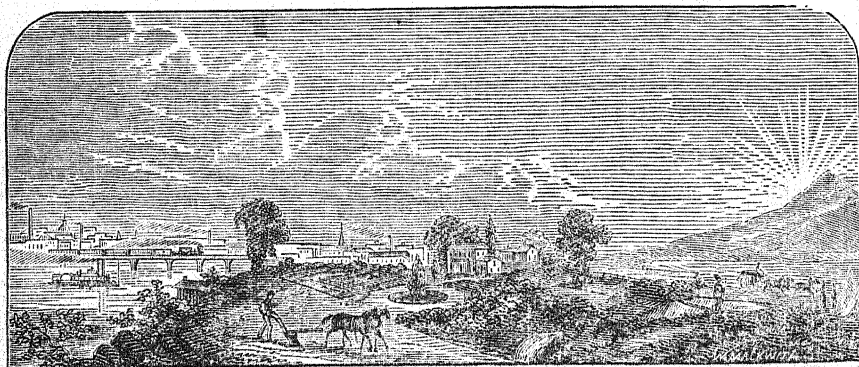


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"Westward the Star of Empire takes its way."



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THE

SHORTEST, QUICKEST, AND BEST ROUTE

Running Cars from ST. LOUIS to

KANSAS CITY, ST. JOSEPH AND OMAHA,
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Ask for Tickets via North Missouri Railroad.

S. H. KNIGHT, General Superintendent, St. Louis.

JAMES CHARLTON, Gen'l Passenger & Ticket Ag't, St. Louis.

NORTH MISSOURI RAILROAD.

It is always more pleasant to praise than to censure; and when a railroad carries a man as safely over as the North Missouri brought us, it is a duty to say so. The Pullman Palace Sleeping Cars on that road make a ride to or from St. Louis as near equal to sleeping in a first-class hotel as it is possible for good care, kind attention, and elegant beds to accomplish, while the sleeper and passenger is being transported three hundred miles. We have never been better treated, or felt more safe than on a journey over this excellent road.—[Editor Kansas Daily Times, Lawrence.

NORTH MISSOURI RAILROAD,
GENERAL PASSENGER AND TICKET DEPARTMENT,
ST. LOUIS, *June 20, 1870.*

The office of General Passenger Agent, as a separate office, has been discontinued, and hereafter the duties of the same will be discharged by the General Ticket Agent, Mr. CHARLTON.

All communications which have hitherto been addressed to Mr. DAVIES, late General Passenger Agent, and all communications relating to General Passenger and Ticket business, should in future be addressed to

JAMES CHARLTON,
General Passenger and Ticket Agent.

Approved:

S. H. KNIGHT,
General Superintendent.

FACTS FOR EMIGRANTS.

NORTHERN MISSOURI.

A NEW AND IMPORTANT REGION!

GREAT OPPORTUNITIES FOR FARMERS, MERCHANTS,
MANUFACTURERS, AND PROFESSIONAL MEN.

DESCRIPTION OF THE COUNTIES AND TOWNS
ALONG THE LINE OF THE

NORTH MISSOURI RAILROAD
AND BRANCHES.

ST. LOUIS:

PUBLISHED BY THE NORTH MISSOURI RAILROAD COMPANY.

1870.

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OBJECT OF THIS PAMPHLET.

The North Missouri Railroad traverses a section of country about which there is much inquiry. It is to meet the questions so numerous asked by parties about to move West that this pamphlet is written. It is intended to be a clear statement of the character of the country, population, progress, products, business statistics, price of lands, market facilities, and whatever would be of interest to emigrants.

THE COUNTRY DESCRIBED.

Bounded east, west, and south by the Missouri river, and north by the Des Moines, is the portion of country which is now reached by the North Missouri railroad and its branches. It has an area of about 25,000 square miles, and comprises North Missouri and a few counties of Southeastern Iowa.

NORTH MISSOURI,

Comprising that part of the State lying north of the Missouri river, has an area of 20,000 square miles. Its population, by the last census, is nearly 750,000, showing an increase of nearly 30 per cent. since 1860. The climate is mild, the latitude being the same as that of Virginia and Maryland. There is scarcely a waste acre in all the lands of this region. There are fine timber lands, excellent farms and pasturage. All kinds of grain and fruits, as well as hemp and tobacco, are produced. The country is well watered by the numerous streams and tributaries emptying into the Mississippi and Missouri rivers. All the choicest varieties of fruit—peaches, pears, plums, and grapes—do well. Stock and wool-growing has become a large and profitable business. During the past few years much attention has been

given to wheat, and the average yield and quality has been found superior to that of most States. The advantages of each locality will be noted at length in our description of counties and towns.

There are 44 counties in North Missouri. It is our purpose to speak of those more particularly which lie along the line of the railroad and its branches, but we append a table showing the population, increase, and taxable valuation of all the counties :

COUNTIES.	POP. 1860.	POP. 1869.	TAX VAL. 1869.
*Adair.....	7,890	15,000	\$ 2,485,405
*Atchison.....	4,649	6,250	3,322,979
*Audrain.....	6,569	15,000	5,167,662
*Andrew.....	11,850	14,550	4,377,980
*Boone.....	14,494	25,933	7,964,963
*Buchanan.....	21,918	33,450	9,467,444
*Caldwell.....	4,931	6,780	2,710,788
Callaway.....	17,449	18,550	3,721,394
*Carroll.....	8,757	16,000	3,269,999
*Chariton.....	9,851	19,871	5,582,895
Clark.....	11,684	13,560	4,191,942
*Clay.....	9,584	15,500	5,109,512
*Clinton.....	7,848	8,300	3,555,571
Daviess.....	9,666	9,500	3,571,105
*DeKalb.....	5,224	6,730	2,066,447
Gentry.....	11,980	11,650	2,145,335
Grundy.....	7,909	7,685	1,727,133
Harrison.....	10,626	10,980	3,779,734
*Holt.....	6,550	10,875	2,961,277
Howard.....	15,946	16,785	4,604,552
Knox.....	8,727	7,621	2,843,953
Lewis.....	12,286	11,778	4,934,951
Lincoln.....	14,210	14,360	3,795,120
*Linn.....	9,112	11,354	2,794,448
*Livingston.....	7,417	18,560	4,256,571
*Macon.....	13,710	20,000	5,191,726
*Marion.....	18,838	22,000	7,452,668
Mercer.....	9,300	8,721	1,807,099
*Monroe.....	14,735	16,692	5,684,068
*Montgomery.....	7,363	15,000	4,654,768
Nodaway.....	5,252	4,781	3,584,738
*Platte.....	15,119	18,780	5,793,590
Pike.....	18,417	18,500	7,626,719
Putnam.....	9,207	9,400	2,163,993
Ralls.....	8,592	9,360	3,043,990
*Randolph.....	8,838	14,735	4,254,145
*Ray.....	12,050	21,000	5,223,921
*St. Charles.....	14,370	20,000	5,821,969
*St. Louis.....	182,857	241,071	170,884,590
*Schuyler.....	6,882	12,500	1,281,981
Scotland.....	9,170	8,720	2,096,829
*Shelby.....	7,031	10,632	2,475,655
Sullivan.....	9,198	8,960	2,213,805
*Warren.....	8,839	10,000	2,096,705

In the above table the counties having railroad facilities are marked with a star. Those through which the North Missouri railroad passes are in italics. It is noticeable that the increase of population has been much greater in the counties having railroads, and the taxable valuation is also much higher.

Some of the counties show a wonderful increase in population. St. Louis county has gained nearly 100,000 in ten years; of this fully 75,000 have been added since the spring of 1864. In fact, all the gain in population in Missouri has been made since the war. The population of 1864 was not greater, and was in many cases less, than that of 1860. In the past five years, then, Adair county has more than doubled its population. So has Audrain. Boone has gained nearly 11,000; Carroll, 7,300; Chariton, 10,000; Clay, 6,000; Macon, 6,300; Montgomery, 7,000; Randolph, 6,100; Ray, 9,000; St. Charles, 5,650; and Warren, 1,200. Some of them have more than doubled, and the most have increased their population fully one-third in five years. These twelve counties are intersected by the North Missouri railroad, and are described at length in the body of this pamphlet.

THE NORTH MISSOURI RAILROAD

Extends from St. Louis to Kansas City, on the west, and to Bloomfield, Iowa, on the north. It is operated in three divisions, as follows:

Eastern Division (St. Louis to Moberly Junction).....	145 miles.
Western Division (Moberly Junction to Kansas City).....	127 "
Northern Division (Moberly Junction to Bloomfield).....	112 "

At Centralia, one hundred and twenty-one miles north of St. Louis, is the junction of the Boone County and Jefferson City railroad, extending to Columbia, 22 miles. It is operated by this company. At Lexington Junction, on the Western Division, the St. Louis and St. Joseph railroad branches off, making the whole number of miles under the management of this company 426. The Eastern Division passes through the counties of St. Louis, St. Charles, Warren, Montgomery, and Audrain, and contains 27 regular stations, of which 16 are telegraph stations. There is one mail, two express, and three regular freight trains, daily, each way, over this division of the road.

The Western Division passes through the counties of Randolph, Chariton, Carroll, Ray, and Clay. The stations are 18 in number, with the same train facilities as the Eastern Division.

The Northern Division passes through the counties of Macon, Adair, and Schuyler, Missouri; and Davis, Iowa. The stations are Cairo, Jacksonville, Macon, Atlanta, LaPlata, Kirksville, Subletts, Greentop, Glenwood, Queen City, Coatesville, Moulton, West Grove, and Bloomfield.

The stations on the Boone County and Jefferson City railroad, more familiarly known as the Columbia Branch, are Stephens, Hickman, and Columbia.

A telegraph line is in operation along the entire road and branches, and there are offices at most of the stations.

EXTENSIONS OF THE NORTH MISSOURI RAILROAD.

The St. Louis, Chillicothe and Omaha railroad will be virtually an extension of the North Missouri railroad, beginning at Brunswick, on the Western Division, and thence an almost air-line route through the counties of Livingston, Daviess, Harrison, Gentry, Worth, and Nodaway, Missouri; and Taylor, Page, Montgomery, and Mills, Iowa, to Omaha. The distance by this route between St. Louis and Omaha will be 397 miles, 103 miles shorter than the line from Chicago to Omaha. This railroad is already graded between Brunswick and Chillicothe, 35 miles. There are, in all, 175 miles to be built; and county and individual subscriptions are pledged to such an extent that the road is quite sure to be completed and open to travel during the year 1870.

The St. Louis and St. Joseph railroad will be another extension, reaching from Lexington, on the Western Division, through Ray, Clinton, and Buchanan counties. Enough money has been raised to secure the building of this road during the present season. There are but 40 miles to be completed; grading is going on rapidly, and the iron is already purchased. Cars will probably be running over this route by the spring of 1870. The distance between St. Louis and St. Joseph will be 300 miles, making it the shortest route between the two cities.

The St. Louis and Cedar Rapids railroad is an extension of

the Northern Division, now completed to Bloomfield, Iowa. During the present year it will be built to Ottumwa, where connections will be made with the Burlington, Missouri River and Des Moines Valley railroad. Plans are now in progress by which the road will be extended to Cedar Rapids, there to connect with the proposed air-line to St. Paul. The distance between St. Louis and Des Moines, by this road, will be 355 miles; to Cedar Rapids, 358 miles; to St. Paul, 582 miles; 147 miles shorter than the Chicago route.

CONNECTIONS OF THE NORTH MISSOURI

At St. Louis close connections are made with the morning and afternoon trains to and from the East, North, and South, over the Indianapolis and St. Louis, Chicago and Alton, Ohio and Mississippi, St. Louis, Vandalia and Terre Haute, and St. Louis, Iron Mountain and Southern railroads. Busses are in waiting at all trains, to convey passengers from all the roads terminating in East St. Louis to the depot of the North Missouri Railroad Company. Parties arriving by the railroads and steamboats will find gentlemanly and obliging agents of this company ready to give all the desired information.

The St. Louis and Iron Mountain railroad has been finished to Columbus, on the Mobile and Ohio railroad, forming a new and important connection between the North Missouri and all southern points.

At the western terminus of the road direct connections are made with the Kansas Pacific railway (formerly known as the Union Pacific, Eastern Division) for Lawrence, Topeka, Fort Hays, Sheridan, and thence by overland daily stages for Denver, Salt Lake, etc.; also, the Missouri River, Fort Scott, and Gulf railroads, making the shortest line from St. Louis to all points in Kansas.

At Harlem, opposite Kansas City, direct connections are made with the Missouri Valley railroad for Leavenworth, Atchison, St. Joseph, and thence via Council Bluffs and St. Joseph railroad for Nebraska City, Council Bluffs, and Omaha; at Omaha, with the Union Pacific railroad for Cheyenne, Ogden, and California.

At Macon connections are made with the Hannibal and St.

Joseph railroad for Brookfield, Chillicothe, St. Joseph; and thence, via Council Bluffs and St. Joseph railroad, for Omaha; and at Omaha with the great Pacific railroad, for California. This is the direct route to Omaha, over which Pullman's palace cars are running, from St. Louis to Omaha without change.

NEW CONNECTIONS IN PROGRESS.

The Hannibal and Moberly, and Hannibal and Naples railroads, now in course of construction, will form the link to a new and important route between the East and the West via North Missouri; Toledo, Wabash and Western; Lake Shore and New York Central line. The distances by this new road will be as follows:

Kansas City to Moberly.....	127 miles.
Moberly to Hannibal.....	70 "
Hannibal to Naples.....	44 "
Total.....	241 miles.

Another proposed connection with Eastern roads is from Moberly to Pana, on Indianapolis and St. Louis railroad, via Louisiana. The distances would be as follows:

Kansas City to Moberly.....	127 miles.
Moberly to Pana.....	108 "
Kansas City to Pana.....	307 "

The St. Louis, Chillicothe and Des Moines railroad, passing through Livingston, Grundy, and Mercer counties, Missouri, and Decatur, Clarke, and Warren counties, Iowa, is likely to be built during the coming year. 50 miles are now under contract.

The Louisiana and Missouri River railroad, intersecting the North Missouri at Mexico, and passing through the counties of Pike, Audrain, Boone, and Howard, is now being graded.

The St. Louis and Keokuk railroad has been surveyed via two routes—one following the river through the counties of Clarke, Lewis, Marion, Ralls, Pike, and Lincoln, forming a junction with the North Missouri at Wentzville, in St. Charles county; and the other through Clarke, Lewis, Knox, Shelby, and Macon counties to Macon, thence via North Missouri to St. Louis.

The Central railroad company, of Iowa, is incorporated under the general railroad law of that State, with ample power to con-

struct a railroad from its southern to its northern boundary. The company is a consolidation of the Iowa Central and the Iowa River companies, which have been united to make a single through line from St. Louis to St. Paul. These companies have been in existence several years, and have already expended nearly a million and a half of dollars. They have transferred, by deed, to the new company, the 45 miles of road already finished, and all grading and other work in progress, receiving an even exchange of securities in full payment. This through line is formed by a connection with the North Missouri railroad, now finished to the southern boundary of the State—230 miles—and with the St. Paul and Milwaukee, now finished within 12 miles of the northern boundary—105 miles.

The situation of the line will be best understood by the following table of distances:

From St. Louis to Iowa State line.....	230 miles, in operation.
“ State line to Oskaloosa.....	60 “ graded.
“ Oskaloosa to Marshalltown.....	58 “
“ Marshalltown to Ackley.....	45 “ in operation.
“ Ackley to Minnesota line.....	72 “
“ Minnesota line to Austin.....	12 “
“ Austin to St. Paul.....	105 “ in operation.
Total distance.....	582 miles.

Of this distance, 380 miles are in operation, and but 130 miles remain to be graded.

By the west line, from St. Paul to Mankato, the St. Paul and Sioux City railroad company proposes to complete a road to the north line of Iowa, whenever the Central company shall think it proper to extend a branch in that direction. The Central company of Iowa, however, will first complete the 118 miles now in progress from the Missouri State line to Marshalltown. As but 58 miles remain to be graded, and a large force is at work, there is no doubt that this will be done in season to move next year's crops. By using 40 miles of the Dubuque and Sioux City road, THIS WILL AT ONCE MAKE THE RAILROAD CONNECTION OF ST. LOUIS WITH ST. PAUL COMPLETE, and accommodate the through travel between those two large cities, making the distance 626 miles, instead of 729 miles, by which it is now necessary to travel from

one city to the other, by rail. The direct through connection of 582 miles may be made at the same time, and certainly within a few months thereafter.

ENTERPRISE IN NORTH MISSOURI.

There are now nearly 1,900 miles of completed railroad in this part of the State, of which 250 was laid during the past twelve months. Of the 44 counties, 25 are intersected by railroads. The roads now under construction will reach 11 more, making 36 counties out of the 44 enjoying railroad facilities. This speaks volumes for the energy of the people, and is a sure augury for the growth and prosperity of Northern Missouri.

DESCRIPTION OF COUNTIES AND TOWNS.

Having sketched the general advantages of Northern Missouri, we now come to a description of the counties and towns bordering the line of the North Missouri railroad and its branches. It is believed that the statements are reliable, and the writer owes most of the facts here brought out to the kindly assistance of members of the press and other residents of the different counties.

DESCRIPTION OF THE COUNTIES AND TOWNS ALONG THE LINE OF THE NORTH MISSOURI RAILROAD.

ST. LOUIS COUNTY.

This county has an area of 500 square miles. The population, according to a census made early in 1868, was 241,071, an increase of 30 per cent. in four years. During the past year the ratio of increase has been much greater, and the population is set down by good authority at 260,000. Valuation of property for taxes, \$170,884,590. The colored population of the county is 11,841.

Besides the city of St. Louis, the stations along the line of the North Missouri railroad, in this county, are Bellefontaine, Jennings, Woodstock, Ferguson, Graham's, Bridgeton, Bonfils, and Brotherton.

We shall speak of St. Louis more particularly with reference to its advantages as a market for producers and shippers, and

the facilities which the railroad affords in this matter. We shall speak of the stations in the county as points for suburban residences and "gardening for profit."

ST. LOUIS.—The population of the city is estimated in round numbers at 250,000, an increase of nearly 100,000 in ten years. Valuation of property, \$162,000,000. Number of buildings erected last year, ———; value, \$———. Business of 1868, ———. Number of bushels of grain received and distributed during the year, 11,415,551. Amount of flour manufactured, 895,154 barrels. Hogs packed and sold, 237,160.

The track of the North Missouri railroad has been extended to the elevator, and grain in bulk is now shipped from all points on the road direct to the elevator, where it is easily handled for storage or reshipment.

SUBURBAN TOWNS.

BELLEFONTAINE, four miles from St. Louis, is scarcely outside the city limits, it being a continuation of the streets; and so closely connected by railroad, street cars and omnibus lines, that one is always in sight of his business. Bellefontaine cemetery, one of the finest in the West, is situated on the high ridge above the town.

JENNINGS, six miles from the city, has more the appearance of country life. It has fine, rolling grounds, excellent sites for mansions and gardens. The grounds are considered very choice for grapes, and several fine vineyards are growing up. Land sells at about \$400 per acre, and is increasing in value. The railroad company sells round trip, ten-ride, twenty-ride, and other commutation tickets, very low to this point. Monthly school tickets are also issued.

FERGUSON, nine and a half miles from the city, has the same advantages as Jennings. There are fine buildings sites, the grounds are excellent for grapes and gardening, commutation rates are low. The groves about Ferguson are a frequent resort for pleasure parties and pic-nics from the city during the summer season. There are frequent sales of building lots in Meadville

subdivision and Woodstock, and the growth of the city has now such a tendency outward that a few years may find the whole space between Jennings and Ferguson taken up with villas, graperies and gardens.

GRAHAM's, eleven and a half miles ; Bridgeton, thirteen and a half miles ; and Bonfils, seventeen miles from St. Louis, all offer good advantages to business men who prefer to reside in the country ; and for parties who wish to engage in fancy farming, there are few places so convenient and so well adapted to the business.

ST. CHARLES COUNTY.

ST. CHARLES COUNTY has an area of about 420 miles. The population in 1860 was 14,370. It is now estimated at 20,000. The county contains some of the best farm lands in the State. It is well timbered. Coal, limestone and sandstone are found. The county is almost completely surrounded by the windings of the Missouri and Mississippi rivers. The towns on the railroad in this county are: St. Charles, Dardenne, O'Fallon, Perruque, Gilmore, Wentzville and Millville.

ST. CHARLES, twenty miles from St. Louis, is the county seat. It is an incorporated city, one of the oldest in the State, and has a population of about 6,000. The city is situated on high ground, is well laid out, and contains some very costly residences and business blocks. The machine shops and a part of the car works of the company are located here. Many of the train men and other employees reside here. The iron railroad bridge now being built across the Missouri at this point gives employment to a large force of laborers. It is expected to be finished during the present fall. The trains are now ferried over by powerful steam ferry-boats, occupying but a few moments. Manufacturers will find St. Charles a good location. The city itself and surrounding country depend, in a great measure, upon this market. The farmers of the neighborhood are able to dispose of their products at good prices without going to St. Louis. The population of St. Charles is American and German. There are ten churches, representing Presbyterian, Methodist, Lutheran,

Episcopal, and Catholic denominations. There is an academy, seminary, three private and a well organized system of public schools. The business interests of the city are represented, in part, by a banking house, eighteen dry goods, ten grocery, one hardware, two drug, five clothing, two jewelry, and four cigar stores; two furniture, two millinery, and three tin stores; three bakeries, two confectioneries, two dress-makers, three gunsmiths, two harness-makers, two livery stables, four barber shops. The manufacturing interests are represented by eight carpenter shops, five wagon-makers, seven blacksmiths, five flour mills, one foundry, two woolen mills, one broom factory, a tobacco factory, three breweries, four brick yards, two lime kilns, a saw mill. The professions are represented by fifteen clergymen, twelve lawyers, seven doctors, a dentist, two music teachers. There are two newspapers, the *Cosmos and Sentinel* and the *Democrat*, the latter printed in German.

The amount of money collected on freight forwarded from this station last year was \$46,546 25. There are two regular accommodation trains daily between St. Charles and St. Louis, which, in addition to the two through express trains, makes communication between the two cities especially convenient. Twenty-ride tickets can be purchased at a reduction of sixty per cent. from the regular rate.

DARDENNE, twenty-nine miles from St. Louis, is a small town, containing four stores, a hotel, steam saw mill, and some valuable quarries. Fruit does well in the vicinity, and considerable attention is paid to it. There are excellent farms. Wheat and corn are the principal staples. Stock-raising is carried on to a considerable extent.

O'FALLON, thirty-three miles from St. Louis, is a small town, first settled in 1857. It has a population of about 100. It has two dry goods and a grocery store, a hotel, boarding house, steam flour mill, brick yard, broom factory, depot and stock yard, post office and express office. Farmers do well here, and there is a good chance for all kinds of manufacturers.

PERRUQUE, thirty-seven miles from St. Louis, is a station convenient for the farmers through the township. No town has yet

been built up. There is a dry goods and grocery store at the depot. There is an excellent opportunity for a party of settlers to come in and colonize the town. Lands sell low, and are of good quality. The same may be said of Gilmore, a station three miles further west.

WENTZVILLE, forty-three miles from St. Louis, was settled in 1855. It has a population of about 500, a gain of 250 since 1867. It contains a church, a flourishing academy, and a Masonic hall, one of the best in the State. The professions are represented by a minister, an editor, five doctors, two lawyers, a dentist, and two notaries. The trades are represented by a grocery, a drug store, four dry goods stores, two clothing stores, two tailor shops, three boot and shoe stores, one saddlery, one carriage and harness shop, one wagon shop, a carriage and a cooper shop, a carpenter shop, two blacksmith shops, a brick yard, a large steam saw and grist mill, a carding machine, tinman, milliner, and photograph gallery. There are three hotels, a boarding house, five insurance agents, a war claim agent, and a justice of the peace.

W. S. Bryan, Esq., editor of the *Wentzville News*, to whom we are indebted for much information, adds the following, of importance to emigrants:

We need one or two tobacco factories, a grain and produce merchant, a pork factory, some one to buy and manufacture hay (the press is already here, and in good running order), several more insurance agents, and just as many emigrants as we can get.

Town lots are worth from one hundred and fifty to one thousand dollars each, and money invested in buildings will bring from twelve to fifteen per cent. interest.

Our greatest want is farmers and stock-raisers. Land is worth from twenty to fifty dollars per acre, is very rich, and will produce all kinds of grain, grasses, and seeds. Rents range from two to three dollars per acre, or one-third of the crop produced. There is room for one thousand more farmers in this county.

Wentzville will probably be the junction of the St. Louis and Keokuk railroad with the North Missouri.

There is a daily stage line to New Melle, seven miles north, and one to Troy, twelve miles north, connecting with stages to principal points in the counties of Lincoln and Pike.

The following item, now going the rounds, taken from a reliable source, will serve to show what farmers can do in this section: "The Wentzville *News* says Mr. Grier, of that place, planted ten acres with Irish potatoes, and realized one thousand bushels from the whole piece. These Mr. G. is selling at one dollar per bushel, which, after all losses and expenses, will net him fifty dollars per acre."

MILLVILLE, forty-nine miles from St. Louis. Population, one hundred and twenty-five. Has one doctor, one milliner, a grocery, a dry goods store, a shoemaker, carpenter, and blacksmith shops, a tobacco factory, depot, express office, and a stock-yard.

WARREN COUNTY.

Warren county has an area of about 250 square miles, a population of 10,000, and a tax valuation, according to returns of 1869, of \$2,096,705. It is a great wheat-growing county, and tobacco does well. Fruit raising is profitable. The county is well watered. The towns are Holstein, Marthasville, Loutre Island, Hopeville, Brant's Rock Springs, Pittzer's Landing, Pinckney, Wright City, Warrenton, and Pendleton. The last three are railroad towns.

There are plenty of good farms for sale in the county, at from \$8 to \$50 per acre.

WRIGHT CITY, fifty-two miles from St. Louis. Population, 250. Has a Methodist church and minister, a school, and doctor, two hotels, two boarding houses, one grocery, two dry goods, a drug, and tin store; a tailor, harness-maker, stable, carpenter, wagon, and two blacksmith shops; two tobacco factories, a lumber yard, one saloon, a shoe, paint, and cooper shop, a brick-maker, a barber, a photograph gallery, a Masonic lodge, and a daily line of hacks to Troy, the county seat of Lincoln, eleven miles distant.

WARRENTON, the county seat, fifty-eight miles from St. Louis, has a population of about 800. The business of this station last year was \$5,056 90. All trains stop here. There is a depot, telegraph and express office. The town has three churches, Methodist, Catholic, and Baptist; one minister, four doctors, three lawyers, one insurance agent, one real estate agent, a war claim agent, three notaries public, and a music teacher. The Western Educational Institute and Orphan Asylum is located here. It is supported by the Methodists, and is quite a noted institution. There is one free school, three hotels and four boarding houses; seven grocery and dry goods stores, two drug, a shoe, and a stove and tin store; a bakery, a confectionery, a jewelry, two tailors, a furniture and a cigar store; a milliner and dressmaker, two harness-makers, barber, three carpenters, and two blacksmith shops, two wagon-makers, a flour mill, tobacco factory, brewery, two brick yards, lime-kiln and saw mill; one express office, a public square, also a weekly newspaper, the *Warrenton Banner*. A job office is connected with it. A good flour mill is much needed; also, a paint shop and a lumber yard. The county jail and court house are here; a Masonic and a Good Templars' lodge, and a cooper shop. The town is three-fourths of a mile from the depot. There are several fine fruit farms and gardens near the town. The Warren County Agricultural and Mechanical Society is in full operation. The young men have a debating club, and a cornet band has been organized.

PENDLETON, sixty-three miles from St. Louis, is a new town, with a population of about 100. The business of the station last year amounted to \$3,424 30. The location is a good one, and a thriving town must spring up. Building lots can be bought very low. The town has a depot, telegraph and express office, daily mail, a school, land agent, notary, justice of the peace, blacksmith shop, wagon shop, and saw mill.

MONTGOMERY COUNTY.

This county has an area of about 500 square miles, of which about 300 is beautiful, undulating and fertile prairie. That part bordering on the Missouri river is heavily timbered. The county

is unsurpassed for wheat, tobacco and fruit. Grapes do well; corn, hemp, rye, oats, potatoes, timothy and clover are produced abundantly. The country is from three to five hundred feet above the valley of the Missouri, the climate dry and healthy, and the people moral and industrious. The population of the county is estimated at 15,000; taxable valuation of property, \$4,654,768. In 1860 the population was 7,700. There are eight towns: Montgomery City, Jonesburg, Florence, High Hill, Wellsville, Danville, Middleton. Jonesburg, High Hill, Florence, Montgomery, and Wellsville, are railroad towns.

Good lands, in all quantities, from a village lot to a mile square, can be purchased at the value of one crop per acre. Wild lands are offered at prices ranging from \$5 to \$15 per acre, while improved estates may be purchased at all prices from \$10 to \$50.

JONESBURG, sixty-eight miles from St. Louis, has a population of 300. There is a depot, telegraph, express, and post-office. Business of the station last year, \$4,847.85. The town contains some handsome residences; a church, two doctors, two land agents, a lawyer; a new school building, drug store, hotel, agricultural implement store, boot and shoe store, steam saw mill, and hay press. A large lot of ties for the railroad company were cut from the timber-lands, two miles south of town. Some attention is paid to fruit-raising.

HIGH HILL, seventy-two miles from St. Louis, is, as its name indicates, high up and healthy. The population is about 300. There is a depot, telegraph, express, and post-office. Business of the station last year, \$5,544.35. The town has a church, an academy, five stores, an agricultural depot, a wagon shop, blacksmith, carpenter, harness, and shoe shop; a doctor, two notaries, a justice of the peace, and three lawyers. The total business of the stores and shops, for 1868, was \$90,650.50. This includes the business of one firm whose actual sales at the counter were \$25,000, and in hay and produce \$26,000, in the nine months that they had done business in town.

NEW FLORENCE, seventy-six miles from St. Louis, is a new and busy town of 400 inhabitants. The business of the station

last year was \$6,625.05. One firm shipped a hundred car loads of hay last season. The town has a church, five stores, a hardware store, a drug store, two good hotels, two wagon and carriage shops, a jewelry store, gunsmith shop, two blacksmith shops, an agricultural and furniture store. The Montgomery County Agricultural and Mechanical Association is well sustained by the farmers of the vicinity. A Merchants' Association has also been formed. The town high school is in flourishing condition. There is a daily stage line to Danville, the county seat. Among the additional acquirements of the town are a steam mill, hay press, a twenty-acre fair-ground and amphitheatre, two lawyers, and a land agent.

MONTGOMERY CITY, eighty-two miles from St. Louis, has a population of 900. The place is well located on high ground, and has one of the best hotels in the State, the property of the railroad company. Trains stop here for meals. Land in the neighborhood is from \$10 to \$30 per acre; building lots from \$50 to \$300. The town was incorporated in 1859. The value of the buildings in 1867 was \$100,000; \$250,000 worth of goods were sold last year. The value of property in the county, as returned by the Assessor, for 1868, was \$3,439,000. The expenses of the city government for 1868 were \$575.25; receipts, \$783. The amount spent on buildings and improvements last year was \$58,000. The town has Baptist, Presbyterian and Methodist churches, an academy, an Agricultural and Mechanical Association, an Emigration Society, two woolen mills, a steam saw and grist mill, agricultural warehouse, Masonic hall, a plow factory, brewery, a hay press that shipped 600 tons last season, five dry goods stores, two drug stores, two hardware stores, two wagon factories, three lawyers, two doctors, two real estate agents, a clothing house, three good hotels, a jewelry store, two milliners, two merchant tailors, &c. Most of the professions and trades are represented. The city is growing fast; the location is fine, and for energetic men there is no better opening in Missouri. Among the recent sales are 280 acres farm land, two and a half miles southwest of town, at \$16.50 per acre; 160 acres improved, four miles east, \$8.75 per acre; 120 acres, one-half mile west, \$30 per acre; two town lots for \$150.

WELLSVILLE, eighty-nine miles from St. Louis, has a population of 315. About twenty dwellings were built last year. The amount of business done at the station in 1868 was \$10,713.95. Among the items of freight forwarded were 7,020 pounds of hides; 15,182 pounds wool; 2,145 head of hogs; 1,238 head of sheep; 47,050 bushels oats; 460 bushels wheat; 66,590 pounds of poultry and game; 32,000 pounds of butter; 33,590 eggs. Amount of sales by merchants last year, \$87,000. The town has a Methodist and Presbyterian church, a flourishing public school, two private schools, six dry goods stores, a grocery, drug store, boot and shoe store, hardware store, two hotels, three attorneys, two doctors, two notaries, three land agents, two lumber yards, a steam mill, an express, telegraph and post office, a furniture store, brick yard, and a stock yard. There is a daily stage line to Louisiana on the Mississippi. Plenty of good coal has been discovered near town. There are several fruit farms doing well. Several handsome residences have been built. Emigrants are coming in rapidly, and both farmers and mechanics find it a good place to locate.

AUDRAIN COUNTY.

This county is one of the most valuable in the State for farming purposes. The population in 1860 was 8,075; now estimated at 15,000. The taxable valuation of property for 1869 is \$5,167,662. The land is generally rolling prairie, with considerable timber. About one-fourth of the county is in cultivation. Numerous small streams run through the county. Coal and limestone are found. The soil is excellent for grain, grapes and fruits. The price of land is from \$5 to \$25 per acre. Stock-raising is profitable. Wheat is a chief staple. The principal towns are Martinsburg and Mexico.

MARTINSBURG, ninety-four miles from St. Louis, has a population of 200. The town contains three dry goods stores, one drug store, one grocery store, one hardware store, a harness shop, wagon factory, and shoe shop. A new church has lately been erected. There is a good school house and Masonic Hall, a doctor, lawyer, two land agents, an insurance agent, and two hotels. The town presents a new and neat appearance. Among

some of the sales lately made in the vicinity are 160 acres for \$1120, 320 acres for \$2100, and 80 acres for \$680. The freight business of the station for the last year was \$4,743.50.

MEXICO, one hundred and eight miles from St. Louis, is the county seat of Audrain. It was incorporated as a city in 1859. The present population is 4,000, a gain of 1,000 since 1866. One hundred new buildings were erected last year. New streets are being laid out, and many new blocks and dwellings are in course of construction. A three-story brick hotel, costing \$40,000, was lately erected. A court house, costing \$42,000, is nearly finished. A new flouring mill, to cost \$12,000, will be ready by harvest. The town contains seven churches, one Presbyterian, two Methodist, a Christian, Catholic, Baptist and Episcopalian; a large public school, a female seminary, and eight private schools; three hotels, three boarding houses, one express office, three saw and grist mills, four lumber yards, three brick yards, one foundry, one woolen mill, one tobacco factory, two marble works, two meat shops, one shoe shop, four tin and stove shops, three harness shops, two barber shops, three carpenter shops, two agricultural implement stores, four blacksmith shops, twelve dry goods stores, eight grocery stores, four drug stores, four millinery stores, two hardware and queensware stores, two furniture stores, two jewelry stores, two bakeries, two restaurants. It has eight doctors, twelve lawyers, ten ministers, two real estate agents, three insurance agents, four notaries public, two dentists, two photographers, two music teachers, three wagon-makers, and one gunsmith. There are two spirited local papers, the *Messenger* and *Ledger*. The city has a private banking house, two public halls, a Masonic and Good Templars' Lodge. Two daily lines of stages run to Paris and Fulton.

The following item, going the rounds, will be of interest to farmers and emigrants, as showing the character of the lands about Mexico: "The Mexico *Ledger* says about 60,000 bushels of small grain, most of which was oats, has been shipped from that place since last fall, beside large shipments from other parts of the county. The same paper says a much larger area was sown in wheat last fall than was ever sown before, and the prospect of a full crop up to this time looks most encouraging."

The Louisiana and Missouri River railroad, now being built, is expected to be finished to Mexico within the present year. What is known as the South Branch railroad, running from Mexico through Callaway county via Fulton to Jefferson City, is now being located. The business in freights forwarded from Mexico station for the year 1868 amounted to \$30,112.

BOONE COUNTY.

This county is one of the oldest in the State, contains 391,000 acres, has a population of 25,933, and a tax valuation of \$7,964,963. The average value of improved lands is about \$40 per acre; of unimproved, from \$20 to \$30. The soil is excellent for wheat, tobacco, corn, and fruits. Stock-raising is a profitable business. Coal and timber are abundant. The county is well watered, and a large part of the land under cultivation. The principal towns are Centralia and Sturgeon, on the main line, and Columbia, on the Branch. The main line of the railroad touches the northern part of the county only, while the Branch runs through its center. The stations on the Branch are Stephens, Persinger's, Hickman and Columbia.

CENTRALIA, one hundred and twenty-two miles from St. Louis, has a population of 300. The town was burnt and the inhabitants driven away during the war. It is now growing rapidly. The freight forwarding business of the station for 1868 was \$10,727.40. The town has a telegraph, express, and post office, a church, public school, six dry goods stores, a grocery, a hardware store, a drug store, shoe shop, harness and furniture store, a physician, lawyer, preacher, teacher, and real estate agent. Centralia is the junction of the Boone County and Jefferson City railroad with the North Missouri.

COLUMBIA is twenty-two miles from Centralia, and one hundred and forty-three from St. Louis. This town has well earned the title of "Athens of Missouri," from the great attention paid to education. The State University is located here, the people of the county contributing \$120,000 to secure it. Christian College, for the education of young ladies, Baptist College, and Cummings Academy, for colored people, are all situated in

Columbia. The business of the town is represented by nine dry goods houses, four drug stores, two banks, two hardware houses, two tin shops, four grocery stores, four boot and shoe houses, six blacksmith shops, three millinery stores, two bakeries, three saddleries, three livery stables, two hotels, six wagon and plow shops, one steam grist mill, one saw mill, two lumber yards, two cabinet-makers, three butchers, two jewelers, and one barber. The State Agricultural College is to be located here, the county appropriating \$30,000 and 640 acres of fine land to the enterprise. Three handsome turnpike roads leading from Columbia, one to Rocheport, one towards Fulton, and one towards Jefferson City to Claysville, have been completed, at an expense of \$500,000. The citizens of Columbia and Missouri township have also voted the sum of \$150,000 towards the extension of the Boone County railroad to Rocheport, the road thence to be continued to Boonville, Arrow Rock, Marshall, Lexington, and Kansas City. The collections on freight delivered at Columbia station during 1868 amounted to \$24,488.65.

STURGEON is one hundred and thirty miles from St. Louis. Population, 500. Connected with Columbia, the county seat, by rail. Good farming country around it—high, level prairie. Settled in 1857. Has one newspaper. Has Catholic, Methodist, and Campbellite churches; three ministers, one school (200 pupils), and Masonic and Good Templars' Lodges; three lawyers, five doctors, insurance and real estate agents, photographer, and notary public; a public hall, five dry goods, three grocery, two drug, and two shoe stores; stove and tin, hardware and furniture shops; a tailor, jeweler, hotel, boarding houses, harness-maker, livery stable, carpenters, blacksmiths, wagon-makers, a lumber yard, three saloons, and one hotel. Wood, coal, and water in abundance.

Wanted—a hotel, flour mill, and woolen mill.

RANDOLPH COUNTY

This county (one of the most productive in the State) has an area of 400 square miles, a population of 15,000, and a taxable valuation of \$4,454,285. The land is about equally divided

between timber and prairie. The chief staples are corn, wheat, tobacco, and grass. The county is well watered. Coal and building stone are abundant. The principal towns are Huntsville (the county seat), Renick, Jacksonville, Moberly, Cairo, and Clifton; all of which are on the line of the railroad. Besides these, there are seven small interior towns. Six hundred emigrants, mostly from Pennsylvania and Iowa, have come into the county in the past two years.

RENICK is one hundred and forty miles from St. Louis. Population, about 300. Was settled in 1857. It has been almost wholly destroyed by fire, but has been built up since, and is now a very thrifty place. It is surrounded by a good agricultural country; produces corn, oats, tobacco, grass, and some wheat. It has one church (no minister immediately in the town), two schools, one Masonic and one Good Templars' Lodge, five doctors, one lawyer, one notary public. There are four dry goods, two grocery, one shoe, and one drug store; one saddler, two blacksmith, and one wagon shop; one tobacco factory, one saw and grist mill, eight carpenters, one hotel, three boarding houses, and three saloons.

MOBERLY, one hundred and forty-five miles from St. Louis, has a population of 1,000, a gain of over one-half in three years. The junction of the West Branch, leading direct to Kansas City, 127 miles distant, is at this place. Building lots are selling at from \$50 to \$100, and land in the vicinity ranges from \$8 to \$25, according to location and improvements. The town was laid out in 1866. The post-office name is Allen, by which the town was also first called. There are two dry goods and grocery stores, a drug store, boot and shoe store, bakery, two hotels, a jewelry store, hardware store, meat market, lumber yard, two boarding houses. A large number of new buildings are going up, and it is believed that this is to become one of the large towns of the State. There is a telegraph, express, and post office. The charges on freight received at this station during 1868 were \$9,535.85. The following is a real estate item just published: "Dr. S. T. Crows, of Fayette, sold to the North Missouri Coal and Mining Company 480 acres of land,

240 adjoining Moberly, the balance $1\frac{1}{2}$ miles from the city, at \$40 per acre, bringing the handsome sum of \$18,200."

CAIRO, one hundred and fifty-two miles from St. Louis, has a population of about 100, an increase of 50 in two years. New buildings are going up, and the town has good prospects ahead. The surrounding farms are marked off with tasteful hedge fences. At the depot are convenient stock yards and scales. A great many ties for the extension of the railroad were cut from the forests near by. The town has a church, school, two stores, carpenter and blacksmith shops, and an express office. The farmers pay much attention to sheep-raising.

HUNTSVILLE, one hundred and fifty-two miles from St. Louis, is the county seat of Randolph county. It is the first station on the Western Division of the road, and is 122 miles east of Kansas City. The population is estimated at 2,200, and is increasing rapidly. The town has four churches, two schools, a college, library association, newspaper, eight dry goods stores, six groceries, two drug stores, two hardware stores, and two hotels. Most all classes of trades are represented. There is an excellent chance for manufacturers of all classes. The charges on freights received at this station in 1868 were \$8,540.15.

CLIFTON, one hundred and fifty-nine miles from St. Louis, and one hundred and thirteen from Kansas City, was settled in 1866, and now has a population of 100. The town is building up fast. It has a church, school, large hotel, fine depot, telegraph and express offices, two dry goods stores, a boot and shoe store, carriage factory, blacksmith shop, wagon shop, and stock yards. The charges on freights forwarded from this station during 1868 were \$3,834.25.

CHARITON COUNTY.

This is one of the best farming counties in the State. It is bounded west, south and east by the Missouri, Grand, and Central rivers. Population, 20,000. The tax lists of 1868 show 428,969 acres of taxable land, and 1156 town lots, valued at \$4,433,504, and \$1,149,391 in personal property, making total taxable wealth of \$5,582,895, which is about two-thirds the

actual wealth. Amount of school fund, \$80,000. Value of school buildings, \$34,800. The county court house is a fine structure, costing \$50,000. The county is about one-fourth timber and three-fourths prairie and bottom. It is excellent for stock-raising. All kinds of products do well. Small fruits are extensively cultivated. The principal towns are Salisbury, Keytesville, Dalton, and Brunswick—all on the railroad. That part of the St. Louis, Chillicothe and Omaha railroad now being built between Brunswick and Chillicothe will pass through the entire western end of the county. The Mississippi and Missouri railroad, now in progress, is located through the eastern end of the county. The county has seven steam saw mills, five flouring mills, two woolen mills, nine tobacco factories; a planing, sash, door, blind, and furniture factory; a foundry, three lumber yards, three newspapers, eighteen churches, and two seminaries. There is a County Board of Immigration. The assessed valuation of the county for 1868 is given as follows:

428,969 acres.....	\$3,143,203
1,164 town lots.....	228,626
5,165 horses.....	273,705
1,436 mules.....	85,647
12,370 cattle.....	170,445
14,750 sheep.....	29,245
24,846 hogs.....	49,563
Other personal property.....	428,919
	<hr/>
	\$4,409,349

SALISBURY, one hundred and sixty-six miles from St. Louis, and one hundred and six from Kansas City, is a new and thriving town of 500 inhabitants. It was incorporated as a city in June, 1868. Sites have been donated for churches and school houses. A large hotel and several handsome stores and private residences have just been put up. The town is well located on high ground, and has five dry goods stores, an agricultural store, a drug store, lumber yard, groceries, &c. There are two lawyers, two doctors, two real estate agents, and a weekly newspaper; \$3,000 was raised for the Fair last fall. An eight-foot vein of coal, free from sulphur, has been found.

KEYTESVILLE, one hundred and seventy-three miles from St. Louis, and ninety-nine from Kansas City—a town of 600 inhab-

itants—has three churches, a seminary, five dry goods stores, two groceries, a drug store, furniture store, lumber yard, steam flouring mill, an Agricultural and Horticultural Society, a fine court house costing \$45,000, tailor, furniture dealer, three doctors, seven lawyers, a notary, two milliners, a carpenter, blacksmith, wagon-maker, express, telegraph, and post office, &c. The "*Chariton County Union*" is published here. Real estate and town lots are selling rapidly. A nursery is under way. A colony of Virginians, last summer, bought several thousand acres near town, to settle on. It is expected that the Mississippi and Missouri River railroad will cross the North Missouri one mile west of Keytesville.

DALTON is a small town just laid out, one hundred and seventy-seven miles from St. Louis. It contains a good depot, express, and post office, a large hotel, four dry goods and grocery stores, and stock yards. Building lots are selling rapidly, at fair prices. It is a desirable place to locate in, as but few of the trades are represented.

BRUNSWICK, one hundred and eighty-five miles from St. Louis, and eighty-eight from Kansas City, is a flourishing town of 3500 inhabitants. It contains five churches, four ministers, two schools, a seminary, six doctors, eight lawyers, eight insurance agents, seventeen dry goods and grocery stores, a live newspaper—the "*Brunswick*"—three land agents, seven notaries public, one war-claim agent, one dentist, music teacher, four hotels, three boarding houses; three drug, two stove, tin, and hardware stores; two merchant tailors, one jewelry, two furniture, and two harness stores; one milliner and two dressmakers, two bakeries, two livery stables, two barber shops, four carpenter and four blacksmith shops, two wagon-makers, one cabinet-maker, gunsmith, a woolen mill and carding machine, three saw mills within two miles of the town, one brick yard, one brewery, one lumber yard, three meat shops, one paint shop, one billiard saloon, one photograph gallery, one express office, a public hall, a private banking house, two justices of the peace. The probate judge lives here. There are seven tobacco shipping-houses, a planing mill, door, sash, and blind factory, steam flour mill, and

an iron foundry. A half a million pounds of tobacco, handled by two firms, and worth \$40,000, were sold last year. This is a great shipping point for stock. Wheat does well in the vicinity. As high as 42 bushels to the acre has been obtained. The town is building up fast.

CARROLL COUNTY.

This county contains 560,000 acres, and a population of about 16,000. The land is very rich, and brings a good price. Value of real and personal property, \$3,570,000. Hemp and tobacco are grown in great quantities. All kinds of grain and fruits are raised in abundance. Sandstone quarries have just been opened near Miami station, and men are engaged in getting out building stone for the St. Charles bridge, and considerable has been sent to St. Louis. The principal towns are De Witt, Miami, Wakenda, Carrollton, and Norborne—all situated on the line of the railroad.

DE WITT, one hundred and ninety-one miles from St. Louis, is a small town of about 100 inhabitants. It has a depot, two stores, a grocery, hotel, and boarding house. All kinds of settlers are wanted. The town is well located.

MIAMI, one hundred and ninety-four miles from St. Louis, and seventy-eight from Kansas City, is a growing town of 500 inhabitants. The freight forwarding business of the station last year was \$4,456.85. There are two or three stores, a blacksmith shop, and shoe store. Merchants and mechanics are wanted to build up the town.

WAKENDA, two hundred miles from St. Louis, and seventy-two from Kansas City, is a favorable point for parties to colonize a town. Lots can be had cheap, and the location is good.

CARROLLTON, two hundred and eight miles from St. Louis, and sixty-four from Kansas City, is the county seat of Carroll. The town is located on the Wakenda Bluffs, six miles from the Missouri river, and contains 1800 inhabitants. It has five churches (Methodist, Baptist, Christian, and Catholic), eight dry goods stores, two groceries, two newspapers, three drug stores, a Masonic Lodge, ten doctors, two dentists, five hardware

stores, two tin stores, ten lawyers, five hotels, four notaries, five insurance agents, ten land agents, two merchant tailors, a jewelry store, two furniture stores, two harness shops, two milliners, two bakeries, two liverys, six carpenter shops, five blacksmiths, two wagon-makers, two cabinet-makers, a gunsmith, a brewery, woolen mill, saw mill, two brick yards, two lumber yards, four meat markets, two paint shops, a photograph gallery, express office, bank, two justices of the peace, a tobacco warehouse, and four grist mills. A splendid macadamized road has just been finished from the depot to the court house.

RAY COUNTY.

This county contains 576 square miles, and a population of 21,000—a gain of 3,000 since 1866. Taxable valuation of property in 1869, \$5,223,921. The land is one-third prairie and two-thirds timber. The principal products are corn, wheat, hemp, tobacco, and oats. All kinds of fruit do well. Stock-raising is a large business in this county. Coal, lime, sand, and freestone are found. Farms sell at \$5 to \$20 per acre. The towns on the railroad are Hardin, Richmond, Lexington, and Camden.

RICHMOND, the county seat of Ray county, is two hundred and thirty-two miles from St. Louis. It is a town of about 2,000 inhabitants, with the usual number of trades and business facilities. The community is enterprising and moral, have good church and school privileges, and are doing much to improve their already thriving town. We regret that we could not have access to the more definite statistics we needed in properly writing up this town.

LEXINGTON, two hundred and thirty-six miles from St. Louis, forty-six from Kansas City, and sixty-five from St. Joseph (via Air Line road, now being built), is the county seat of Lafayette county—just across the river from Longdon, the terminus of the branch, four miles from the junction. The town has a population of 5,000 inhabitants. The facilities of Lexington and vicinity for manufacturing are not excelled in the West. Coal of the best quality is abundant, while there is water, timber, and

wood sufficient for all ordinary purposes. With a rich, healthy country around it, abounding in raw material of every kind, and everything requisite for the cheap subsistence of laborers—with the fine market for manufactured articles afforded by the States and Territories lying north and west—the future of Lexington is full of promise.

CAMDEN, two hundred and thirty-seven miles from St. Louis, and thirty-five from Kansas City, is a thriving town of 200 inhabitants. It contains a depot, telegraph office, post-office, two stores, grocery, blacksmith shop, and school house. Considerable stock is shipped at this point.

CLAY COUNTY

This county has about 400 square miles, a population of 15,000, and taxable valuation of \$5,109,512. It is bounded on the south by the Missouri river. The lands in this county, all good for farming purposes, are being bought up rapidly. During the spring improved farms were selling at from \$23 to \$60 per acre. All kinds of grain and fruit are raised in abundance. The railroad towns are Minnieville, Missouri City, Liberty, Orrick, and Harlem. Orrick, Missouri City, and Minnieville are shipping points for the surrounding country. No towns have yet been regularly laid out. The places are respectively twenty-nine, twenty, and nine miles from Kansas City; and on account of their proximity to this city, Leavenworth, Weston, &c., and the market facilities which will be afforded, they must grow up rapidly.

LIBERTY, two hundred and sixty miles from St. Louis, and twelve from Kansas City, is the county seat of Clay, and contains a population of 2,100 inhabitants. During the few months that this place has enjoyed railroad facilities, it has grown rapidly. The town lies off four miles from the depot, which is called Liberty Landing. There are the usual number of trades represented for a town of its size. The citizens are intelligent and moral. They sustain good schools, and there are several church societies. Property sells high. During the spring, among the sales brought to our notice were a farm of 160 acres, just out of town, for \$9,700; farm of 240 acres for \$9,800; 160 acres for \$8,000.

HARLEM, the last point on the Western Division of the railroad, is two hundred and seventy-one miles from St. Louis, and lies directly across the river from Kansas City. It is the junction of the Missouri Valley Railroad, running to Leavenworth, Weston, Atchison, and St. Joseph. Harlem is an incorporated city of 1,500 inhabitants, has an independent city government, and, from its peculiar situation, will improve rapidly.

KANSAS CITY—THE WESTERN TERMINUS NORTH MISSOURI RAILROAD.

ITS EARLY HISTORY—LOCATION—WONDERFUL GROWTH—BUSINESS STATISTICS—PRESENT PROSPERITY, ETC., ETC.

From the advance proof-sheets of the new Directory for 1869-70, now going through the press—which have been kindly furnished us by Mr. Dennis Malone, the compiler—we extract the following interesting items in regard to the origin, location, early history, etc., of our city; and also some statistical information in regard to schools, banks, manufactures, packing establishments, and business prospects in general:

LOCATION.

Although many people at a distance are of a contrary opinion, yet the city is situated in the State of Missouri, and at the confluence of the Kansas and Missouri rivers. It is in latitude 39° north, and longitude 18° west of Washington. The city, as incorporated, has an area of 2,560 acres, and is bounded on the west by the State line between Missouri and Kansas. It is very near the geographical center of the continent. A line drawn directly west from Eastport, Maine, to San Francisco, California, would pass through Kansas City; and the same meridian cuts it and Galveston, Texas.

NAME AND ORIGIN.

The city takes its name from the river, which, in the Indian language, means "smoky." The French, exploring the Missouri

river, landed here in 1719, and established a trading post. Lewis & Clark's expedition landed here in 1804, and Gen. Fremont made this his starting-point in his exploring expedition. First steamboat passed up the Missouri river in 1819, landing here.

FOUNDING AND EARLY HISTORY.

Kansas City was laid out in 1838, by a town company of fourteen, but, owing to some misunderstanding among the proprietors, little was done in improving for several years. The first storehouse was built on the levee in 1839. In 1846 the town was re-surveyed, and first sale of lots took place in April of that year. The number sold was 155, at an average of \$55.65 per lot. Being before the days of railroads, levee property was considered the most valuable. The city was chartered in 1853, and had then a population of four or five hundred. In 1859 the population numbered about 8,000, and the valuation of property was about \$2,000,000. The war came as a blight on Kansas City; trade was destroyed, grass grew in the streets, and property found no sale. In May, 1865, Kansas City had only a population of about 6,000.

ITS PROSPERITY BEGINS.

After the war closed, immigration poured in from all directions, railroads came, business sprung up, houses were built, and streets were graded. In January, 1867, the population had increased to 15,000, and in August, 1868, to 25,000, at which latter time the valuation of its property was over \$6,000,000. The present population is estimated to be about 37,000, and the whole business transactions for the year ending September 1, 1869, were \$159,040,700

MISCELLANEOUS STATISTICS.

Kansas City has seven railroads completed and in operation, and three more under construction.

SCHOOLS.

Kansas City is well supplied with schools, both public and private. Over \$100,000 has been spent in public school build-

ings within the last two years. During the last year there has been an attendance at them of about 2,000 pupils, and a corps of teachers numbering twenty-two. St. Theresa's Academy also has a fine building, and is well attended. Prof. Spalding has a flourishing commercial college.

MANUFACTURES.

At present the following branches are represented: three foundries (two extensive), one paper mill, four planing mills, three agricultural and wagon factories, one woolen mill, four flouring mills, one distillery, two vinegar factories, three soap factories, two candy factories, three pork-packing establishments (two of immense capacity), one mattress and cushion factory, and five beef-packing establishments, five breweries, one cracker factory, three stove manufactories, two furniture factories, etc., etc.

MISCELLANEOUS ITEMS.

The number of houses built in the city during the year is about 1,000, at an average cost of \$4,000 each, aggregating \$4,000,000. Of these, about one hundred and twenty are business, and the others are hotels, churches, and residences, etc.

The number of cattle received at this market during the year is 54,000, over half of which are slaughtered and packed here. Over 40,000 head of hogs and 86,000 head of sheep were also slaughtered here during the year. In the month of October, there were shipped from the State Line, two hundred and twenty-seven car loads of cattle, and for the first week in November, ninety-three car loads, over the North Missouri railroad.

Close and immediate connections are made at this place in *Union Depot*, with the Kansas Pacific Railroad, for Lawrence, Topeka, Manhattan, Junction City, Sheridan, Denver, and all points in Colorado and New Mexico; with the Missouri River, Fort Scott and Gulf Railroad, for Paola, Olathe, Fort Scott, Baxter Springs, and the points in Southern Kansas. Parties emigrating to Kansas should be careful to see that their tickets read: *Via the St. Louis and Kansas short line North Missouri Railroad.*

MACON COUNTY.

This county has an area of 759 square miles. Population, 20,000. Taxable valuation, \$5,191,626. It has about two-thirds prairie and one-third timber, and is one of the best stock-growing counties in the State. Its land is well adapted to all cereals and fruits. The county is well watered by several streams running through it. Coal is abundant. The towns in the county lying along the railroad are Macon City, Atlanta, and La Plata.

MACON CITY, one hundred and sixty-eight miles from St. Louis, has a population of 5,650. It contains four wholesale grocery establishments; ten retail grocery stores; twelve dry goods establishments, most of them dealing in groceries and produce; three clothing stores; four merchant tailors; four drug stores; three bakeries; five hardware stores; one exclusively boot and shoe store; seven boot and shoe manufactories; various blacksmiths, carpenters, &c.; two livery stables; six hotels, some of them as good as the State affords outside of the cities of St. Louis and St. Joseph; two banking houses; one candy manufactory; one agricultural implement and seed store, exclusively; one foundry; one merchant flouring mill, in active operation, and another (three-story brick) nearly ready for work; three milliner shops; nine church buildings, viz: Methodists (North and South), Missionary Baptists, Christian, Congregational, Old School Presbyterian, Cumberland Presbyterian, German Lutheran, and Catholic. The Episcopalians have a society and pastor, but as yet no church building. Also, a large public school building, capable of seating six hundred or more pupils; a fine court-house; saw mill; carding machine, &c. The professions are represented by twelve ministers, ten doctors, twenty-two lawyers, fifteen teachers, and four editors.

ATLANTA, one hundred and eighty miles from St. Louis, and twelve from Macon, is a small town of 250 inhabitants. It has grown up within three or four years, is well located in a fertile country, and contains three dry goods and two grocery stores, a wagon shop, saddlery, lumber yard, hardware store, hotel, drug

store, express, telegraph, and post office, a new school building, and carding machine. Thirty new buildings were put up last year. Lands near town sell at from \$30 to \$40 per acre. Lots thirty by sixty feet sell for \$100. There is a Presbyterian church two miles from town, and the Campbellites and Baptists are building. Among the projects on foot are an agricultural implement manufactory and a three-story hotel. One gentleman has a farm of 300 acres in apples, cherries, strawberries, &c. All kinds of fruit do well.

LA PLATA, twenty-two miles north of Macon, has a population of 500. There are three churches, a school house, two doctors, a lawyer, five stores, two groceries, two mills, a lumber yard, two hotels, two brick yards, two drug stores, one hardware store. It is a wealthy farming community, mostly from Illinois, Pennsylvania, and New England. Land buyers are coming in plentifully, and the town is being settled up fast.

ADAIR COUNTY.

This county has an area of 567 square miles, a population of 15,000, and a taxable valuation of \$2,785,405. Three-fourths of the land is susceptible of cultivation; 48,000 acres are now under cultivation. Timber is abundant. All kinds of products do well. Quarries of sand and limestone have been opened. There is not a better fruit-growing country than this, as fruits of all kinds usually found in this latitude do well. Apples and peaches are raised with marked success. The grape does well, and is being cultivated to some extent, and at no distant day there will be seen large vineyards yielding profitably. Good water for all purposes can be had by digging from fifteen to thirty feet, in any part of the county, and during the heat of the summer we have no wells that go dry. Besides the Normal, there are between fifty and sixty school houses, which are of great advantage to those wishing to give their children the first and best gift that can be bestowed upon them—an education. Common schools are required by law to be kept open four months in the year, and may be kept open ten months, and supported by general taxation, and in which all persons between the ages of five and twenty-one are

admitted free. There are fifteen towns in the county. Those on the railroad are Kirksville, Sublett's, and Green Top.

KIRKSVILLE, two hundred and three miles from St. Louis, is the county seat of Adair. It has a population of 2,000, and is an important shipping point. A large number of business blocks and dwellings have been put up during the past year. The town contains four churches, two public schools, a Normal school with three hundred students, ten stores, four lawyers, four doctors, two editors, two real estate agents, two insurance agents, six groceries, a splendid depot, telegraph, express, and post office, five drug stores, a seminary, a brewery, twelve carpenters, four hotels, three livery stables, two dentists, two tailors, a flour manufactory, several saw and grist mills, &c. A grain elevator is about to be erected at the depot. Sublett's and Green Top, respectively eight and twelve miles north of Kirksville, have been located during the past year, are shipping points for the surrounding country, and are excellent points for settlers.

SCHUYLER COUNTY.

This county has an area of 350 square miles, a population of 12,500, and a taxable valuation of \$1,281,981. It is a good farming county, and since the railroad has been built is settling up fast. The stations are Queen City and Glenwood. Lancaster, the county seat, is two miles from the railroad. Glenwood is its shipping point. Queen City and Glenwood both have telegraph and express offices, and towns have been laid out and are likely to thrive.

DAVIS COUNTY, IOWA.

This county has an area of about 550 square miles, is fertile, excellent for grazing, has fine timber, and affords good crops of all kinds. The population is about 11,000, and the taxable valuation \$1,975,000. The stations are Coatesville, Moulton, Westgrove, and Bloomfield. The first three have been laid out into towns during the past year, and appear to be growing. The country round about is yielding grain in abundance, and all these stations will have elevators for loading during the year.

BLOOMFIELD, the county seat, is two hundred and fifty-five miles from St. Louis. It was settled in 1833, has a population of 1800, contains Methodist, Presbyterian, Campbellite, and Baptist churches, four schools, ten lawyers, five doctors, five insurance and real estate agents, a photographer, public hall, eight dry goods stores, five groceries, two shoe shops, two hardware stores, two tin and stove stores, two furniture stores, three tailor shops, one jeweler, three hotels, two boarding houses, two harness shops, three livery stables, sixteen carpenters, three blacksmith shops, two wagon shops, two lumber yards, two billiard halls with fine tables, one shooting gallery, one ten-pin alley, two saloons and numerous other haunts of hell, two barber shops, three drug stores, one bank, one flouring mill, one saw mill, one newspaper, four millinery establishments, &c.

Wanted — an Episcopal church, a second flouring mill, &c.

WAPPELLO COUNTY, IOWA.

OTTUMWA (terminus of the Northern Division, North Missouri railroad), the county seat of Wappello county, is two hundred and seventy-six miles from St. Louis. Here a junction is made with the Des Moines Valley Railroad, for Oskaloosa, Des Moines (capital of the State), Grand Junction, Fort Dodge, and Sioux City, and with the Burlington and Missouri River Railroad for Albia, Afton, and Council Bluffs.

Parties from the Southern States going into Iowa are reminded that the North Missouri is the shortest, safest, and best all-rail route to all the above-named points.

THE
NORTH MISSOURI RAILROAD
IS THE
MOST DIRECT ROUTE

TO ALL PARTS IN
NORTH AND CENTRAL MISSOURI,
TO KANSAS AND NEBRASKA
AND ALL POINTS IN THE GREAT WEST.

Daily Stages are run from all Principal Stations to
Interior Counties and Towns.

EVERY COMFORT
GUARANTEED TO FAMILIES
Emigrating into the above States.

GOOD PASSENGER COACHES
ARE ATTACHED TO ALL FREIGHT TRAINS,

For the SPECIAL ACCOMMODATION of those who desire to go with
their goods and stock, and exercise personal supervision of the same.

SUPERIOR EATING HOUSES
Are found on this Line, and
PASSENGERS ARE GIVEN AMPLE TIME FOR MEALS.

*The Only Road West, out of St. Louis, running
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BE SURE AND BUY TICKETS
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Being the same as all the Leading Railroads in the country, it enables the Company to send their

FREIGHT CARS

To all points on the

KANSAS PACIFIC R. R.,

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ST. JOSEPH AND COUNCIL BLUFFS R. R.,

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And all other

WESTERN RAILROADS.

Freight consigned to this Company will be

SENT FORWARD WITH DISPATCH.

THIS IS BY FAR

The Best Route via St. Louis to all Western Points,

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THE ONLY ONE

Running CARS to

ST. JOSEPH AND OMAHA

WITHOUT BREAKING BULK.

H. C. WICKER,

General Freight Agent,

S. H. KNIGHT,

General Superintendent

ST. LOUIS

RAILROAD LANDS IN KANSAS.

We condense from the *Lawrence Journal* interesting information in regard to lands in Kansas now offered for sale, or soon to be placed in market, along lines of roads in operation or being built.

The Land Department of the Kansas Pacific Railroad, which runs the entire length of the State from east to west, up the valleys of the Kansas and Smoky Hill rivers, is located at LAWRENCE. The Company has 2,000,000 acres to sell, at from \$1 to \$5 per acre.

At ATCHISON are the headquarters of the Land Department of the Central Branch Pacific Road, which runs west 100 miles from Atchison to the Blue river.

The Galveston Road is completed 50 miles south from Lawrence, and by October next, will be finished to the southern boundary of the State, thus affording prospectors and explorers an excellent opportunity to see Southern Kansas.

The Border Tier Road is now running its cars 100 miles south from Kansas City to Fort Scott, and will be completed to the southern boundary of the State by May or June. This route affords excellent opportunities for examining Eastern and Southern Kansas.

From JUNCTION CITY, 140 miles west from the eastern line of the State, the Neosho Valley Road is in operation 75 miles, running in a southerly direction down the valley of the Neosho, connecting at Junction City with the Kansas Pacific. This road has 1,300,000 acres of very valuable lands in the Neosho Valley and Southern Kansas, which have been in the market but a few months, and are meeting with ready sale.

At TOPEKA is the Land Department of the Atchison, Topeka and Santa Fe Road. The road is completed some 40 miles south from Topeka. This Company has very desirable lands for sale, upon reasonable terms.



There are three Land Offices in the State—at Humboldt, Topeka, and Junction City—where filings for pre-emption and homestead settlement can be made, and all necessary information obtained relative to Government lands in Kansas.

There are about 40,000,000 acres of Government land in Kansas, of which upwards of 20,000,000 acres have not as yet been surveyed.

If you are going to KANSAS, see that your Tickets read

V I A

ST. LOUIS AND NORTH MISSOURI RAILROAD.

 Accept no other. 

PASSENGERS FOR
Kansas and the West

ARE REMINDED THAT THE
NORTH MISSOURI RAILROAD
IS

11 MILES SHORTER

Than any other route between

ST. LOUIS AND KANSAS CITY,
Fifteen Miles Shorter

BETWEEN

ST. LOUIS AND LEAVENWORTH,
AND


49 MILES SHORTER TO ST. JOSEPH

Than any other Line out of St. Louis.

THREE THROUGH EXPRESS TRAINS DAILY.

Pullman's Celebrated Palace Sleeping Cars
ON ALL NIGHT TRAINS.

The North Missouri Railroad is the only railroad out of St. Louis, west, running Pullman's palatial sleeping cars. The road is laid with the popular "fish joint" iron, making a continuous rail from one end of the road to the other, thereby securing for passengers ease and comfort unsurpassed by any railroad east or west.

 For tickets apply at the Railroad ticket offices, and at the

NORTH MISSOURI RAILROAD TICKET OFFICE,
113 NORTH FOURTH STREET.

And at the Depot, corner Biddle street and Levee, ST. LOUIS.

J. M. DAVIES,
Gen. Passenger Agent,

S. H. KNIGHT,
General Superintendent,

SAINT LOUIS.

KANSAS.

No State in this Union has a brighter future than our own. It was settled by a different class of persons from that of any other new State. The contending elements of slavery and anti-slavery brought to our Territory only a class of minds the most fearless, determined, and energetic. The conflict was so terrible that none but the best class of minds could endure to the end. It has all passed, and leaves those minds, made purer by the conflict, to develop our young State, until she is fast becoming *the* State of the Union. From 1855 until 1860, the war for slavery was waged, but the glorious old Free State banner triumphed. One year of terrible drought followed. Then commenced the four years' war of the rebellion, when our people suffered by the sword and torch as few others suffered. After passing through borders; we have built seven hundred miles of railroad; we have all these things we still have half a million of people within our the city of Leavenworth with her thirty-five thousand people; Atchison and Lawrence with their twelve thousand each; Topeka with her ten thousand; Fort Scott with her ten, perhaps twelve thousand; while we have Wyandotte, Junction City, Manhattan, and numerous other cities with their five and eight thousand each. In lieu of the "Great American Desert"—as our geographers used to teach us to call this whole section of country—we have fertile farms, princely dwellings, bearing orchards, and fields of wheat that lead one to think of the ocean as it waves. We have farms in all their appurtenances vying with the richest fields of the east; but still we have just begun to grow. The future will disclose the fact that Kansas will be the greatest, the richest and most desirable State in the country.—*Times and Conservative.*

OUR STATE.

Our State now gives promise of a glorious destiny, to take place within the coming quarter century, far beyond a parallel in the annals of our country. With its extensive prairies possessing unbounded fertility of soil, its mild winters, followed by the balmy days of spring, make it a healthy agricultural region, surpassed by no other country on the globe. In the excellent quality of its grass, with its unlimited range, for growing stock it has no rival. Reader, did you ever think of it—that for perhaps centuries back Kansas has been Nature's great stock-field! It is on its prairies that the vast herds of buffalo, unaided by man, roamed, lived, and fattened in countless numbers. Can't we hope to see the time when it will be as great a cattle-field for domestic cattle, when we can supply all parts of the country with our stock? For, from our geographical position, we have both an Eastern and Western market. The rich mineral regions of the West will need our produce for their subsistence, while we can compete with any other State with our stock in Eastern markets. We are also located centrally north and south—therefore we have the advantage of being able to raise produce for both markets—supplying the South with wheat it can't raise for the heat of its climate, and the North with what its winters freeze out. We are the central State, and the bulk of immigration from the older States naturally tends to the broad rich prairies of the Central States, which are situated equidistant from the rigorous winds of the North and the scorching sun of the South, and which are inhabited by only the most intelligent of the older States. With all her natural wealth and improvements, and 280,000 intelligent, enterprising inhabitants, we have just commenced a settlement. Her undeveloped resources are capable of sustaining a population of thirty millions.

“Still they come” is the cry. Well, let them come, there is room enough for all. Let them come and make our State what it is destined to be—the great Central State of the Union; as far north as fruit and stock can be successfully raised; as far south as wheat can be grown to any interest; as far west as farming can be done to any advantage, and on the eastern border of the great mining region of the continent.

Our State is larger in extent than the combined States of Maine, New Hampshire, Vermont, Rhode Island, Connecticut, New Jersey, Delaware, and Maryland, making 37,379,000 acres of as good soil, on an average, as any State in the Union. There is land enough to make 350,000 farms of 170 acres each, about one-half of which is unoccupied, and can be had under the homestead law for $9\frac{1}{2}$ cents per acre, and by purchase at from \$1 to \$50 per acre. Millions of acres of this, the very richest of soil, which has been strengthened by the heavy growth of prairie grass for centuries, lie idle, waiting to enrich the industrious farmer.—[*Immigrant*.

KANSAS.

BY DR. WAYNE GRISWOLD, OF CIRCLEVILLE, OHIO.

CIRCLEVILLE, OHIO, 1869.

Mr. Editor :—I give you some notes on Kansas, taken by the wayside. As many are making inquiries about land, property and improvements in Kansas, I thought some little description, after eight weeks travel in various parts of the State, might be interesting to some of your readers.

WAYNE GRISWOLD.

KANSAS—EXTENT AND GENERAL APPEARANCE.

From the oft-repeated cry of “Bleeding Kansas,” that has sounded through our ears for the last ten years, one might suppose that she was some dwarf State, feeble, half-grown, body all covered with wounds, bleeding at every pore, life nearly gone, with scarce body enough left to make a decent funeral. But such is not the case with this growing State. There is a wonderful disparity between her infancy and her size; young in years, she is great in area, and in her capacity for production. A State more than five hundred miles in length and over two hundred in width, comprising in square miles nearly twice and one-half as much as the great State of Ohio, embracing a vast extent of territory, presenting through all her vast area the same general variety of appearance.

You see along her numerous streams, the banks skirt with timber, the rich valleys of bottom land, reaching broad prairies,

that will hide in the far distance, some bluff with projecting rocks, but mostly vast plains, undulating like the waves of the ocean, all covered with a rich luxuriant crop of prairie grass, interspersed with a variety of flowers. You may travel hundreds of miles and you will see the same general appearance—in some parts more hill and bluff, in others more plain. Such is the extent and surface of Kansas, her daguerreotype presenting the same general outlines.

STREAMS, TIMBER, AND COAL.

Whoever looks over the map of Kansas, or travels to any great extent within her borders, will see at once that few States have more numerous streams. She has a variety of rivers and creeks, of various sizes and lengths, some slow, sluggish, muddy, some rapid and clear. Along some of her streams are fine water-powers. Most of her rivers and creeks run in deep channels, and they seldom overflow their banks so as to injure crops, unless in very high floods. This great multiplication of streams gives to Kansas a vast proportion of rich valley land. Along all her streams of any size is a fine growth of timber, of greater or less extent. Oak, black walnut, cottonwood, and various other kinds grow very large and thrifty on all the large streams. In addition to natural timber, many farmers commenced the cultivation of timber, which grows with great rapidity. The natural and cultivated timber, together with the vast quantity that will spring up spontaneously, just as soon as the prairies are cultivated so as to check the extensive fires in burning grass, will supply the State in future with plenty of wood, fencing and timber. In a great part of Kansas they need no wood, as coal is found in abundance. In many counties it is so universal and plenty that all the farmers will have their fuel directly under their farms, and yet the land over most of these vast coal-banks is as fine as any in the State.

SOIL, CULTURE, AND CROPS.

Kansas has undoubtedly a vastly greater proportion of rich soil to the bad, good land to the poor or waste, than any State in the Union, unless you consider the vast plains of Western Kan-

sas useless ; but they will, no doubt, at no distant day, exchange the vast herds of buffalo that roam over them now for immense flocks of cattle and sheep, which will become a valuable production to the State. The immense growth of prairie grass, in all parts of the State, not only proves a rich soil, but its wonderful power of production ; so no one need wonder that the Indian and the buffalo dislike to surrender the broad prairies of Kansas to the dominion of civilization and Christianity. The broadside bottom lands, along all the streams of the State, will compare favorably with those of any other State, and the prairie lands, so vast in extent, are thought superior to those of Iowa and Illinois. As far as the soil of Kansas has been cultivated, its capacity for production stands unrivaled. Statistics show it equal to any State. That there may have been drawbacks, incident to all new countries, we have no doubt. It was so with the Puritans around Plymouth Rock ; it was so with the early settlement of Virginia and Ohio, Illinois and Iowa. There were complaints of droughts and floods, of frosts and winds, of grasshoppers, bugs, squirrels, grubs, &c. So it has been with Kansas, and in the face of all the cry about droughts in Kansas, that they were so universal and constant that nothing could be raised, I have seen more rain, I am certain, in seven weeks travel in the State, than I ever witnessed in the same length of time in my life ; and in traveling nearly one thousand miles in different parts of the State, visiting most of the cultivated portions, except in the north, I have not witnessed better crops in any part of the country. They have harvested a fine crop of winter wheat, and their spring crop looks very promising ; vegetables are plenty and good, and the corn looks much better than it does in Missouri, Illinois, and Indiana. It is much larger and bids fair to make a greater crop. Everything in the State would indicate to the traveler not only a rich, fertile soil, but capable, under proper cultivation, of producing crops equal to those of Ohio or Illinois.

STOCK.

The means of feeding stock are so abundant in all parts of Kansas that it costs little to raise cattle, horses or sheep, in comparison with what it does in some of the older States. The con-

sequence is, it will become one of the finest stock countries in the world. They have all the natural resources to make it so. Already numerous stock farms are opened, where the improved breeds are cultivated with all the care for fine stock you see in Kentucky or Ohio, and it is only a question of time when Kansas becomes one of the greatest stock-raising States in the Union. Sheep, cattle and horses can be raised so cheap that it will be the most lucrative business any farmer can engage in. The native stock form only a part of the cattle trade in Kansas. The Texas stock has become a vast trade on the line of the Kansas Pacific Railroad, especially in Dickinson and Saline counties. The shipments from Abilene and other points reached over one hundred thousand head last year, and it promises to overgo one hundred and fifty thousand head this year. Vast numbers are now landing in Saline, Dickinson and Davis counties, where stock men from the Northwest congregate to purchase Texas cattle. Mr. McCoy, a noted stock dealer, from Illinois, has built a large hotel at Abilene and extensive stock pens, with fine scales, and all the conveniences to accommodate drovers; so this place, at present, has become the common center for the trade and shipment of Texas stock. No part of Kansas produces finer or richer grass than the counties of Saline, Ottawa, Dickinson, and Davis, and they have become the common center where the Texas drovers herd their stock. Here they find an abundance of water and grass, and this business alone will become an item of vast importance to the Kansas Pacific Railroad, and in a few years immense packing houses will be opened in the vicinity of Salina and Abilene. The extensive salt works in Saline county, capable of great extension and improvement yet in the manufacture of salt, will aid the business at that point; and, in my humble opinion, whoever looks to the future of Kansas will find one of the greatest stock producing States in the entire country, unless Texas should surpass it. In my judgment, the people of Southwestern Kansas have made a great mistake in driving out the trade in Texas cattle. There may be seasons when these cattle become diseased, but in mingling and examining many droves I heard no complaint of any diseased cattle, and I believe that in wet seasons they seldom become diseased. Baxter Springs, in

Southeast Kansas, was the natural point for this immense trade, and had the people of Cherokee and Labette counties encouraged instead of expelling it a large amount of business would have been added to that part of the State. Diseases in Texas cattle may be a fixed fact ; then the cry may be raised to stop competition with native stock ; and in many instances it is like the milk sickness, in early days in Ohio—about twenty miles ahead of any place you could stop at.

CITIES AND TOWNS.

In traveling through Kansas, and mingling with the people of her various cities and towns, one must form his own opinion of soil, values, and future prospects, from what he sees, or by comparing with towns in older States, for he will find in nearly every town in the State that they expect, if you believe what you hear, that they are to become great cities ; that they have just the place to become a great railroad and manufacturing center. Even in many county seats, where they have no city nor county buildings, and where nine-tenths of the land of the county is yet in a state of nature, they will talk of future greatness and put up property to fabulous prices, even where they have no prospects of making any more than an ordinary county seat. In other towns, with counties just as good for land, and future prospects just as favorable, there is no excitement and prices are very reasonable. There are some promising cities in Kansas even now, young as she is, and many thriving county towns with good prospects for the future. There is one drawback to most of them, for the present. They are far ahead of the country around, and many will have to wait in their growth the settlement and cultivation of the country. After all, there is a development and growth of the cities and towns in Kansas more rapid than in older States. The great influx of immigrants and speculators, and the rapid development of railroads by foreign capitalists, give a far more rapid growth to Kansas, and especially to cities and towns, than you see in any other State, unless in a part of Missouri. It is evident to the observer that Leavenworth is now, and will be in the future, the largest commercial city of Kansas. All talk to the contrary will amount to nothing. She has the

position, located on the Missouri river, where she has extensive steam navigation as well as railroad facilities. She occupies for Kansas what St. Louis does for Missouri, Chicago for Illinois, Cincinnati for Ohio; and the older she grows, the more she develops enterprise, wealth and population, the more surely will she become the leading commercial point of Kansas; and this is no disparagement to any other city or town in the State, for what builds up one helps all, and the envy of one town at the growth of others will soon be lost in that noble State pride which will glory in seeing any town or city prosper. The growth of Leavenworth has been most wonderful. Fourteen years ago a cabin marked the spot where a city of thirty-five thousand inhabitants now stands. Old Dr. Mill and Frew, two veterans, with great continental hearts, had the squatter's claim to the eighty acres, where the main part of the city now stands. Like many others they sold it too soon. Leavenworth has already the elements of a thriving city. Numerous churches, schools, and the finest cathedral in the United States, many fine business blocks, theatres open, and numerous splendid dwelling-houses. Her people made some mistakes in the enterprise, to start with, especially that they did not get the main trunk line of the Pacific Railroad; but their active, enterprising efforts of late, headed by such men as Smith and Caldwell, will soon make Leavenworth the largest railroad centre of any place in the State. This city has another great advantage. Adjoining is Fort Leavenworth, where, for many years, the government will disburse large amounts. The future of Leavenworth is onward and upward.

ATCHISON,

Located on the Missouri river, above Leavenworth, is a thriving place, with many enterprising men. They are building a railroad west from this place, called Pomeroy's Road. Mr. Glick, a very enterprising man, formerly from Ohio, is president of the road.

LAWRENCE.

This city, located on the Kansas river, about thirty miles west of State line, and on the Kansas Pacific Railroad, presents a most wonderful recuperation from the terrible destruction of war.

Nearly burned up, and many of its leading citizens killed, by the Quantrell raid, it is already rebuilt, and has become quite a large growing city, doing a large business. It has one advantage over any other town in the State, at present—the county is populated and cultivated better than any other, and Lawrence already claims strong competition for the trade with Leavenworth.

TOPEKA,

The capital of Kansas. As you pass up the Kansas Pacific Railroad, thirty-five miles from Lawrence, you reach this growing city. All the way you pass through a rich valley, much of it already highly cultivated, and by many thrifty little towns, springing up all along this great railroad line. Topeka sits gracefully on a beautiful rolling hill. Nature, in one of her generous moods, made the site on purpose for a city. A more beautiful spot of earth it would be difficult to find. The ground rolls gradually back from the Kansas river for nearly one mile, giving an elevation from which you can see a vast scope of the surrounding country. The far-reaching, rich, and beautiful Valley of the Kaw stretches out in the distance. From the valleys, great prairies, level, rolling, undulating like the sea, with here and there an elevation or mound, reach in the distance until sky and earth seem to meet, presenting to the beholder one of the finest scenes that ever moved the brush of landscape painter.

The founders of Topeka seemed to comprehend the situation nature had made for a splendid city, and laid out the town in elegant order, making wide streets and avenues, giving ample room for business, health, and ornament. The city has grown for the last two years with the most wonderful rapidity. Churches, colleges, seminaries, and school-houses have grown with the rapid increase of business and dwelling-houses. The county has already a fine court-house, and the State is building here one of the most splendid capitols in the Union. It is located on a public square of twenty acres. One wing, already up, looks fine, built of Junction City magnesia limestone. When the work is done, and the public square ornamented with fine shrubbery, shade, and flowers, it will make one of the most

beautiful spots of earth, and will equal any capitol in the Union. The great influx of immigrants and capital into this city is producing a rapid growth. There is no city or town in Kansas beginning to grow with the rapidity of Topeka, at present. It is estimated that not less than seven hundred buildings, great and small, will go up this year, and, judging from the vast number of new buildings in progress of construction, one would think the estimate small. One thing is singular about this rapidly growing city—property is still low, and prices of real estate never have been inflated, like many smaller places in the State. Few cities of the size have a better set of business men, or more refined or educated society, and in the future of this beautiful place, men of wealth and education will seek it for their homes, where they can rear their families amid schools, churches, and educated society. Topeka is on the trade line of the great Kansas Pacific Railroad, where an immense business will be done. The road from Topeka to Emporia will soon be completed. Several other roads are in contemplation, and will be built. Topeka will become one of the great railroad centers of the State. The country around is rapidly filling up with active, enterprising farmers; and whoever wants a beautiful place to live, and a rich country around, will find it here.

As you pass up the Pacific Railroad you see many thriving little towns. Manhattan, in Riley county, is quite a flourishing place. The State Agricultural College is here, an institution just starting, and will eventually become one of the popular institutions of the State.

JUNCTION CITY,

In Davis county, is quite a flourishing town. Here are the great quarries of magnesian limestone, or Junction City marble. It is soft, easy to work, and hardens upon exposure. It has a shady white color, is used extensively for building, and makes a very handsome structure. The quarries are valuable and inexhaustible.

ABILENE,

The county seat of Dickinson county, is not much of a town, but the center of an immense trade in Texas cattle.

SALINA.

This flourishing town is on the Pacific Railroad, the county seat of Saline county. It is doing a flourishing business, as it is the center of one of the richest landed counties in the State; and besides, there is a vast scope of the country around Saline county that naturally comes to Salina to trade, and will for years. There is no speculative excitement here, and town property or land can be bought very reasonably. The county is filling up rapidly. Several large colonies have gone into Salina this year, one of five hundred Norwegians, hardy, industrious people; one from Northern Ohio of one hundred families, and many smaller ones from various places, and a large number of emigrants are constantly settling in Saline and the neighboring counties; and well they may, for while most of the counties of Kansas may boast of good land, Saline is, for extent and fertility of rich soil, at reasonable prices, the very garden spot of Kansas. If you follow the Railroad three hundred miles beyond Salina, you will still find towns growing, until civilization, half-civilized, and the buffalo meet, and will fight it out on that line until Congress aids the road to the Pacific.

As you pass down the Neosho valley, through all its length, you may find many small towns springing up, some improving quite rapidly. Emporia, the county seat of Lyon county, is a very pleasant flourishing town. The State Normal School is located here, and business is quite brisk; the inhabitants steady, industrious and intelligent. Two railroads will be completed to this place within a year. Emporia will be one of the pleasant places in Kansas to live in. Its school privileges will be a great aid to the place.

In the same county, down the river ten miles, is the thriving little town of Neosho Rapids. Here is a splendid water-power with five mills already up, and room for more, with plenty of timber. Land in the vicinity is cheap, and, taking all things into consideration, it presents a fine chance for capitalists to make money. Along the whole line of the Neosho there are numerous fine water-powers, with saw and flour mills at most of the towns and villages; also, a large amount of heavy timber.

BURLINGTON,

The county seat of Coffey county is quite a stirring little town, in the centre of a large rich county of land, with water-power and timber, presenting one of the best chances in the State for enterprise and the investment of capital. As you pass along down the valley you see the flourishing towns of Le Roy, Neosho Falls, and Humboldt—all prosperous. At Neosho Falls there is a splendid water-power. From Humboldt to the Indian Territory numerous towns are started and many settlements made. The general aspect of the country is quite similar through the entire Neosho valley. The settlements are much more numerous than I expected to find. It is a rich valley, and at no distant day will become the busy scene, not only of extensive agricultural production, but of great manufacturing interests. In passing over into some of the counties south of the river, far enough to see the general nature of the country, although new, and not many towns, yet Greenwood, Woodson, Chase, and Butler counties have vast bodies of fine land, and will become great stock-growing counties.

BAXTER SPRINGS

Is a thriving town, located in the southeast corner of Kansas, in Cherokee county, on a strip of land in the southern border of the county, between the Neutral Lands and the Indian Territory. Cherokee county is one of the finest in the State, rich in land, coal, timber, and water. Spring river, near the town, is a large, rapid stream, water as clear as crystal, with splendid water-power. Baxter contains a fine set of business men, equal to any in the State, for the size of the town. Business is brisk, and everything prosperous. If Joy locates his road to this place, and titles to property are once settled, it will grow with great rapidity. There is an extensive scope of country around, the trade of which will naturally center at Baxter. The town is beautifully located and growing rapidly. The climate is fine, health good. There are numerous springs all around the town, some cold, pure water, fine for use, others chalybeate or sulphur. When this part of Kansas grows with the greatest rapidity, it will become one of the leading towns in the State. It is only a question of time.

FORT SCOTT.

This is a flourishing little town, the county seat of Bourbon county. It is growing quite rapidly. Business is prosperous. Many new buildings are going up. The town contains a live set of men. The town has been the great field for speculators the present season. Large amounts of property have been bought and sold; prices have advanced rapidly. Speculation has run wild, and the end is not yet.

MOUND CITY, PAOLA, OLATHE,

Between this place and Leavenworth, are flourishing towns, the county seats of fine landed counties, all filling up and growing with the balance of the State.

We might mention many other flourishing towns, like Ottawa, Garnett, and Burlingame, but have given enough for any one to form a general opinion of the cities and towns of Kansas.

RAILROADS.

The rapid development of railroads in Kansas, for the last two years, is giving a wonderful impulse to all other improvements, especially to settlements and production. Five years ago the State had no railroads, only imaginary lines, or schemes for lines before Congress, for lands and bonds to build them. Now Kansas has more than seven hundred miles of road in operation, and many more in process of construction, and in less than five years more two thousand miles of railroad will be in active operation within the State. This rapid development of railroads is having a wonderful effect in stimulating all other improvements. The older States have already realized the powers of railroads to enhance values, stimulate growth, enterprise, production, emigration, commerce, trade, and every kind of business and improvement. Such is the effect they are now producing on Kansas, and under their rapid growth the State is advancing with equal pace, and has one great advantage over most of the older States—nearly every road is built out of the lands or capital from abroad. Few counties or towns are voting bonds. Therefore Kansas will be well supplied with railroads, mostly paid for out of her lands and by the general government. The lines of road begin to assume form and shape, so that no one

can determine much in his locations of the future of railroads in the State. The main trunk line of road is the Kansas Pacific, starting from Leavenworth and Kansas City, uniting at Lawrence, running up the entire Kaw valley, extending for five hundred miles nearly through the center of the State. This will form a part of the great continental road, reaching in future from ocean to ocean, on a meridian that no winters or mountain storms will prevent its perpetual use—a line destined to have a most wonderful influence, at no distant day, upon the trade of the continent and the commerce of the world. The great lines of road from Philadelphia, Baltimore, Washington, and Norfolk will all concentrate at St. Louis; there they will take the North Missouri and Kansas Pacific, and circumstances will compel the early completion of this road to the Pacific coast. It is in vain to talk of the monopolies of lands, or subsidies in bonds; the magnitude and importance of the work, the absolute demands of trade and travel to meet the commercial wants of the world, will compel Congress to see to the completion of this great line. It matters not who is helped or hurt by companies or individuals; it is an enterprise demanded by the commerce of the nation and the world, and that voice will be heard above all wrangling of pot-house politicians or weak-kneed Congressmen, and in some form the work will be done. Several roads are already in progress of construction from this central line, south. The first, and a very important one, is a road from Kansas City to Fort Scott, Baxter Springs, and one to meet the Galveston route. This is what is called the Joy road, opposed by the Leagues in Crawford and Cherokee counties, in the Neutral Land. The late decision of the Secretary of the Interior has settled the whole matter, and the aggrieved must look to a generous government to repay them all damages, and leave Joy to go ahead with his road. This line will be of immense advantage to all Southeastern Kansas, as well as Northeastern, just as soon as Leavenworth taps this road at Olathe, giving them a straight line to the southern part of the State, and opening up inexhaustible beds of coal. The completion of this line to Baxter Springs will insure a most wonderful business. It would get a large amount from Southwest Missouri, as well as Northwest Arkansas, and all the eastern part of Kansas. Starting at Lawrence, another road, called the Joy

and Sturgis line, runs south, down to Ottawa, and will soon be completed by Garnett to Humboldt, where it will intersect the Neosha Valley road, if ever made to this place. This is an important road to the counties through which it passes, and, if continued from Humboldt southwest to southern line of the State, there will be a great improvement to all that part of Kansas. Another road, building rapidly, extends from Topeka south to Emporia, and some day will be extended. This is an important road, as it passes immense coal beds in Osage county.

From Junction City they have commenced the Neosho Valley road extending southeast down the Neosho river. The road, if completed, will accommodate many towns and cities along the entire valley. Several roads are already made from Leavenworth, and more will soon follow. They have a road to Kansas City, Lawrence, and one on the opposite side of the river, running from St. Joseph to Kansas City. They are building one to Atchison; also a bridge across the Missouri river to connect with a road to Cameron, and the Northern Missouri and Iowa roads. They will soon build roads to Olathe and Topeka direct. From Atchison they are building a road west, and this will become an important road, if they make their connections for business, when they extend far enough west. If they run a branch down through Ottawa county to Salina, in Saline county, they will divert a vast amount of business from that region to their line. They would have an advantage in competing with the Kansas Pacific in the immense stock-shipping of that section; besides, the extension of the line, at some future day, south of Salina, would reach a vast country that will some day become populous and productive. Many other routes have been projected in Kansas, and will be built some time. So the State promises to have a good supply of railroads.

IMMIGRATION AND SPECULATION.

No new State has ever filled up faster than Kansas, for the last two years. The tide of emigration seems to set in that direction, not only from the entire nation, but from all parts of Europe. The opportunity to get fine, cheap land, is a great inducement for immigration and speculation. Any man or woman can get land cheap in Kansas. All talk of monopoly by rail-

roads, government, or individuals, is a perfect humbug. The world never presented such a chance for any man, rich or poor. The railroad companies sell cheaper than the government, and give five years to pay for it. Besides this, any one wishes can homestead his quarter section of the best land in the world, and pay the government at his convenience. So the field is open for all classes. No one need fear railroads or speculators. They can get all they want, and cheap enough. In addition, you have the railroads made for you in many parts of the State, increasing the value of the land you have bought so cheap. The world never presented a finer field for men of honest industry, with small means. They cannot fail to make themselves a good home and a good living, with far less labor than in most of the old and hilly States. For European emigration, Kansas presents a wonderful chance. They can become landholders at once, and instead of digging on barren soil, owned by some lord, they become independent farmers in a short time. Many colonies are coming from different parts of Europe, as well as a vast number of individuals, and settling in Kansas. They invariably do well and make good citizens. They meet the great want of the State—population and production. Every town and county has its full supply of land agents and speculators, besides a large number from the old States, looking through Kansas for chances. Town and city lots, coal, timber, land, water-powers, stock, or anything that promises to make money, is immediately picked up by somebody, who holds on to it until the next comer who is willing to pay more, when he pockets the difference and starts for something else. While many merely make merchandise of land and lots, others buy what they wish, and let it rest for some future harvest. No one can fail to do well who makes a judicious investment in Kansas. Property is increasing in value so rapidly that it must make money for the owner.

There is another view of Kansas: it is the last State of rich land, within favorable latitudes, to fill up. Hitherto we had a large number of States to fill, but here is the only one left; and the tide of immigration is already so great that she is filling up with amazing rapidity. Kansas, at the present, has a tax duplicate of less than one hundred millions of dollars. How long is it since Ohio, Indiana and Illinois were in the same condition? In fifteen years, with the rapid development of Kansas under

her railroad system and general enterprise, she will have a tax duplicate of one thousand million dollars. Who will make this vast amount of money, destined to be in the State within the next fifteen years? Of course those who buy, improve and keep the property that makes value for tax duplicates. Need any be surprised that so many are after their share of this tremendous prize?

SCHOOLS, COLLEGES, CHURCHES.

No new State ever laid the foundation for educating her people, intellectually and morally, broader and deeper than Kansas. Her schools and colleges are the pride and glory of the State. No old State, with all their experience, can boast of anything superior. Modeled after the Ohio system, perhaps the best specimen of democracy in the world—I mean intellectual and moral democracy, that which dispenses, with a free and equal hand, food for the intellectual and moral culture of all her children—they have perfected and extended it wherever populations need, in all her broad territory. As you enter any town in the State and pass any considerable settlement in the country, the first and most prominent object you behold is a fine (and in most cases a large) school-house. The State and General Government provided with a liberal hand for schools and colleges, and an intelligent, active and enterprising people are carrying it out, and giving to every child in the State a chance for a good free education. Competent teachers are employed in all their common schools and academies, and able professors in all their colleges. Churches of all kinds flourish with schools, and the teacher and preacher are in constant demand. The deep interest taken by the people of Kansas in the subject of education, and the ample means provided, is worth untold millions to the future of the State.

HEALTH AND SANITARY PROSPECTS.

The early settlers of most of the new States, west, have suffered more or less with sickness, especially along the valleys and marshy districts. Various malarious diseases have been more or less prevalent. There are some parts of Kansas where the same may prevail to some extent. One would expect it in the Neosho and some other valleys, yet they have had but little disease for a new State. There is a peculiar atmosphere in Kansas, whether

purser, dryer, or containing more oxygen, I cannot say, but it has a most exhilarating effect on the system. It might be called champagne air. It not only stimulates the nerve centers, invigorating the body, giving greatest volition and physical power, but it exhilarates the mind, increasing cheerfulness, sociability and thought. There is an almost daily breeze on the prairies, and always cool nights. One may sleep with their windows up, and the wind blowing directly on them, and yet take no cold. One might naturally suppose that the great fall of temperature from day to night would produce frequent colds, pneumonia or malarious disease, but it does not. The cool nights seem to increase health and vigor. One seems to breathe easier in the atmosphere of Kansas. This is particularly the case with debilitated and asthmatic constitutions. I met with four cases in my travels, subject to asthma, of persons who had not had a single attack in Kansas, and were in good hopes that they were free from the disease. There has been but little tendency to consumption in Kansas yet. This is characteristic of most new States, yet I think the future will demonstrate the fact that the atmosphere of Kansas is most peculiarly adapted to consumptive, asthmatic and bronchial diseases. Emigrants can go into the State, and locate, with little or no fear of long suffering from the usual diseases of new countries.

GENERAL CHARACTER OF THE PEOPLE, AND FUTURE PROSPECTS OF KANSAS.

One would naturally suppose that where such a vast tide of immigration is pouring into a State, coming from all parts of the country and the world, they would present a heterogeneous mass, dissimilar physically, intellectually, politically and morally, and such is to some extent the case; yet it is astonishing to see how rapidly population, coming from all parts of the country and the world, with all their different habits, customs, languages, religions and education, and settling in the same State, identifying their interests and hopes for the same great ends, become homogeneous and unite their energies to build up individual, town, county and State interests. Amid all the moving mass of humanity now seething and surging in the wild wave of emigration rushing into Kansas, you will find many keen, shrewd, far-

seeing men, not only Americans, but of all nationalities, among the settlers in the State. You will meet them in every town and city—active, intelligent, enterprising men—and you will see, also, in every county, men who are willing to look after all the public interests—who are so patriotic that they are willing to fill all the official positions, to supply the people with all needed candidates for office; and what is most remarkable, the more lucrative the office the more willing they seem. Every town and city in the State has its full supply of land and real estate agents, active and energetic men, ready to attend to all, especially where a commission is to be made—but generally good men. An eye to the main chance is no argument against goodness in Kansas. Ministers have been known to leave the pulpit when many of the congregation supposed they were surrounded with the glorious prospects of a better land even than Kansas, and enter into all the leading speculations, commercial and political, that promised to improve their mundane condition. But this is not common. Few States can boast of a better class of clergymen, and they still need more. The citizens of Kansas are not alone in the great struggle for wealth. Thousands of speculators, traders, capitalists, outside of the State, are constantly traveling over the State, looking with the resident for the main chance, and from this class of men a vast amount of money is invested in the State, in town and city property, land and railroads; and this tremendous amount of outside capital is doing more to build up and populate Kansas than anything else. No State in the Union ever had means poured into their hands for investment and improvements like Kansas. It is one of the principal motive powers that is filling up the State so rapidly. Many of their great public improvements and much of their emigration and production come from this source. While speculation runs high, and speculators are watching every corner, thousands of sober, industrious men are quietly settling down on their land, opening up their farms, raising their crops, improving their stock, and increasing the yearly productions of the State. This is just what Kansas wants to make her one of the most prosperous States in the future. Population, capital, and production make States, and they are making Kansas, and she now presents to the world a field as broad, a chance as great, a prospect as

promising, as the world ever opened up for the energy and enterprise of man. It is open for all who wish to enter. Wisdom might dictate to many to let well enough alone, to stay where they are and enjoy the prosperity that surrounds them, to be contented in old homes and old States, to live and die in the footsteps of their fathers, or to work and enjoy what they have or can get in the old homesteads. Such will suit many, and is probably best for them; yet new States are to be built up—the world still loves emigration. Enterprise will perpetually seek new avenues to homes, and wealth, ambition, religion, and politics will act their part in the world; and these, with the varied motives that move mortal men and women, will send the rushing, crowding tide into Kansas. At no distant day this young but growing State will become the theatre of a vast population, and this great central State of the American continent, reaching millions in the future, of all nationalities, religions, and politics, will be settled down into one homogeneous population, possessing an intellectual, moral, political, and physical power that will astonish the world.

MORE ABOUT KANSAS.

The Zanesville (Ohio) *Times*, of the 23d ult., contains a long account of a trip to Kansas. What the tourist saw here, and the opinions he formed about our State and people, are so well set forth that we cannot forbear publishing a few extracts. He arrived in Lawrence while the Fair was in progress, and was completely carried away by the magnificence of the fruits and vegetables, but this has been talked about so much that we omit his remarks. He first opens out upon

KANSAS IN GENERAL.

Well, we have come at last to the one great objective point—Kansas. The State is so large, the soil so productive, the room for remunerative employment so immense, the range for investments so varied, the climate so perfectly glorious, and the general

“make up” of everything so inviting and encouraging, that I am quite at a loss to know what to mention and what to pass by. Of the twenty odd States that I have seen and lived in, I have no hesitancy in giving the preference to this State, over and above any other, for a *home*, and a place to spend, not only a season, but the remainder of my allotted time, be it long or short.

LAWRENCE AND VICINITY.

Lawrence is situated upon the south side of the Kaw or Kansas river, about 38 miles west of the Missouri river, and contains about 10,000 inhabitants.

Without going through the usual detailed list of stores, churches, schools, etc., I will say, in my estimation, it will compare favorably with any place of its size and age in many important respects, notwithstanding the trials, troubles, and the fiery furnace through which it has passed. Of course its streets and pavements are not quite equal to those of the New Jerusalem, but the principal part of the buildings and improvements, and particularly those now going up, are of a durable character. The amount of business being done here appears to be almost incredible, about all of which is of a legitimate and healthy kind.

Prices of real estate have considerably advanced since my visit here in July last, but it is not of an inflated or “watered stock” character. The value or price of a lot in Lawrence depends upon circumstances, just the same as if they were in any other city. But to be a little more explicit, the prices they are *selling* at almost daily are from \$2 to \$160 per foot front; *i. e.*, the highest price that I have heard of being recently paid for half a lot (25 feet) was \$4,000.

THE INVITATION TO COME TO KANSAS.

If the public generally, and the farmers in particular, of your and other old and “played out” regions, to say nothing of the Old World, could but know the truth about this great American Eden, the emigration in 1870 to Kansas would eclipse anything of the kind since the landing of Columbus. There are two great and prominent openings in this State: the first is farming, and the second is stock-raising. There is no question that eventually

both of these branches of business can and will be carried on "on better terms" to the producer than in any other part of America. Still there is room and wide range, and a great demand for capital in many other branches of business, for men of money or without (price) money, provided the latter are willing to earn money by laboring for it (fortunately labor is not considered a disgrace here). Let me again say, men of capital, sell your bonds and come to Kansas — to Lawrence, where you can loan your thousands at from eight to twelve per cent. on as good security as you can get anywhere. This demand for money is not because anybody or thing in particular is going to "bust," but simply from the fact that business of every kind is spreading out, and hence the want of funds to more fully develop this new and great country.

SOCIETY.

It is generally and most universally remarked and believed, by many persons that have never been far from home, that to come to Kansas is to leave friends, bid adieu to "society," and is to launch out into a perfect wilderness, inhabited only by wild animals, Indians, ruffians, cut-throats, assassins, and all sorts of horrible things.

It is true that we have *not* that cold, formal, deceitful, sycophantic, "flapdoodle" kind of society that is so prevalent in many older places; but for the true, genuine, virtuous, social, and profitable society, I will put Lawrence, Kansas, against any place on the continent. As for the men, I have traveled in Kansas some 600 miles, been in the State altogether about a month, attended the State Fair, where there were some 8,000 persons, during all of which time I have not seen as much drunkenness and rowdyism as can be seen in Zanesville, Ohio, in five minutes of almost any Saturday night. They are not only sober and free from such, but almost universally clever, sociable and agreeable everywhere and on all occasions.

As for the women, the true and genuine ladies of Kansas, if I thought they needed any "praying for," I would say, may the Lord ever continue to bless them; but, as I do not believe it worth while to say anything in behalf of such a noble and sen-

sible class, I will merely say that I have never yet seen such anywhere else. I have not seen a long, peacock-tailed dress yet, nor have I seen a gaudy, or what fashion would call a "well-dressed," woman in Kansas. I saw one on the streets to-day, said to be worth many thousands, not as highly dressed and turned-out as many chamber-maids that are to be seen on Sunday in Zanesville. So you see, it is not for the want of means, but it is their good judgment and sound sense that dictates to them a different and wiser course. I am not much at describing dress, but, in the first place, they are generally so clean, fresh, sound, plump, and healthy-looking, and withal so *naturally* beautiful, that it would be a waste of time and money to go to the same trouble and expense to "fix up" as your ladies do; and what is still better, they have good sense enough to not let their loveliness spoil them. Their style of dress is different from yours. They do not get so far through or out of their dress, *i. e.*, a lady's dress here comes full up to the neck, and stops at the bottom just above the ground; some made plain, and others ruffled and trimmed in various ways, but always neat and clean as when the goods left the counter. In short, the general "make-up" of a lady here is, I have no doubt, very near what was intended they should be at the beginning. It makes all the difference in the world here whether a woman is married or not, as regards the matter of raising a family; *that* matter is left entirely with the married ones and their respective husbands. Yes, that is what a married man here is called by his wife, "my husband," and, in return, she is called "my wife;" never have heard "my man" or "my woman" here yet. So you see, we do have to get used to some strange things "out here in Kansas."

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