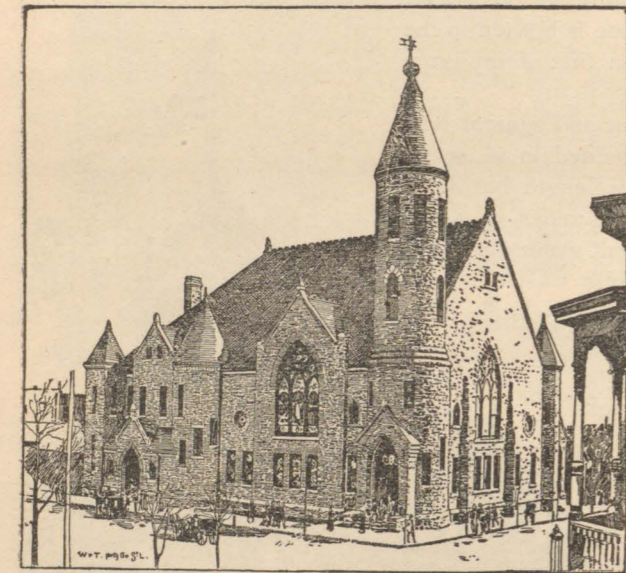
The city is lighted by an electric company, and the householders are furnished with gas at a moderate price.

Fort Worth has a simple but economical form of government, embracing a mayor and legislative body of twelve, and departments of finance, public works, police, fire, health and schools, the last named three with appointive officials. The police force numbers fifteen men, rank and file. The organization of the fire department combines the paid and volunteer plans. There are five companies, of thirty-one men each, and their equipment is first-class. This arm of the public service has shown itself particularly well disciplined and efficient.

The annual expense of the municipality at present, not including special improvements, is about \$350,000. The tax rate, city, county and State, is \$1.97½ on the hundred. The city tax rate is \$1 on the hundred, sixteen cents of which is levied to support the schools.

Of the social status of a community which supports generously churches and charities, schools, newspapers and theaters, and has its commercial, fraternal and militia organizations, it seems scarcely necessary to remark.

Fort Worth shares, along with other cities of Texas, in

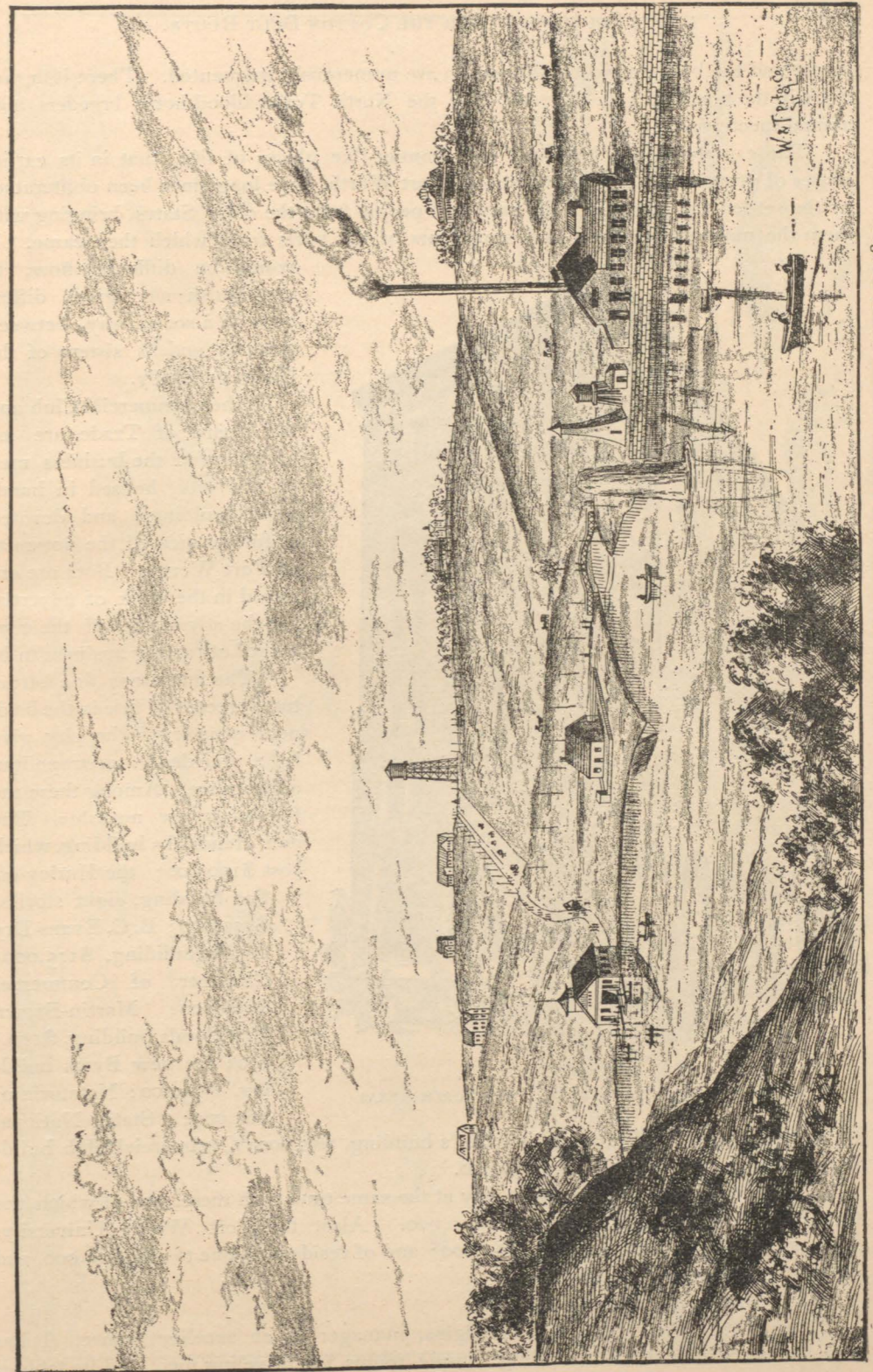


NEW BAPTIST CHURCH, FORT WORTH, TEXAS.

the uncommon bounty of the State, which has set apart, in funds and lands, the enormous sum of \$100,000,000 as an endowment for public education. As a school district of the State, the city expends about \$40,000 a year on its common schools, exclusive of moneys required for new buildings. Twelve fine structures have been erected for schools by the city, one of those for a high school, and one for the colored children. This high school cost \$90,000.

The city supports also four fine private schools—Fort Worth University (formerly Texas Wesleyan College), the Warren Female Institute, St. Ignatius' Academy (Catholic) and the Fort Worth Business College.

Two dailies, the Fort Worth *Gazette*, one of the best morning papers of the State, and the *Mail*, an evening publication, and several weeklies are handsomely sustained by the people of Fort Worth. The entertainment furnished by the Fort Worth Opera House has discriminating as well as liberal patronage. The national game is in high



VIEW OF LAKE COMO AND ARLINGTON HEIGHTS, SHOWING WATER WORKS AND ELECTRIC POWER HOUSE, IN 1891.



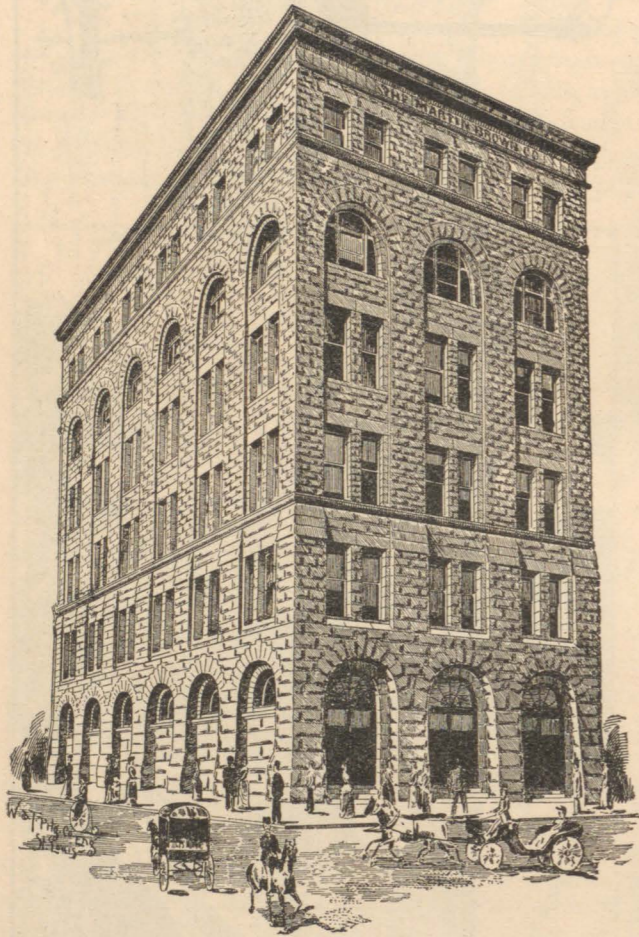
favor, and the ball grounds in the season are numerous frequented. There is a race track in the northern suburbs, and here the North Texas blood-horse breeders hold annual meetings.

Those picturesque, but rude and frontier-like places of life, that in its earlier stages of growth, were characteristic of Fort Worth, have long since been obliterated, by the settlement of many of the very best people from the older States, bringing with them the manners, customs and sentiments of the parts from which they came. It

would be difficult, now, to distinguish any great difference in a social way, between this city and its sisters of the Union generally.

The Commercial Club and the Board of Trade are associations of the business men of the city, housed in handsome buildings, and devoted to furtherance of the interests of Fort Worth. Both are engaged in the work of advertising the advantages of the city, and of attracting business to it.

The numerous fine structures erected of late in the business quarter of the city give it a decidedly metropolitan appearance. Among these the following are notable: The new Hendricks building, which cost \$150,000; the Hurley office building, eight stories, \$125,000; B. C. Evans Dry Goods building, \$115,000; Chamber of Commerce, \$106,000; Martin-Brown Dry Goods building, \$110,000; the new Byers building, \$75,000; Natatorium, \$65,000; State National



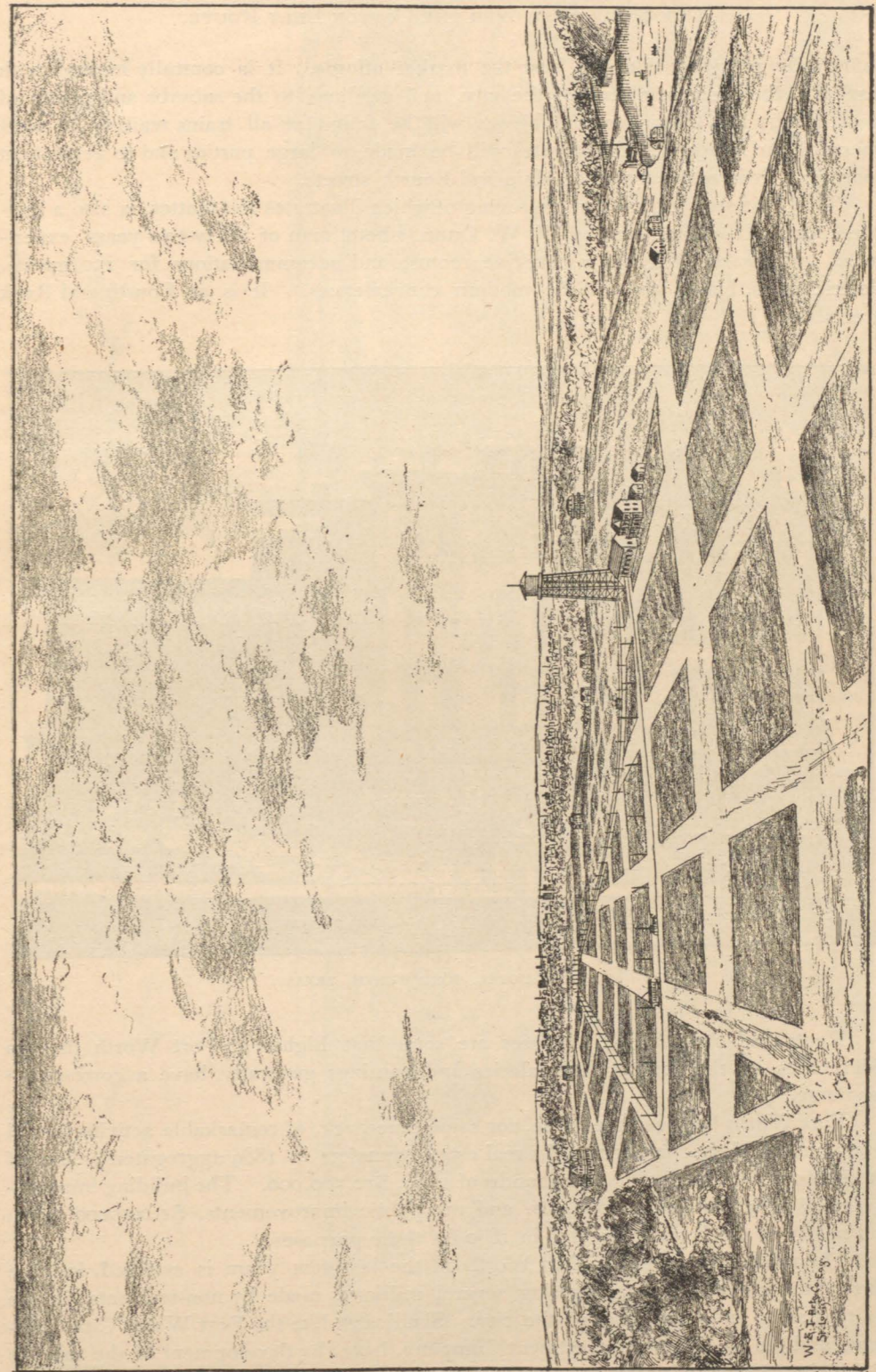
THE MARTIN BROWN DRY GOODS CO., FORT WORTH, TEXAS.

Bank, \$50,000; Fort Worth Grocery Co.'s building, \$50,000; Commercial Club building, \$40,000; Powell building, \$40,000.

Four new churches were under way at the same time with these, one of which, the Catholic Cathedral, was to cost \$110,000. Also, the Fort Worth University, \$100,000, and a new high school, \$80,000; and of residences, one to cost \$50,000, and eight others averaging \$20,000 each.

Fort Worth has several good hotels.

THE HOTEL PICKWICK, G. C. Hudgins, manager, is an excellent house. It has superior accommodations, including sample rooms for traveling men, and its table is



VIEW OF ARLINGTON HEIGHTS AND FORT WORTH, TEXAS.

bountifully provided with the best the market affords. It is centrally located with respect to the business places of the city, and car lines to the suburbs and places of resort run by it. Carriages and busses will be found at all trains waiting to meet guests of the house. Reduced rates will be made to large parties and to permanent boarders. It is at the corner of Main and Fourth streets.

THE MANSION HOUSE, an engraving of which illustrates this matter, is also a first-rate house. It is conducted by W. W. Dunn, a hotel man of thirty-two years' experience, and his son. It has ninety-five rooms, and accommodations for 150 guests, electric lights, baths, and all the modern conveniences. It is at Fourth and Rusk streets.

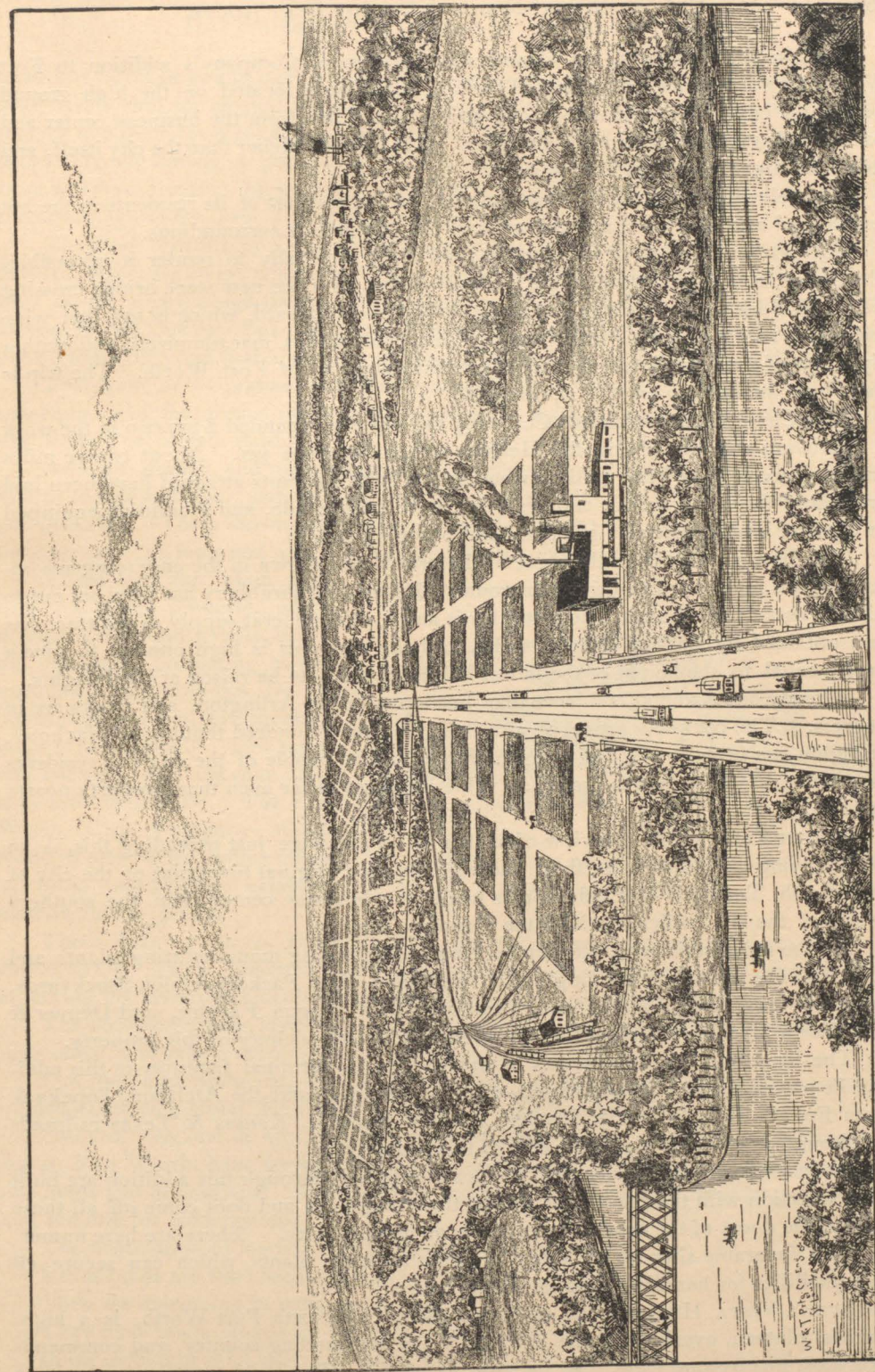


MANSION HOTEL, FORT WORTH, TEXAS.

Rents and other living expenses are somewhat higher at Fort Worth than in older cities of the country, but salaries and earnings generally, have a corresponding range.

Fort Worth has been the scene, for some time back, of remarkable activity in real estate and building operations. Its real estate transfers in 1889 aggregated values of \$10,000,000, and for the first six months of 1890, \$10,500,000. The building improvements of 1889 totalized \$2,000,000, and the public improvements, \$1,000,000 more, and nearly as much was expended in 1890 for these purposes.

The rapid upbuilding of Fort Worth in the last few years is ascribed, in large part, to the investments, aggregating several millions, made by non-residents, in the realty, banks, and enterprises of the city. Syndicates like the Fort Worth City Company, and the Chamberlin Investment Company, have, by development of the suburbs of the city especially, vastly expedited its growth.



VIEW OF NORTH FORT WORTH, INCLUDING BUENA VISTA HEIGHTS, ONE THE MANUFACTURING, THE OTHER A RESIDENCE DISTRICT OF THE CITY.

See and read next page.

ARLINGTON HEIGHTS, the Chamberlin Investment Company's addition to Fort Worth, views of which are presented here, is charmingly located on the high ground west of the city. It begins about one and a half miles from the business center and extends a distance of about a mile further. It is 150 feet higher than the city itself, and about 200 higher than the Trinity river.

This elevation insures its healthfulness and the comfort of its residents in the hot season, and affords from it a grand view of the city and its surroundings.

Arlington is reached by an electric road built especially to render it accessible, which runs from Main street, in the business center, over the new steel bridge crossing the North Fork of the Trinity, and along Arlington Boulevard, which is 125 feet wide and about two and a half miles long. This boulevard is macadamized, and with a triple row of shade trees along it, is the finest driveway of Fort Worth. The trip is made over the railway on it in 25 minutes.

The Chamberlin Investment Company has already expended \$300,000 in the work of improving and beautifying the Heights and is not done yet. About twelve miles length of streets have been graded, water mains with hydrants attached have been laid throughout the tract, a lake and reservoir have been made, and a building equipped for a power works, electric light plant and pumping station.

This power house is on the shore of the pretty lake shown in the engraving accompanying this matter. The drive runs round this lake, and shrubbery has been set out to enhance its attractiveness. The water for it and for the general supply of the tract has been obtained by sinking artesian wells, and the reservoir is high enough to give a gravity equal to the height of the tallest buildings likely to be raised at the Heights.

Already one \$20,000 residence has been put up at Arlington, and others are in progress. The company proposes, also, to build here a hundred thousand dollar hotel. Arlington is a favorite place of investment both by the people of the city and residents elsewhere. As Fort Worth grows, its value increases faster even than property nearer the town.

NORTH FORT WORTH, a view of which is on the page just preceding this, is an addition lying immediately north of and adjoining the original town plat of the city of Fort Worth, Texas. This addition is nearer the business center than the southern portion of the city, which is within the corporate limits.

All the most important, actually existing and operating manufacturing plants and industries, *i. e.*, the Iron Rolling Mills, Beef and Hog Packery, Union Stockyards, Cement Works, Shoe Factory and Tannery, Dixie Wagon Factory, and Denver & Fort Worth Machine Shops, are on, or in the immediate vicinity of this property.

The ST. LOUIS SOUTHWESTERN RAILWAY has its terminal facilities in this addition, its passenger and freight depots, roundhouses, etc., and the Atchison, Topeka & Santa Fe, the Fort Worth & Denver, and the Missouri, Kansas & Texas railroads run through or immediately to the east of this property.

Switches from these roads that do not run directly through this addition are built to a connection with the roads that do, so that freight can and does come off all these roads to the doors of the establishments now on this property. There are here numerous most favorable sites for all kinds of manufacturing plants, which can secure all these facilities for handling supplies and products.

BUENA VISTA HEIGHTS, the residence district of North Fort Worth, is a high, healthful plateau, overlooking the entire city and surrounding country, and commanding a most picturesque view. At its base, is a high, dry, level tract covered with a

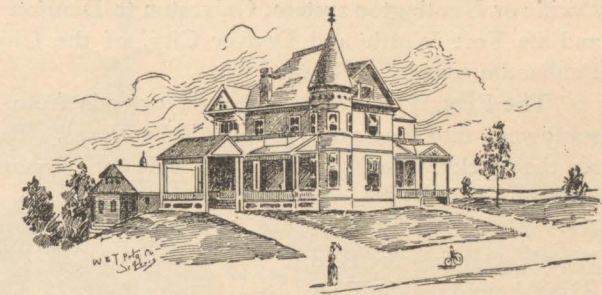
beautiful forest of young oak, pecan, and live oak trees, all of which tract furnishes most lovely sites for elegant homes. The most æsthetic can certainly find here a satisfactory situation for a residence. Of all the additions surrounding Fort Worth, this is the only one having a population already sufficient to support stores and markets from which residents in the same can obtain their supplies, and the only addition having the advantage of the *Free Postal Delivery Service*.

The Fort Worth City Company, who own this addition, also own the North Side Electric Street Railway, which runs from the Union Depot through the main street of Fort Worth, and through the business center, by all the leading hotels and the Court House, to the COTTON BELT Depot and through North Fort Worth, making a complete circuit through that addition and thence proceeding on to the Union Stockyards.

This is the best equipped and best operated street railway in the city, and is, in consequence of the mutual ownership, operated in the interest of the people living in the North Fort Worth Addition.

A broad, graded, and macadamized street extends from the business center of Fort Worth to this addition, and several miles of streets within the addition, are graded and graveled. These streets are from 60 to 200 feet wide; the alleys are 20 to 40 feet; the lots, 50 x 140 feet, and none are farther than two blocks from the street car line.

These are the plain facts concerning this property, which is improving rapidly daily, and is the *one place* presenting to-day unequalled opportunities for an investment which is sure to return large profits quickly. This property has merit and real value, and is no wildcat scheme. The Fort Worth City Company stands ready to offer extra inducements to those desiring to establish manufacturing plants.



"BUENA VISTA CASA," FORT WORTH, TEXAS.  
G. W. Sutherland, Proprietor.

Those desiring cheap, yet beautifully located homes, can obtain them on most liberal terms. Prices, under all circumstances, are extraordinarily low, surprisingly so, taking the favorable situation and surroundings into consideration.

The company courts investigation. All visitors here are cordially invited to call at its office, and take a drive over the property.

For plat and price list, G. M. Sutherland, general agent, 409½ Main street, opposite Pickwick Hotel, Fort Worth, Texas, should be addressed.

SWAYNE, ALLEN & Co., real estate and loan agents, of Sixth and Houston streets, Fort Worth, have for sale, in large or small tracts, fine farming lands, ranches, pine lands and plantations. Also business and residence property. Also large tracts of land suitable for colonization.

The negotiation of loans is one of their specialties.

Texas lands are the cheapest lands in the United States.

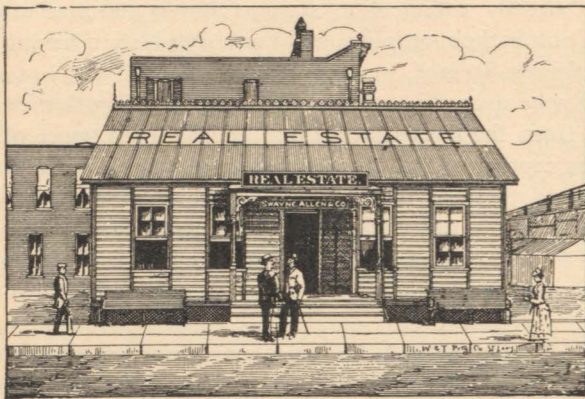
They are enhancing in value every year.

They have made money for everyone who has invested in them.

In no section of the Union can lands that will grow crops be purchased at such low prices, or crops sell for as much money as in Texas.

These are reasons that commend themselves to those desiring to buy.

Parties desiring to invest in Texas should write Swayne, Allen & Co. They solicit correspondence, and will furnish price lists of lands upon application.



SWAYNE, ALLEN & CO.'S OFFICE, FORT WORTH, TEXAS.

The six trunk lines that afford Fort Worth transportation facilities are the following: The COTTON BELT; the Missouri, Kansas & Texas, from Hannibal, on the Missouri river; the Texas & Pacific, New Orleans to El Paso, Texas; the Gulf, Colorado & Santa Fe, of the Santa Fe system, Galveston, Texas, to Purcell, Indian Territory; the Houston & Texas Central, of the Southern

Pacific or Huntington system, Galveston to Denison at the northern State line of Texas; and the Fort Worth and Denver City, of the Union Pacific system, traversing the Panhandle country of Texas.

The Fort Worth & Rio Grande extends from the city, a distance of 120 miles southwest, into the coal fields of Middle Texas. Roads projected to or from the city are the Rock Island system's proposed Gulf connection; the Fort Worth & Albuquerque, surveyed into New Mexico; the Fort Worth, Sabine & Red River, bound for the East Texas iron and lumber regions, and a road to connect with the "Frisco."

The people of Fort Worth have contributed in aid of railroads, since the city was incorporated, over \$2,000,000.

Fort Worth's cotton receipts are about 60,000 bales a season. It has attached to its flouring mills five grain elevators, of 850,000 bushels aggregate capacity. It has a stock yards with accommodations for daily receipts of 5,000 cattle and 2,000 hogs. It has some of the largest jobbing houses of the State.

The FORT WORTH GROCER Co., which occupies the large new building at Fifth and Houston streets, Fort Worth, shown in the engraving accompanying this matter, is one of the foremost houses of its line in North Texas, and will compare, in the matter of



FORT WORTH GROCER COMPANY'S PLACE.

stock carried and sales and general resources, with the leading jobbing houses in the larger cities.

Its premises cost it \$60,000. They are fitted up handsomely and substantially and especially for its business.

It is a chartered stock company, incorporated to do business as wholesale grocers, fruit and produce commission merchants and dealers in imported goods. Its stock is owned and its business managed by the following officers, who, with the exception of the treasurer, devote all their time to its affairs: J. W. Spencer, president; E. L. Berry, vice-president; B. L. Spencer, secretary; John R. Hoxie, treasurer, and E. H. Carter, manager.

Mr. Hoxie is a banker and capitalist of Fort Worth, notable for the many and varied investments he has in Texas.

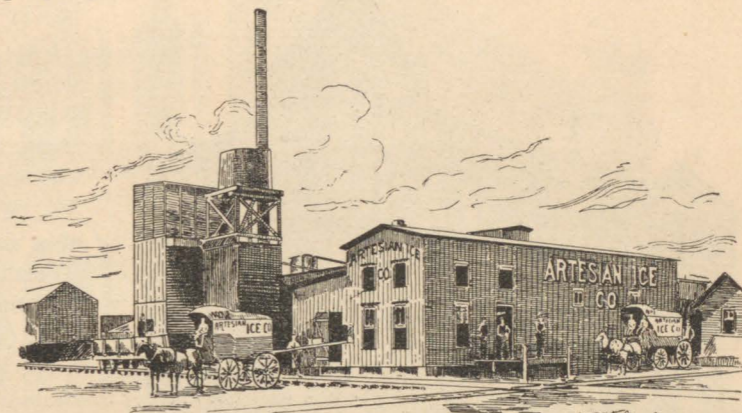
It is, however, upon manufactures that Fort Worth's hope of ascendancy among its competitors of the Southwest is founded. And it has displayed remarkable enterprise in this direction already. Bounties of both lands and money have been freely contributed by the business men and property owners of the city to assist in the establishment of factories; and several large ones, among them a foundry and a cotton mill, have been thus secured.

The last report of the Chamber of Commerce of the city shows the following factories established and in operation: A packing house of 1,500 hogs and 1,000 beeves capacity a day, already taxed to its

full limit; four flour mills, of 2,100 barrels daily capacity; a brewery, of 100,000 barrels annual capacity; shops of three railroad lines, a rolling mill, a large stove foundry and two other iron works; a large wagon works; a cotton mill; a woolen mill, with trade in several States; two tanneries and a collar factory; a cement works, a roofing works, several brick yards and planing mills; an excelsior and a mattress factory; a cannery, a candy factory, a cracker bakery, a baking powder works, ice works, cigar, and shoe and other factories of minor importance.

THE ARTESIAN ICE COMPANY, of Fort Worth, has been established in business since June 1, 1888. Its works are equipped with all the latest patented ice making machinery, and they have twenty tons capacity daily. Its water supply for ice manufacture, is obtained from a 400 foot artesian well. It makes a specialty of the sale and shipment of ice in car lots. J. P. Smith is president of this company; W. F. Stewart, vice-president, and W. B. Wheeler, secretary and manager.

Fort Worth's relative importance as a trade center is indicated by the very large bank capital employed to facilitate its business. At the beginning of 1891 it had seven national banks. Their aggregate of capital, surplus and undivided profits was

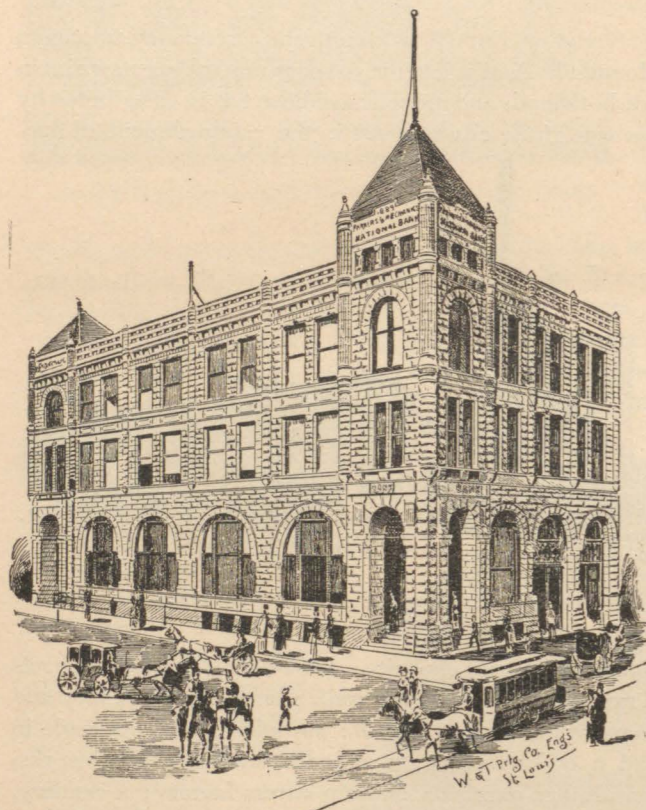


ARTESIAN ICE CO.'S WORKS, FORT WORTH, TEXAS.

\$3,766,503, their loans and discounts, \$5,092,403. The bank clearings for 1890 were \$98,443,413. This was more than a five-fold increase over 1888.

The FARMERS & MECHANICS' NATIONAL BANK, of Fort Worth, has distinction as one of the most prosperous and solid financial concerns of the State. It was incorporated March 30, 1889, with a capital of \$650,000. July 1, 1890, this capital was increased to \$750,000, and six months later was again increased to \$1,000,000. Meanwhile it has been paying regularly quarterly dividends on its stock, at the rate of 12 per cent per annum. These figures show how successfully it has been managed.

It has for its officers representative business men of Fort Worth. Its directors are John R. Hoxie, M. G. Ellis, J. L. Williams, M. C. Hurley, J. W. Spencer, J. P.



FARMERS' AND MECHANICS' NATIONAL BANK,  
FORT WORTH, TEXAS.

Smith, R. H. Sellers, R. A. Rogers, J. F. Tierney, J. Morgan Wells, John Bardon, E. B. Harrold, R. E. Maddox, M. P. Bewley and S. D. Rainey, Jr. Mr. Hoxie is president of it, Mr. Hurley, 1st vice-president, Mr. Williams, 2d vice-president, and Mr. Rainey, cashier.

Mr. Hoxie is notable as the founder of the Fort Worth Union Stock Yards and the Fort Worth Packing Co., (which last slaughters 1,000 beeves and 1,500 hogs daily), and as the organizer of 31 banks within the last two years in the State of Texas. He is, in fact, one of the most enterprising and prominent business men of the State.

The STATE NATIONAL BANK, of Fort Worth, which is illustrated herein, was established in 1884, and has been remarkably prosperous.

It is considered one of the most substantial banks of the State of Texas. It has a paid in capital of \$375,000, a surplus fund of \$130,000, and \$40,000 undivided profits besides. It has a discount business to correspond with these figures, and a very large line of deposits. A specialty is made by it of North Texas collections, and for its exchange business it has correspondents in all the large cities of the country.

W. M. Harrison is its president, Sidney Martin, vice-president, John C. Harrison, cashier, and W. B. Harrison, assistant cashier. The directors, besides these officials, are H. W. Williams, H. J. Goldberg, C. Y. McClellan and W. C. Young.

The solid character of the banks of Fort Worth is exhibited in the fact that none of its bank stock can be bought for less than 30 per cent premium. Some of it is held at 60 per cent, and some can not be got at any price.



STATE NATIONAL BANK BUILDING, FORT WORTH, TEXAS.

The mortgage loan companies doing business in the city have \$8,500,000 of capital.

A summary of the advantages of Fort Worth has been furnished this work by its CHAMBER OF COMMERCE AND BOARD OF TRADE. With some few changes of phrase-

ology to harmonize it with the other matter herein presented, this summary is as follows:

"The man whose attention is directed to Fort Worth by its progress, can hardly fail to be strongly impressed with its commanding situation in respect to its almost boundless field. A very large measure of the consideration given it abroad is bestowed on this account.

Within a radius of 150 miles of it, 2,500,000 people are resident, and this number will be increased by 500,000 before the close of 1893.

Northwest of it lies the vast domain popularly known as the "Panhandle" of Texas, producing already such remarkable wheat crops, that twelve million bushels is reported a conservative estimate of its yield for 1891. To the West, and extending slightly southward, is the extensive and fertile "Corn Lands" region of the State; while Southwest and South are the rich fields of the immense belt of the "Cotton King." All of this wide expanse of territory, extending from the 26th to the 37th parallels of north latitude, and from the 97th to the 105th degrees of west longitude, and embracing in round numbers an area of 200,000 square miles, is directly tributary to Fort Worth. No other large city is so centrally located as to this territory.

This view of the case is evidently taken by the railroad managements, who, with their proverbial sagacity, have built their trunk lines to and from the city, and made Fort Worth the great railroad center of the Southwest.

Although in 1876 it was without a railroad, in 1891 nine different roads, with eleven outlets, are taxed to their utmost complements to carry its commerce. Ninety-two trains arrive and depart daily. Five additional roads are also projected. These are likely to be completed within the next eighteen months.

The population of the city has grown from 500 in 1872 to 31,000 in 1891, steadily, healthfully increasing, step by step each year, without any of the backsets incidental to the "boom" period of ordinary Western cities.

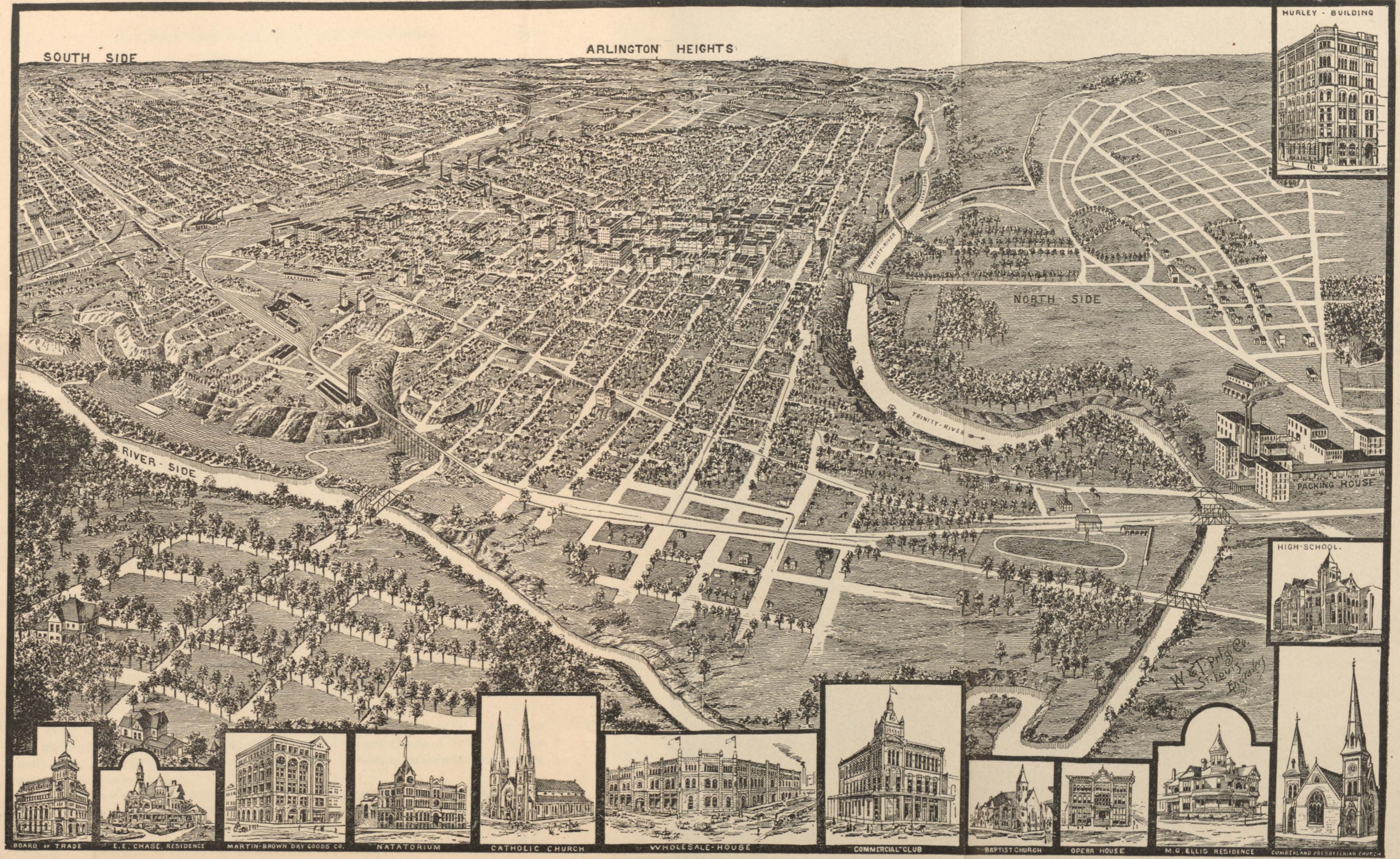
Meanwhile it has exhibited the following increase in values: Assessment, 1876, \$250,000; 1880, \$2,500,000; 1885, \$12,000,000; 1890, \$21,300,000.

It has seven national banks, with an aggregate capital stock, undivided profits and surplus of four million dollars; with loans and discounts amounting to five million dollars, and with three quarters of a million dollars cash in bank.

The bank clearances of Fort Worth for 1888 were \$16,089,235; those for 1889 were \$31,731,361, and those of 1890, \$98,089,235.

A beginning only has been made by Fort Worth in the manufacturing industries; and yet it has thirty large establishments, comprehending standard lines of production, and giving employment to nearly 2,000 people. The complementary projects of the Union Stock Yards, with a capacity of 5,000 head of cattle and 2,000 hogs daily, and the Fort Worth Packing Co., slaughtering 1,000 beeves and 1,500 hogs daily; the Texas Brewing Company, producing 300,000 barrels of "Texas Best" per annum, and giving regular employment to 130 people (and having, by the way, a fine artesian well on its premises that flows 300,000 gallons per day, with the water rising to the seventh floor, ninety feet from the ground); the rolling mills; flouring mills; cotton compress; cotton mills; capacious grain elevators; woolen mills; tanneries; railroad shops and other factories, are the manifestations Fort Worth already makes of its enterprise and progress as a manufacturing center.

The growth of Fort Worth, indeed, in every material interest, has exceeded the most sanguine expectations, even of its forehanded founders.



BIRD'S-EYE VIEW OF FORT WORTH, TEXAS.

But while due stress is laid on these matters of business, the many and varied attractions of the city as a place of residence are likewise worthy attention. Fort Worth is located upon a high, rolling prairie, 641 feet above sea level, and 120 feet above the waters of the West and Clear forks of the Trinity river, which unite to form the main stream north of the city. Its site is a pleasant and a healthful one. It discloses an extensive prospect of the surrounding country, and is such as to render easy and inexpensive the construction of drainage sewers. Its elevation effectually protects its inhabitants from miasmatic influences and the usual insect pests that generally detract from agreeable living in most cities located in a warm climate. And nowhere south of the 37th parallel of north latitude can be found a city where residence is more comfortable. The mean monthly temperature, as derived from thirteen years' observations, made by the U. S. Signal Service, ranges between 84° in July and 50° in January. The prevailing south wind from the Gulf never fails to render the nights of summer both enjoyable and invigorating. A more healthful city, indeed, would be hard to find.

The water for domestic purposes is drawn from nearly two hundred artesian wells, furnishing *absolutely pure* water, and a large and comprehensive system of Holly works supplies an unlimited quantity of water from the Clear Fork of the river for all manufacturing and municipal purposes.

The streets of the city have eighty miles length of paving; they are lighted by 500 electric lamps; and seventy miles length of electric street railway laid upon them affords the means of both cheap and rapid transit to every part.

Socially, also, Fort Worth is a city of metropolitan character. It has its full share of the intelligent, the cultivated and the refined. It rivals its sister cities of the land in the architecture, external and internal, of its churches, and in the endowment and educational facilities of its schools. It has for chroniclers two daily newspapers, the *Gazette*, which has more than merely local reputation, and the *Mail*, fast achieving a like distinction, and both faithful exemplars of its sentiment and life.

Charming suburban residence precincts lie north, east, west and south of Fort Worth. These are accessible by the rapid transit car lines. Half a million dollars was expended last year upon one of these places in beautifying the grounds. Porter's Heights, Arlington Heights, Buena Vista Heights, Glen Park, Fairview, Oak Grove, and many others are, one and all, the equals of the residence suburbs of any of the older cities of the land.

That Fort Worth is destined to be the great metropolis of the Southwest is evident to all who have taken the trouble to examine into the extent of its magnificent commercial resources and superlative natural advantages. The president of a great trans-continental railroad, standing upon the roof of one of its eight-story buildings, as he viewed the city, said: "You have a wonderful city, with a wonderful future. The railroads cannot afford to neglect Fort Worth. She is the brilliant in the coronet of the Southwest."

Want of space precludes mention of many other matters that might be of interest to the tradesman or investor. The Chamber of Commerce and Board of Trade is a live body, fully awake to the importance of its interests. A note to its secretary will secure most valuable information.

TARRANT COUNTY, of which Fort Worth is county seat, is thirty miles square. The timber belts, known as the Upper and Lower Cross Timbers run through it, and of its total acreage at least a third is wooded. It has twenty-six streams, affording 179 miles of running water, chief of them the Trinity River, which takes its rise about

seventy miles northwest of it. These woods and streams diversify its surface, and make it one of the most attractive counties of the State.

It is one of the richest and most populous also of Texas counties. It is largely prairie, and has but little waste lands, and three-fifths of it at least is under cultivation. Its soils are black waxy, gray sandy and chocolate loams. It averages of crop product, three-fourths of a bale of cotton to the acre, twenty to thirty bushels of wheat, forty to fifty bushels of corn, seventy to ninety bushels of oats, hay two and a half to five tons. It is an excellent fruit country; peaches, plums, pears, quinces, grapes, blackberries and almonds thrive in it. It has fine grazing lands, but very little free grazing. Firewood abounds in it everywhere. Its mean annual rainfall is thirty-seven inches. Numerous artesian wells augment the surface supply of water. Iron has been found not far from Fort Worth, and other minerals of economic value have been discovered.

Farming is the leading industry of the county. It had 1,772 farms at last accounts, 984 of them rented. On these there were nearly 16,000 horses and mules, assessed at \$450,000; 38,675 cattle, \$225,000; 4,503 sheep and goats, \$3,830; 8,870 hogs, \$14,650. The total assessment of the county in 1889 was \$15,000,000. The tax rate is 97½ cents for all purposes, 12½ of that for the schools, of which 100 are maintained in the county.

The population of the rural districts of Tarrant is about 25,000, chiefly white. Farming land sells for \$20 an acre average; grazing lands, \$10.



WHITE OAKS NEAR PARADISE, MO., ON THE ST. LOUIS SOUTHWESTERN RAILWAY.

Five feet eight inches in diameter four feet from the ground; sixty feet to first limb; 10,000 feet log measur.e About thirty large trees to an acre

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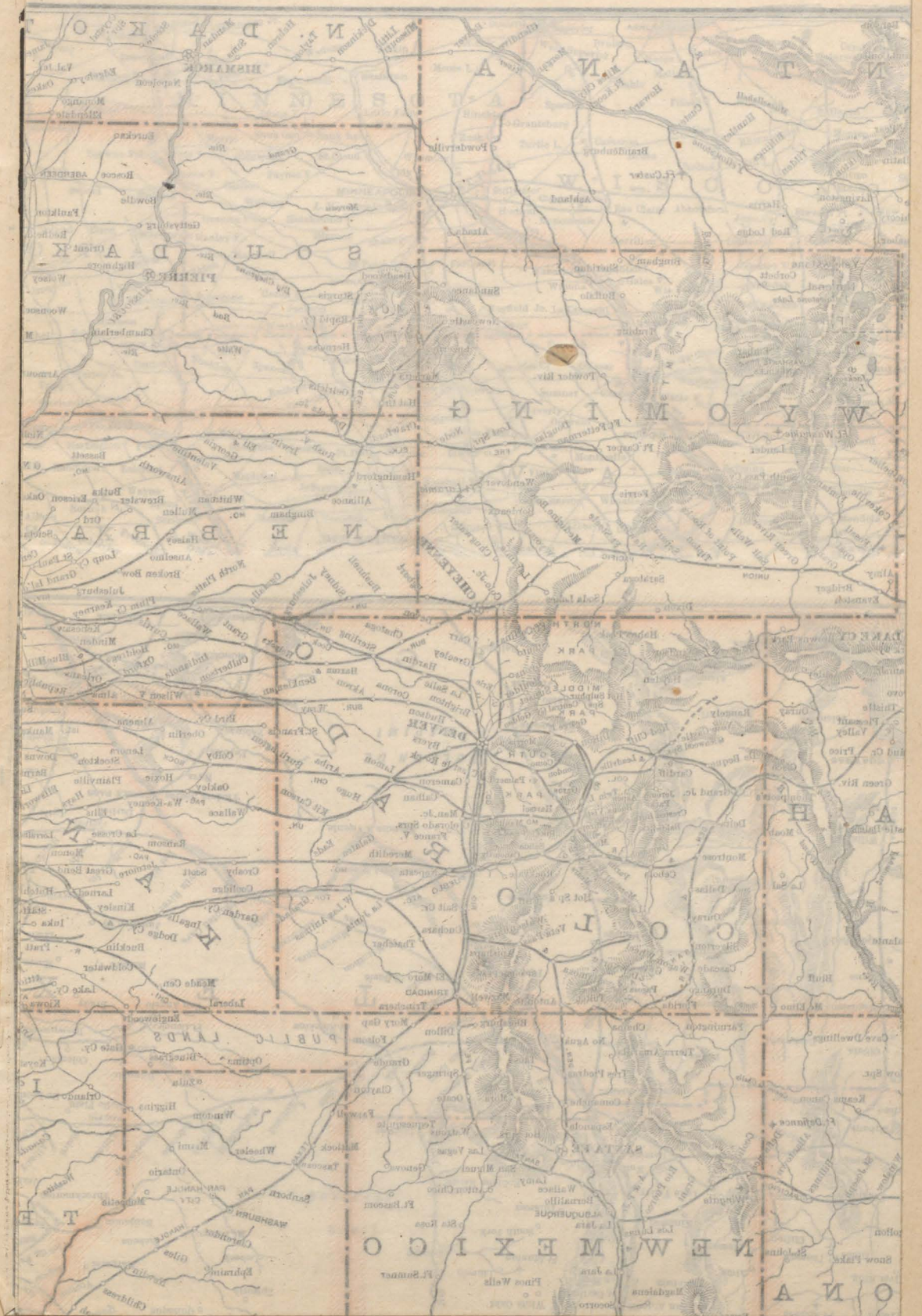
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Map of the  
**Cotton Belt  
Route**

St. Louis Southwestern Railway Co.,  
St. Louis Southwestern Railway Co. of Texas,  
Tyler Southeastern Railway Co.  
AND CONNECTIONS.

