HAMBURG, GERMANY,

NO. 6 BOWLING GREEN,

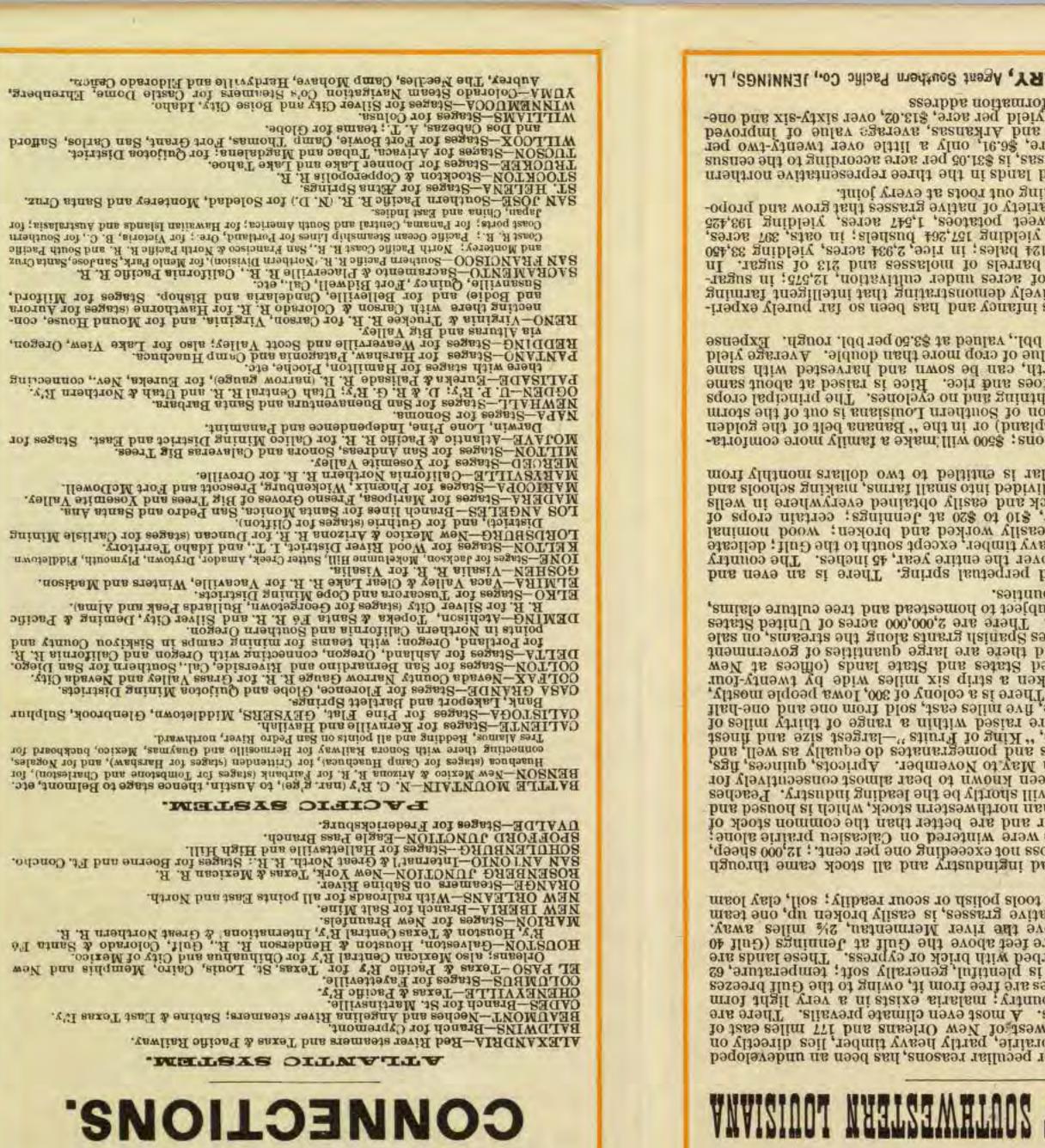
RUDOLPH FALCK,

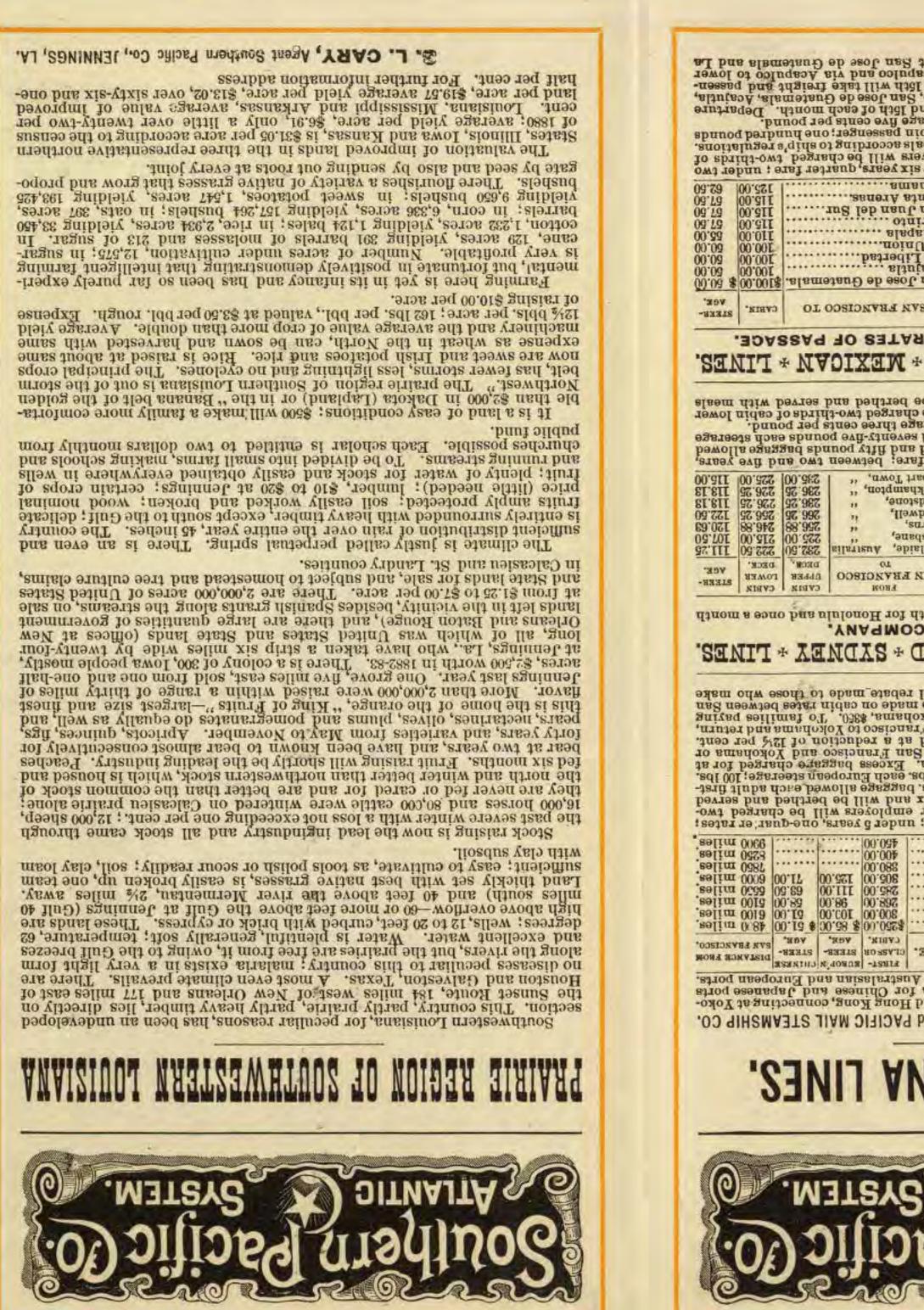
E. E. CURRIER, .

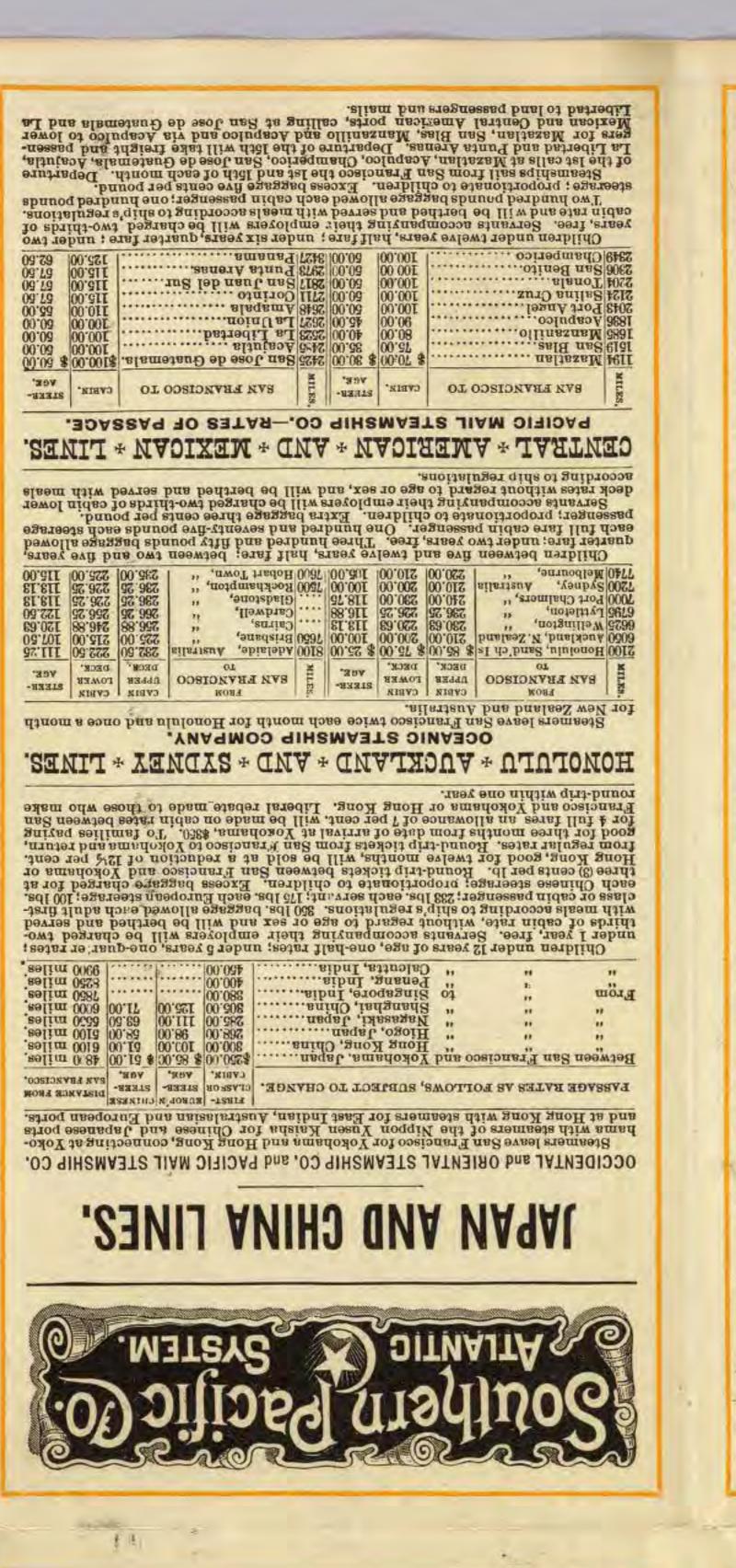
H NUTTING,

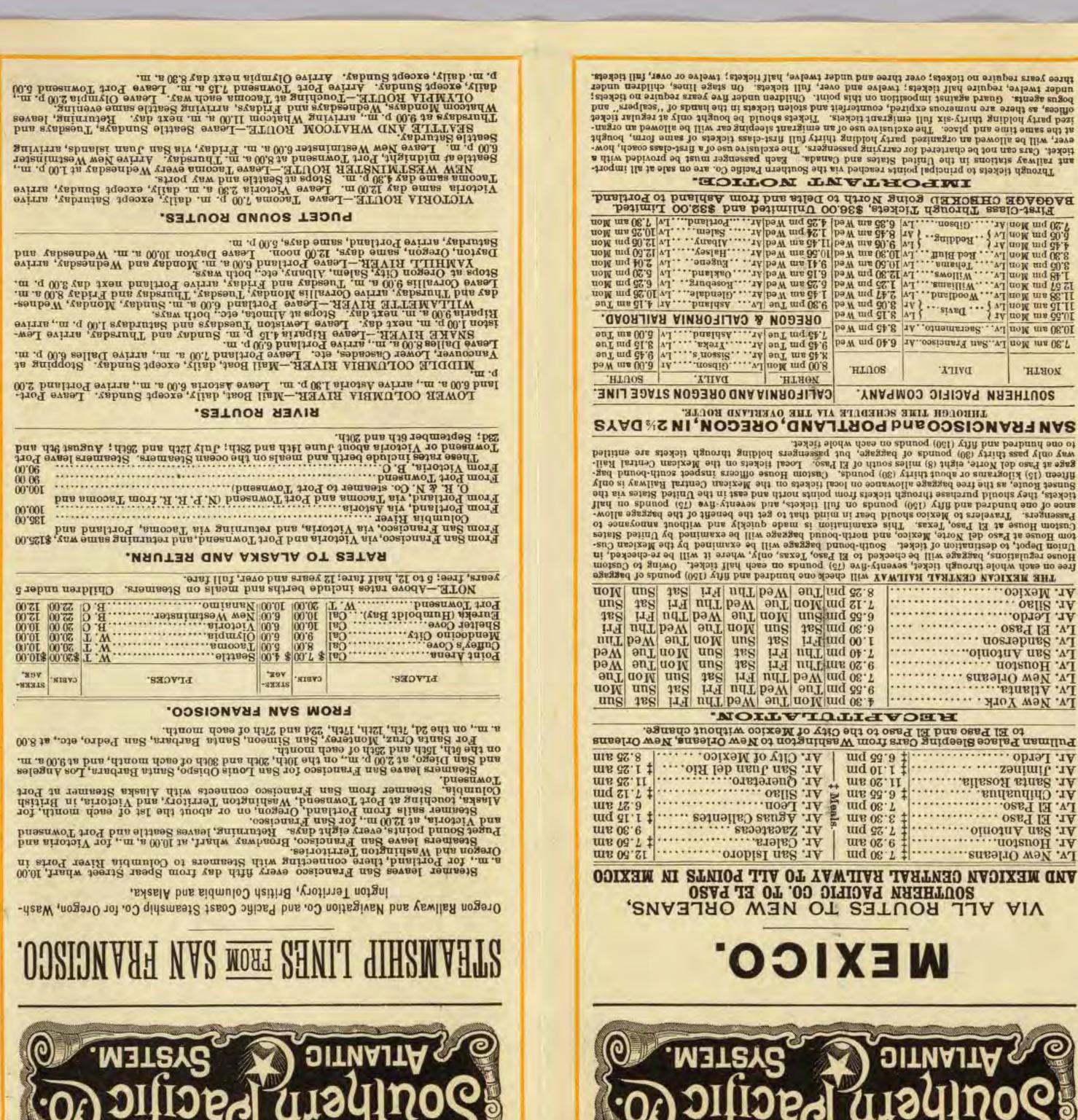
THE STEPHENSON,

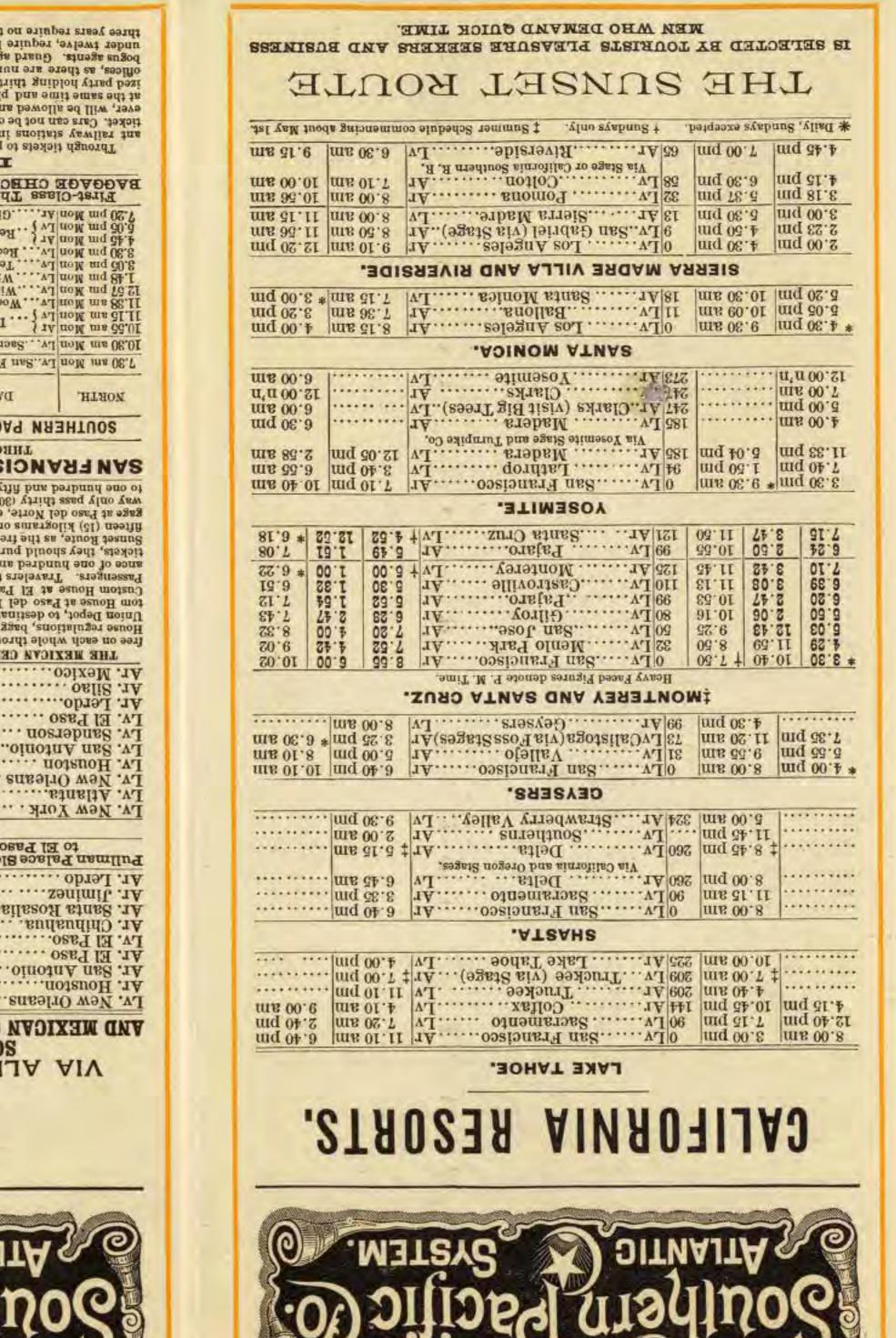
MONTGOMERY,

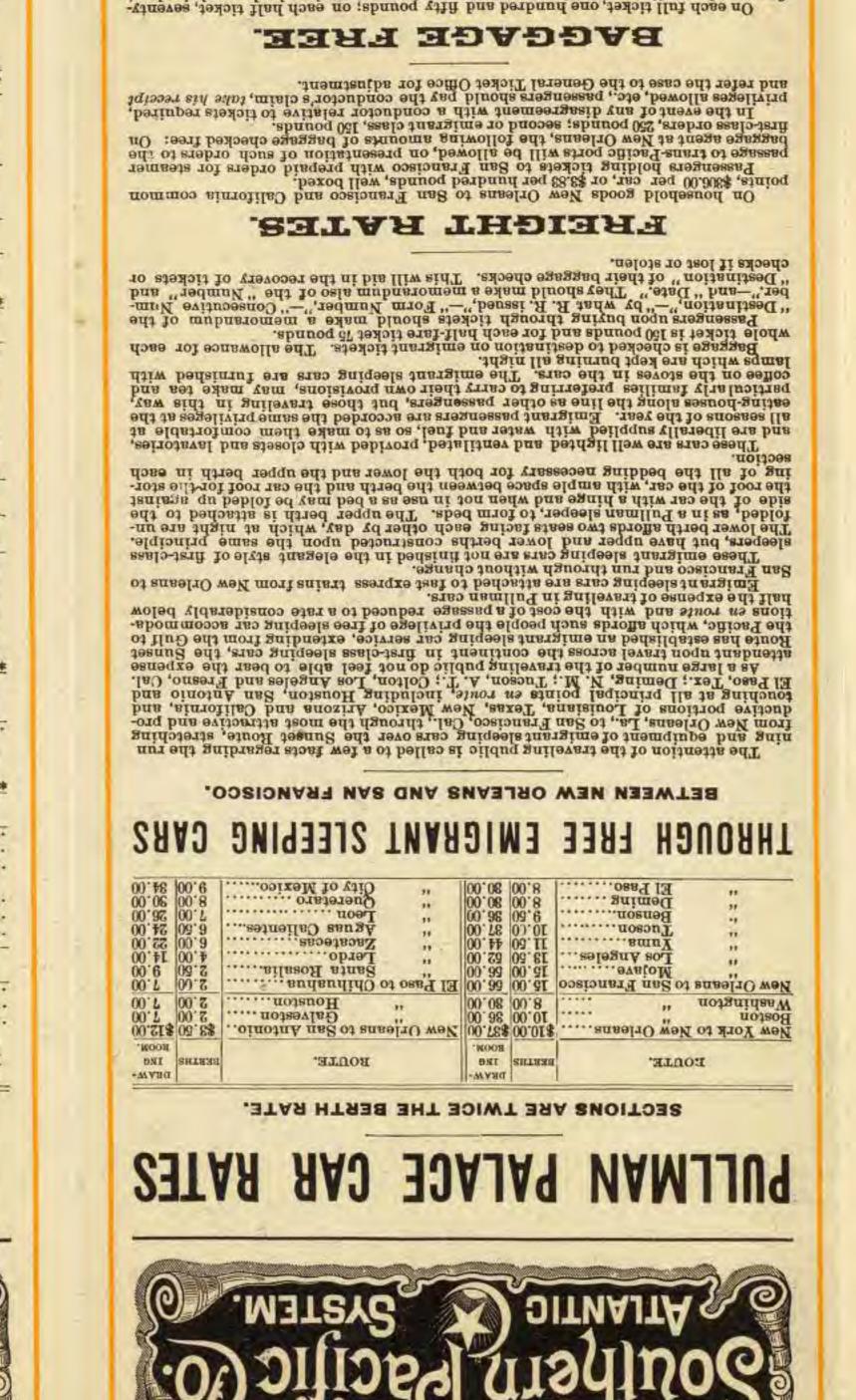




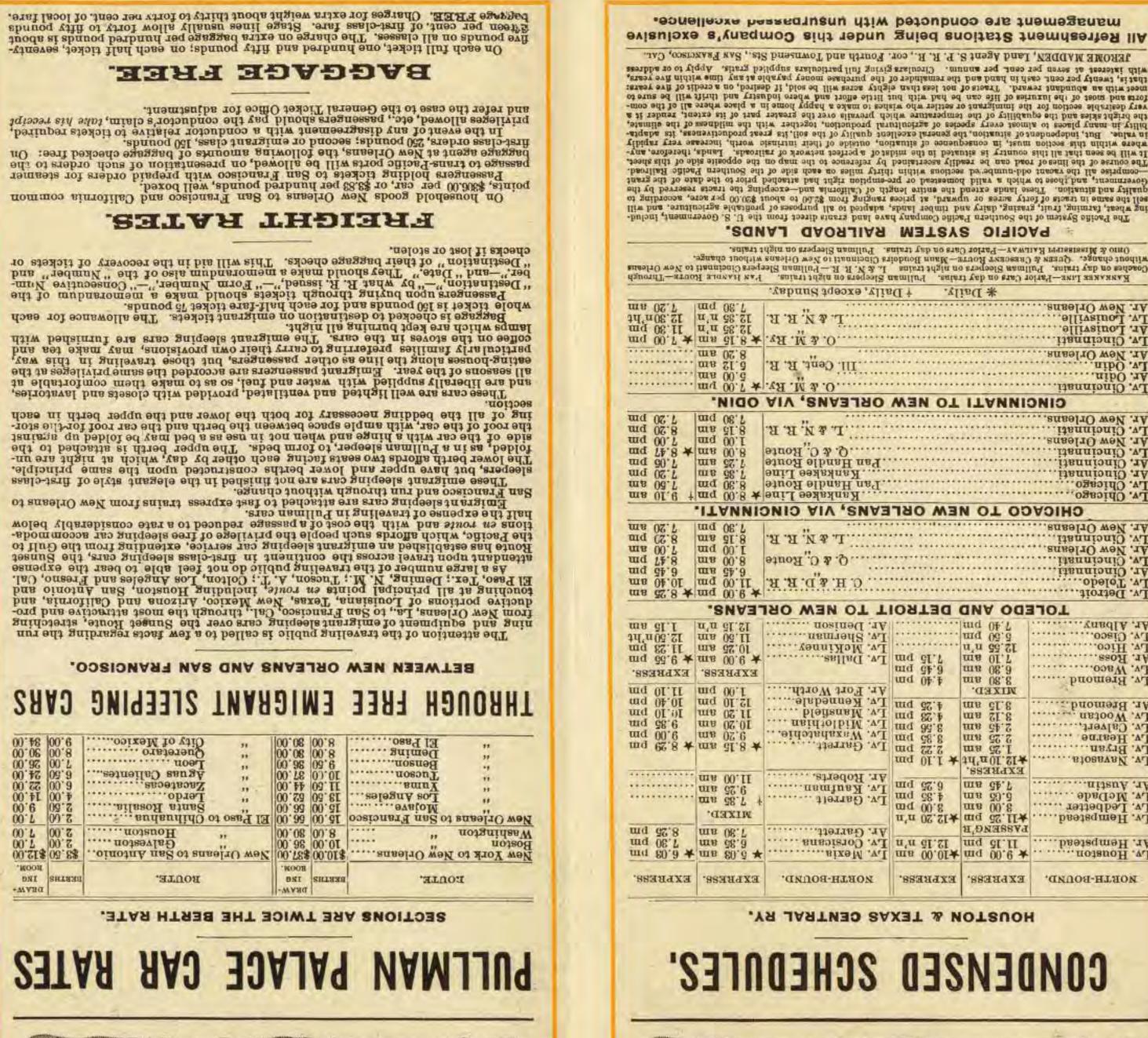


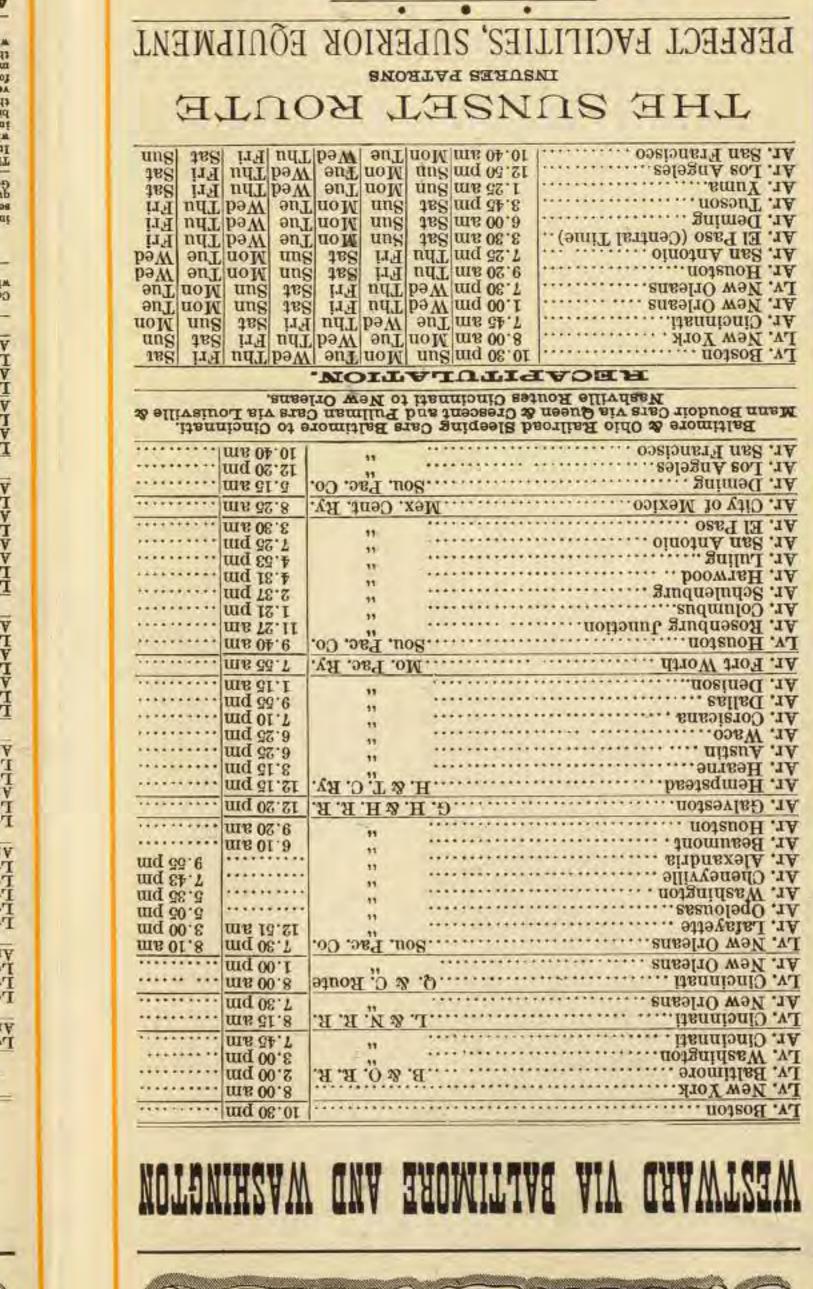




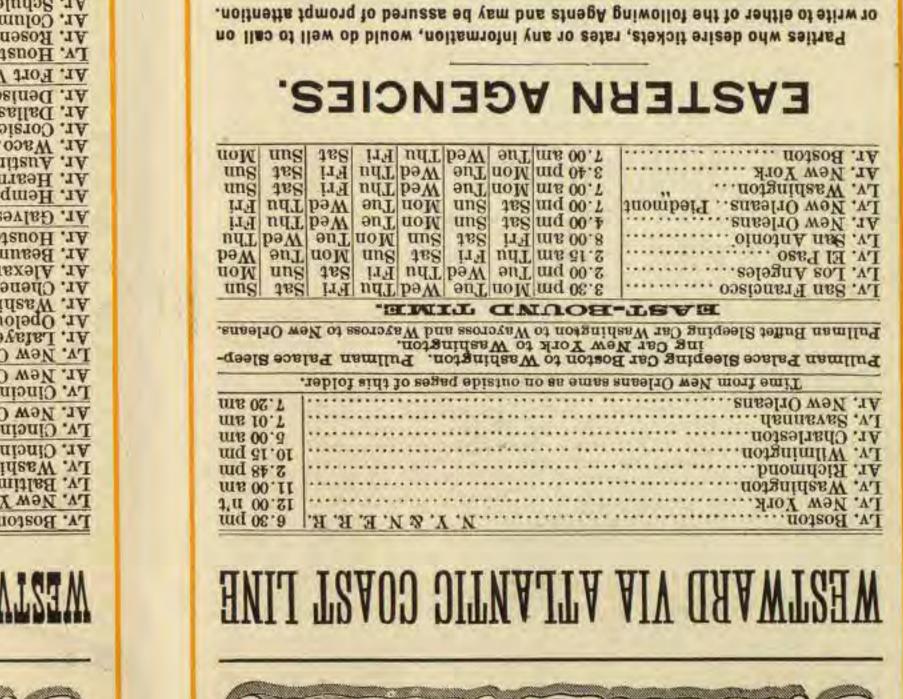


e pounds on all classes. The charge on extra baggage per hundred pounds is about





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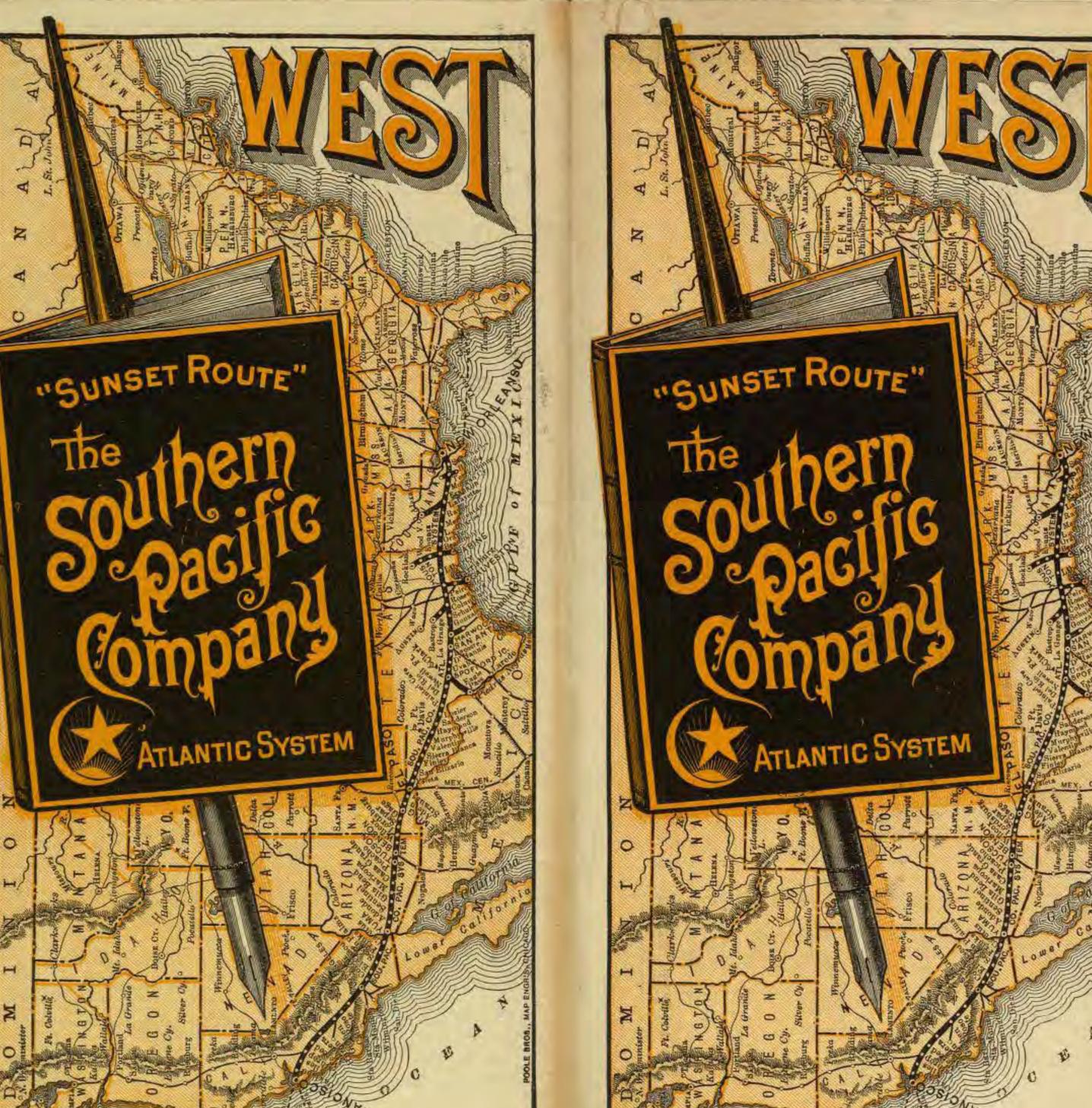
EMIGRANT AGENCY.

339 BROADWAY, , , NEW YORK,

GENERAL EASTERN AGENCY.

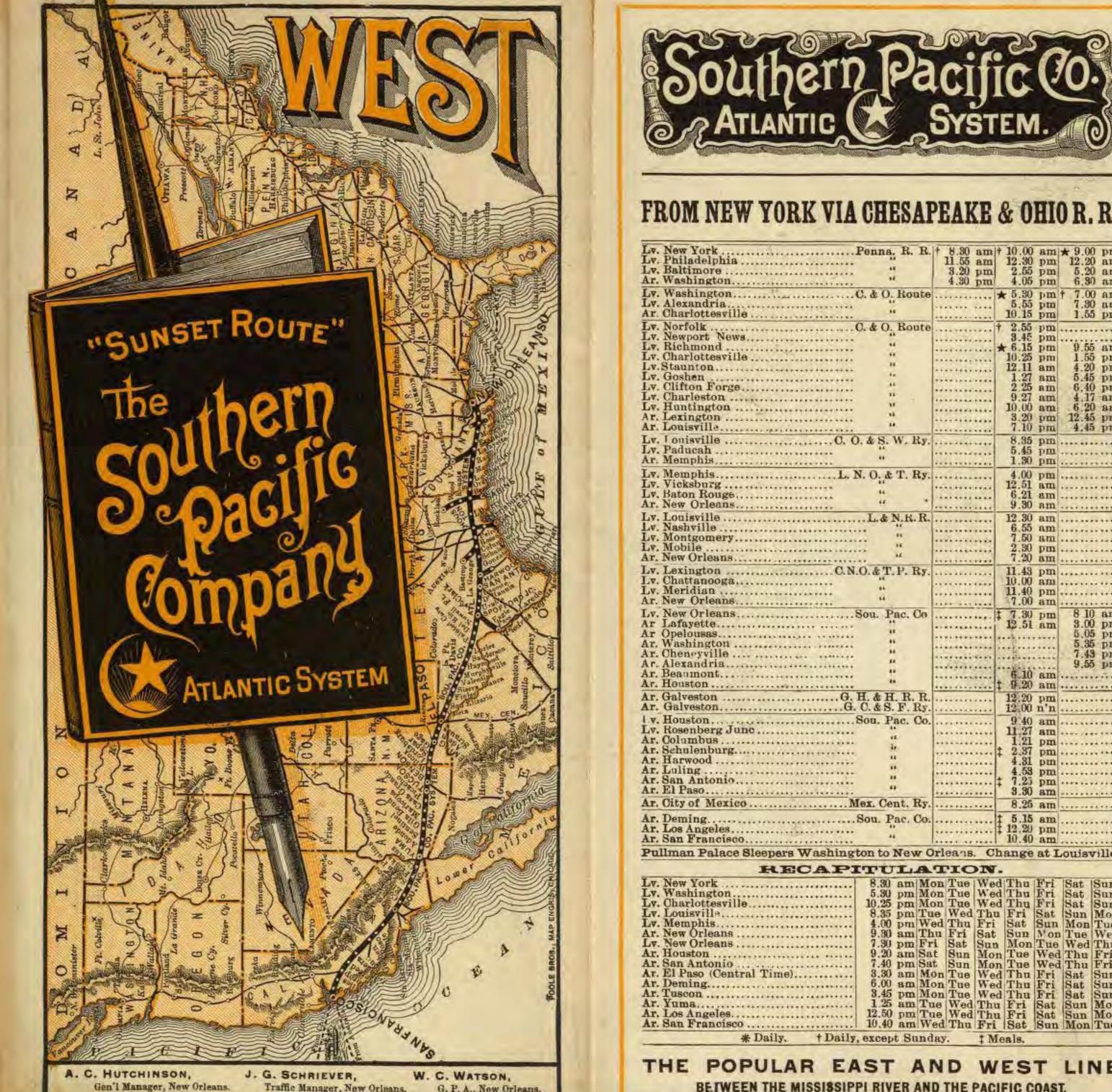
7. C. GREGORY, . . . Traveling Passenger Agent.



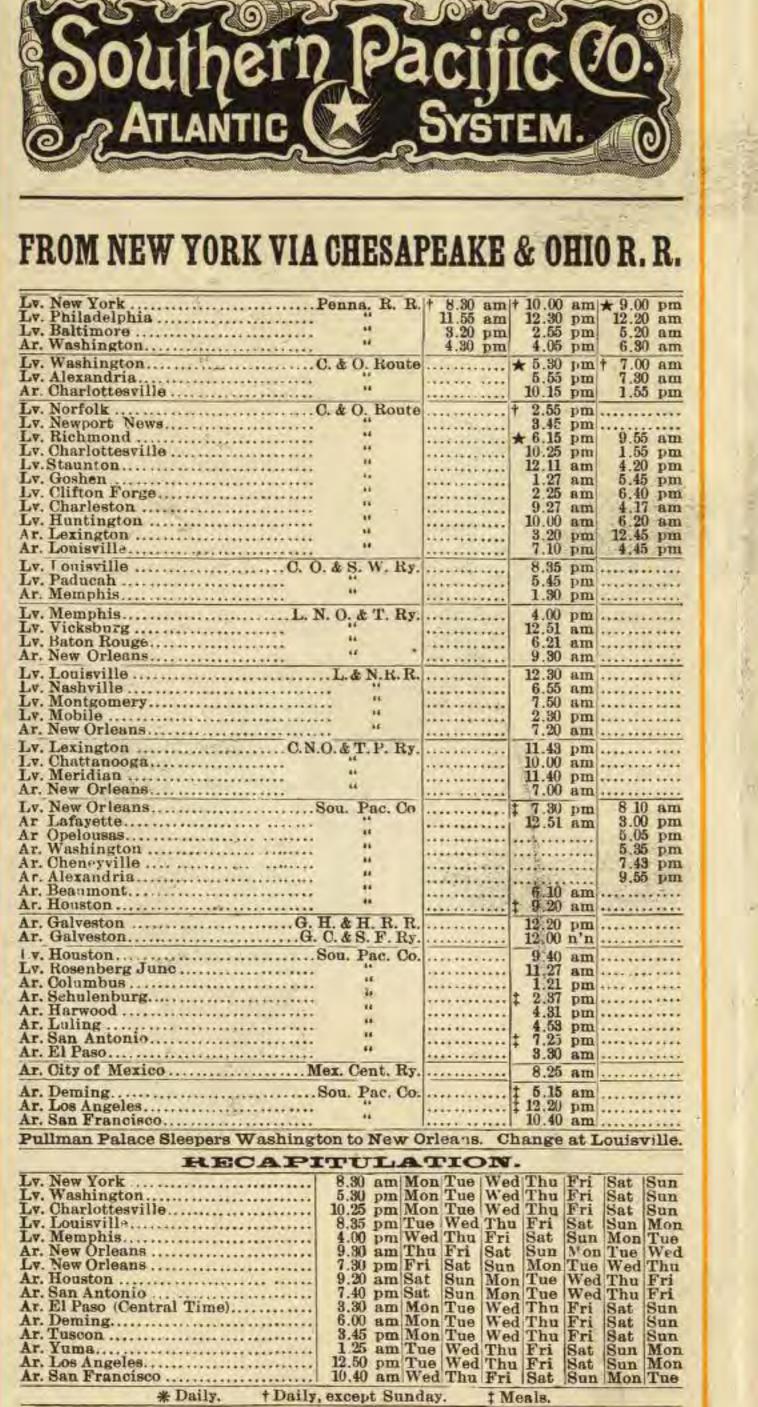


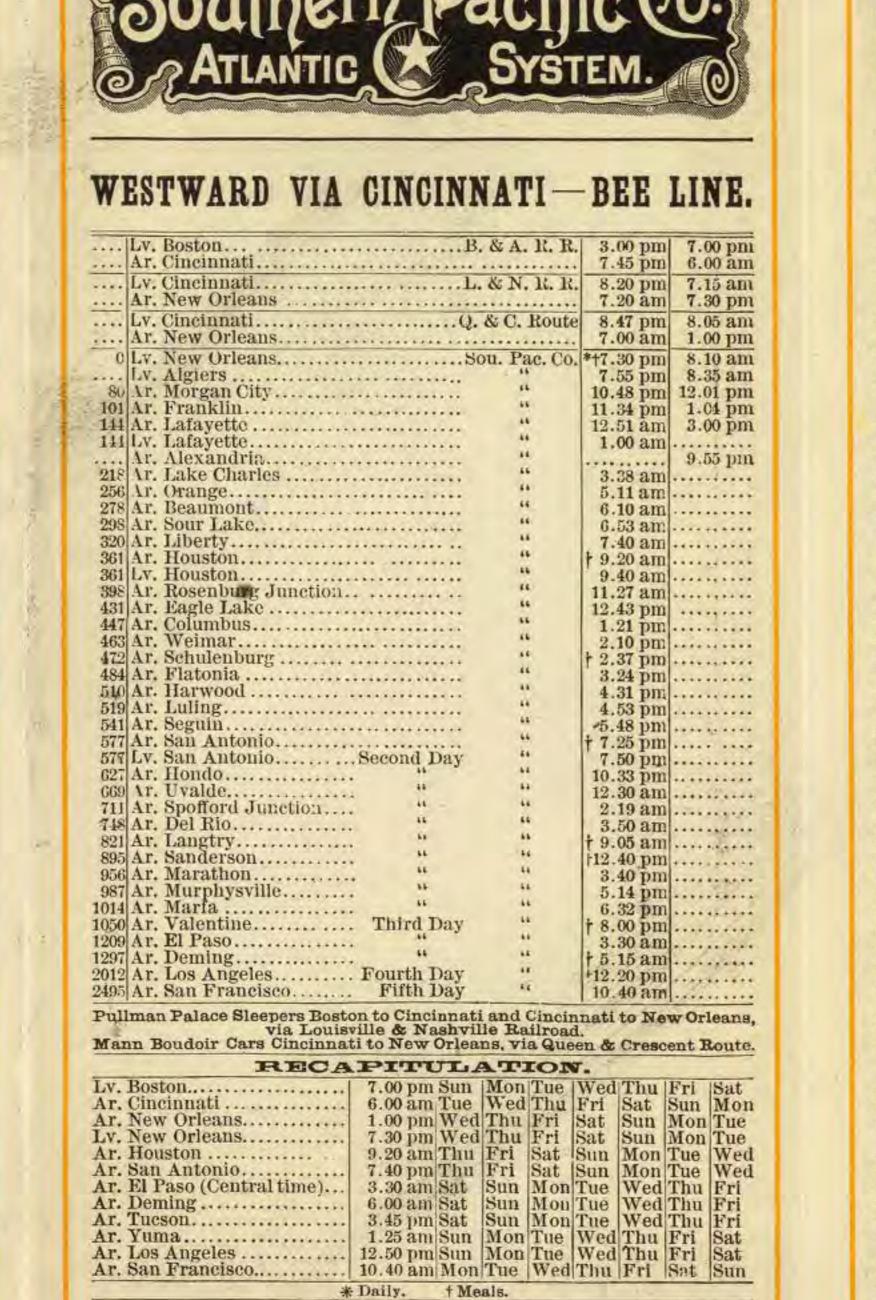
A. C. HUTCHINSON, J. G. SCHRIEVER, W. C. WATSON,

Gen'l Manager, New Orleans. Traffic Manager, New Orleans G. P. A., New Orleans



POOLE BROS PRINTERS AND ENGRAVERS, CHICAGO,

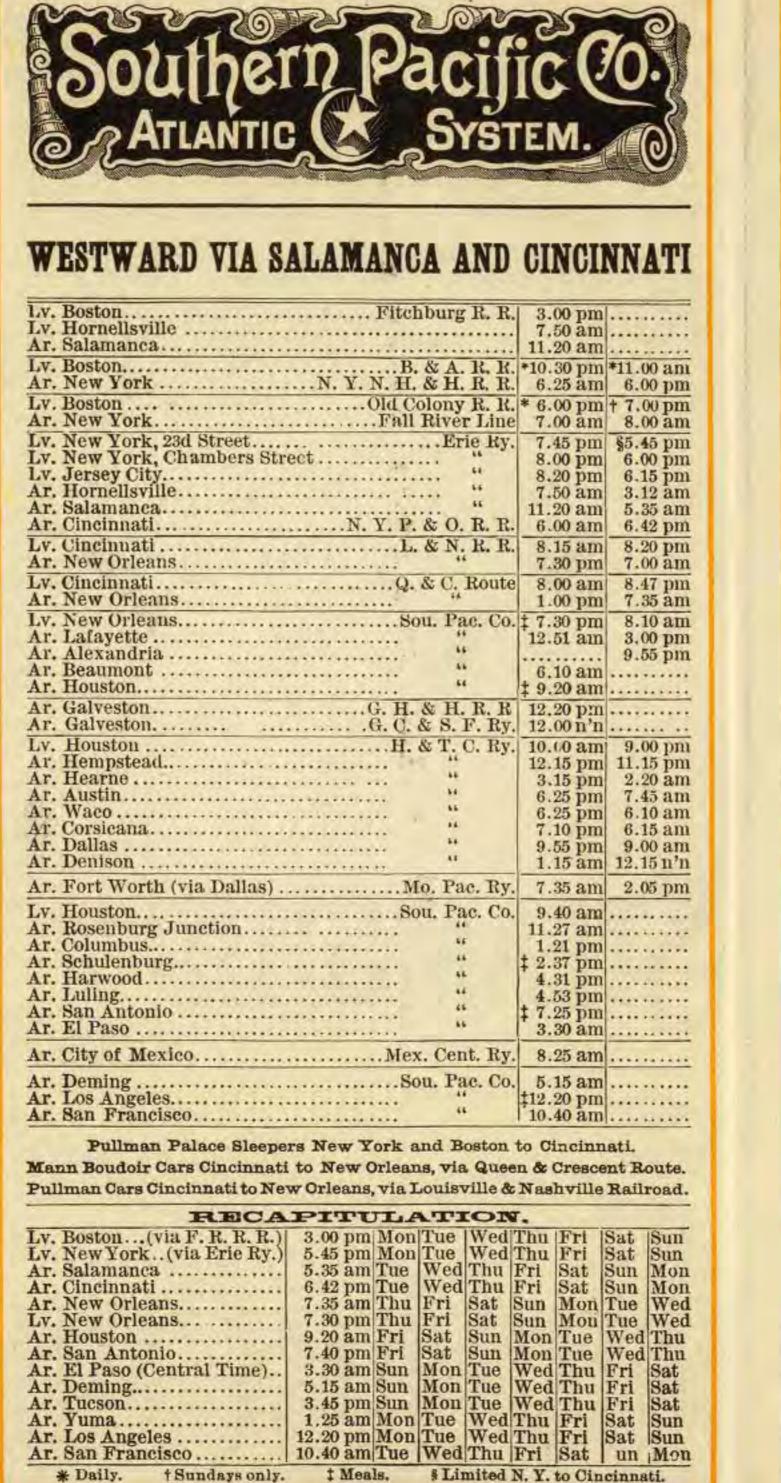


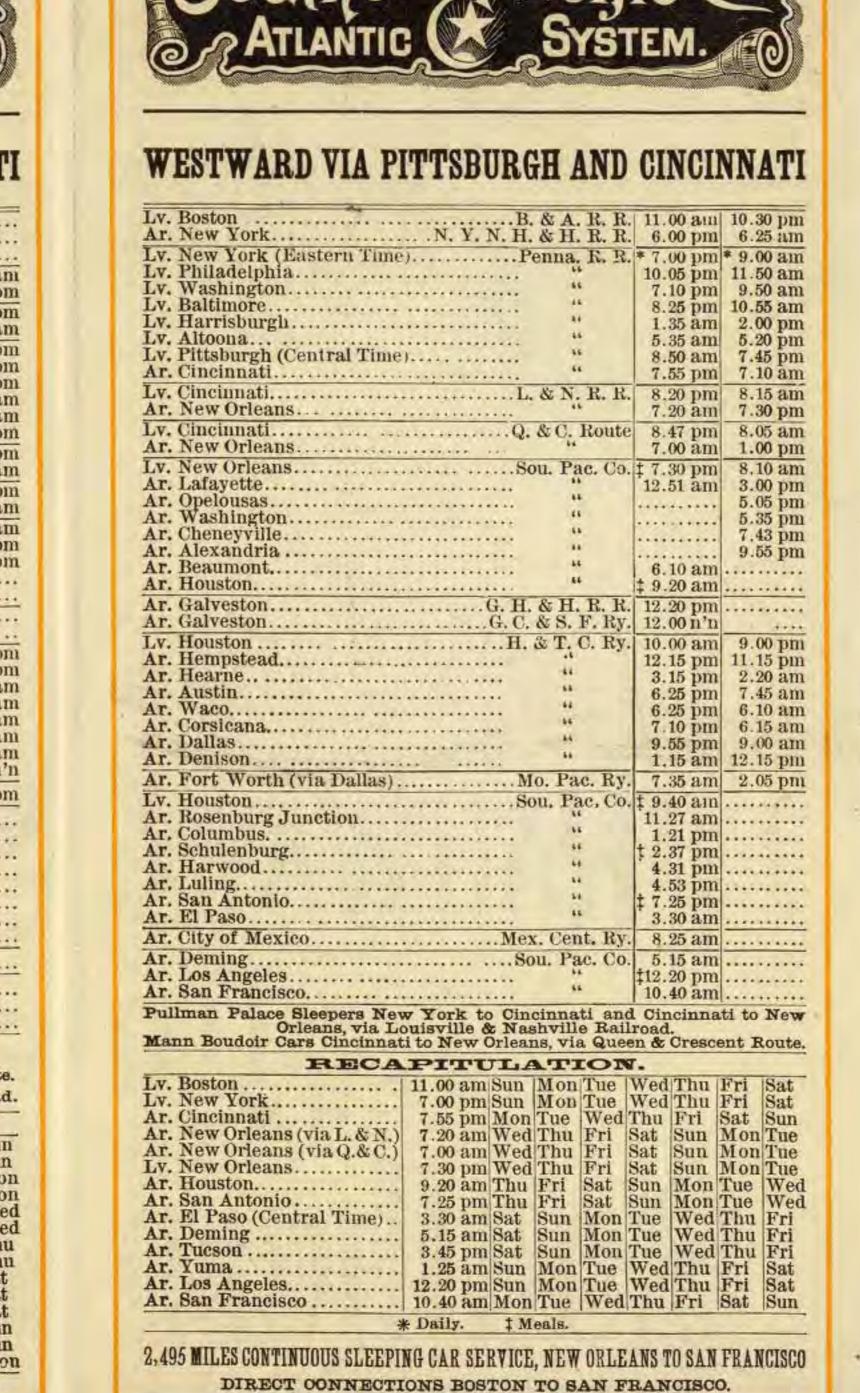


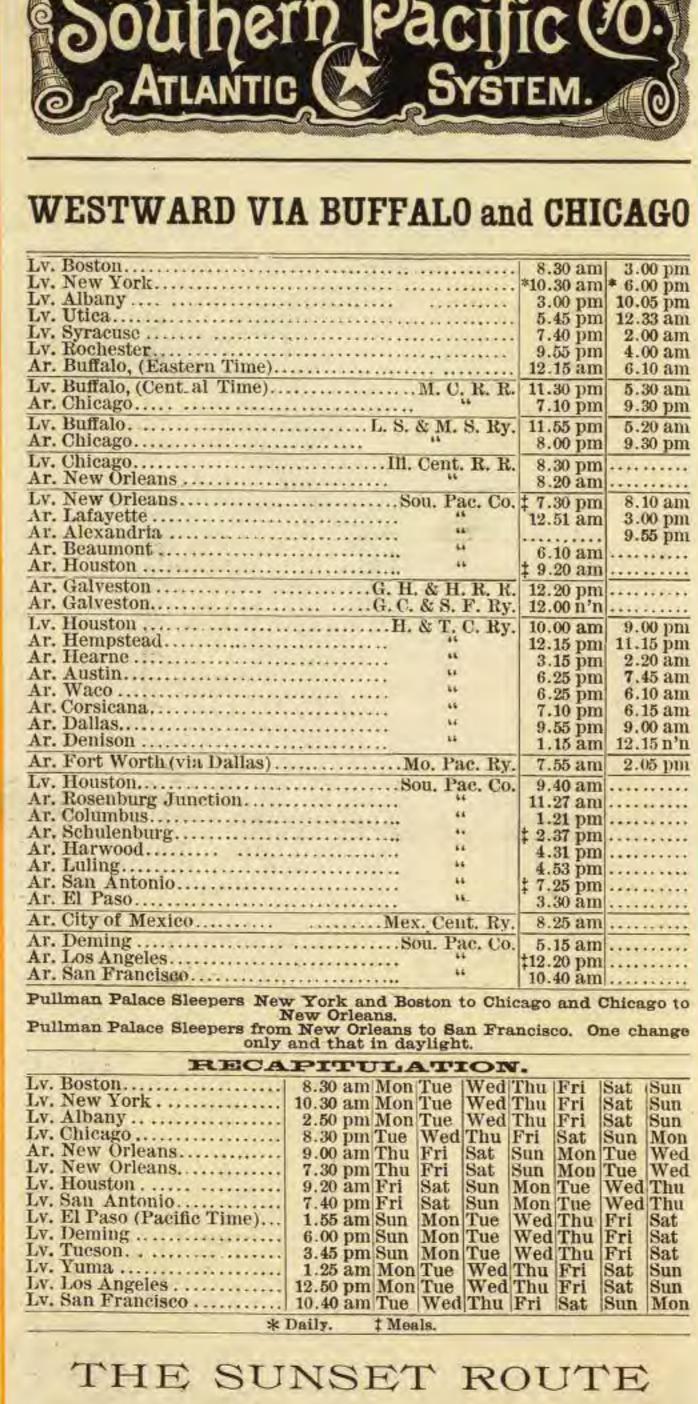
TAKE THE SUNSET ROUTE

TO SAN ANTONIO

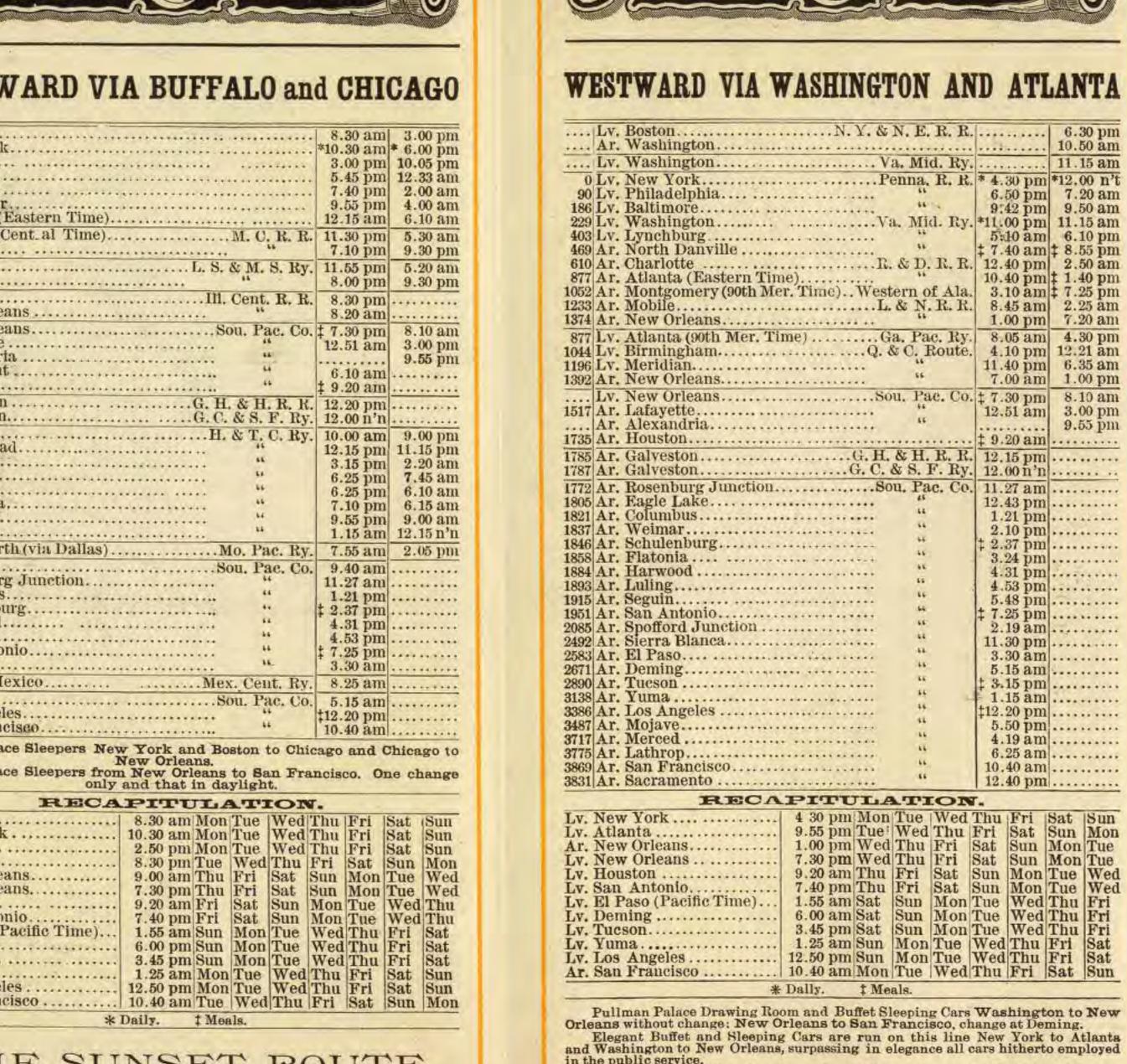
WHICH IS WITHOUT AN EQUAL AS A HEALTH RESORT







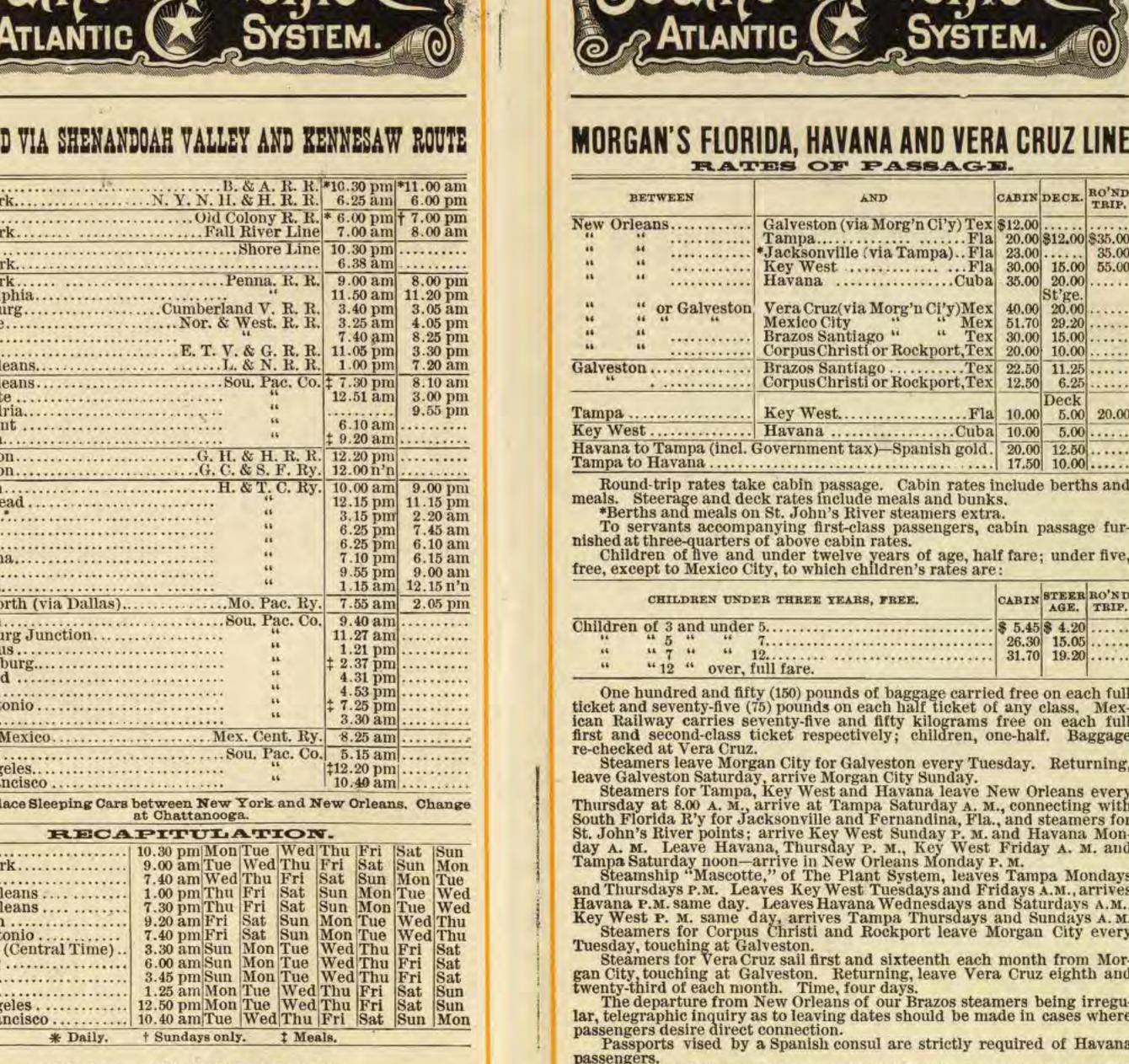
OFFERS RARE ATTRACTIONS TO LOVERS OF ROD AND GUN

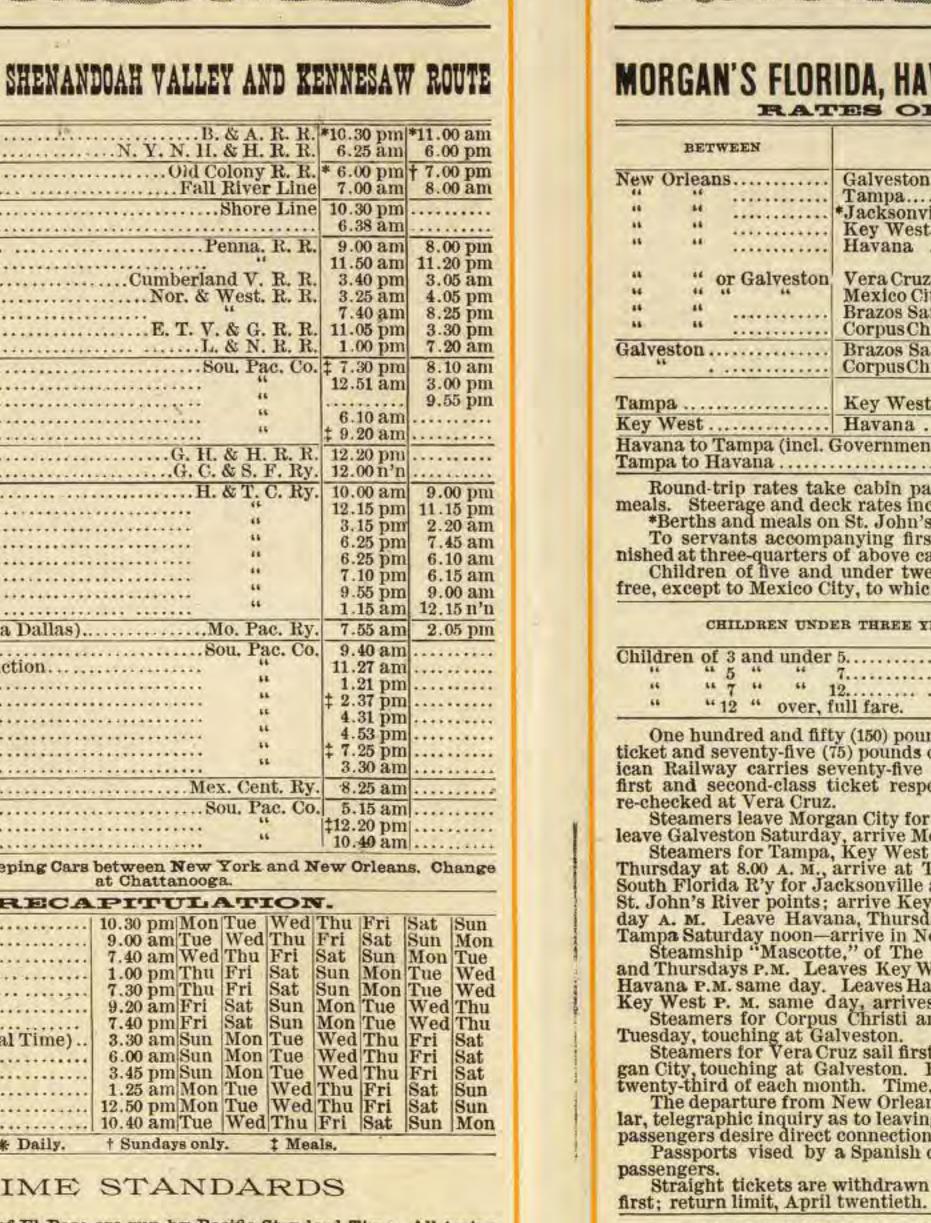


Free Emigrant Sleeping Cars, from New Orleans to San Francisco, of

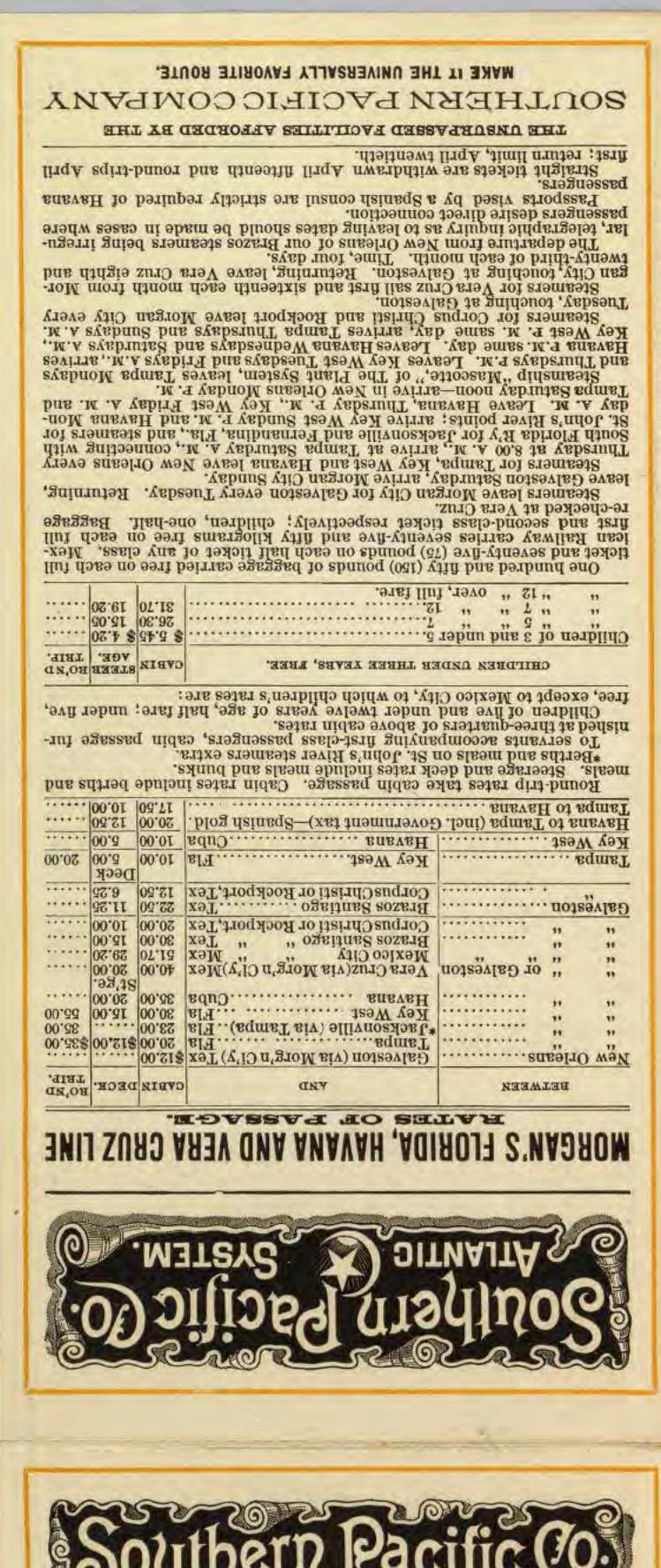
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WESTWARD VIA S	HENANDOAH VAI	LEY AND	KENNESAV	V ROUT
			- Al-	2012/015
Lv. Boston Ar. New York	N. Y. N	B. & A. R. I . H. & H. R. I	R. *10.30 pm R. 6.25 am	*11.00 ar 6.00 pr
Lv. Boston	01	d Colony R. 1	R. * 6.00 pm	
Ar. New York Lv. Boston				8.00 ai
Ar. New York	*************		6.38 am	
Lv. New York Lv. Philadelphia Lv. Harrisburg		rema. K.	11.50 am	8.00 pt 11.20 pt
Lv. Harrisburg Lv. Roanoke	Cumbe	erland V. R & West. R	R. 3.40 pm R. 3.25 am	3.05 ar 4.05 pr
Ar. Bristol Ar. Calera	Е Т	V&GRI	R. 11.05 pm	8.25 pr
Ar. New Orleans		& N. R.	R. 1.00 pm	7.20 ai
Lv. New Orleans Ar. Lafayette		Sou. Pac. C	0. ‡ 7.30 pm 12.51 am	
Ar. Alexandria Ar. Beaumont			6 10 am	0 55 0
Ar. Houston		45	‡ 9.20 am	
Ar. Galveston		. H. & H. R. . C. & S. F. R	R. 12.20 pm y. 12.00 n'n	
Lv. Houston		.H. & T. C. R	y. 10.00 am	9.00 pi
Ar. Hearne			3.15 pm	11.15 pr
Ar. Austin			6.25 pm 6.25 pm	7.45 at
Ar. Corsicana			7.10 pm	6.15 a
Ar. Dallas			1.15 am	9.00 at 12.15 n
Ar, Fort Worth (via Lv, Houston				2.05 p
Ar. Rosenburg Junet	ion	"	11.27 am	1
Ar, Columbus Ar, Schulenburg			‡ 2.37 pm	1
Ar. Harwood			4.31 pm 4.53 pm	1
Ar. San Antonio Ar. El Paso		**	‡ 7.25 pm	1
Ar. City of Mexico				
Ar. Deming Ar. Los Angeles		Sou. Pac. C	5.15 am	1
Ar. San Francisco		"	10.40 am	1
Pullman Palace Sleep	ing Cars between No	ew York and looga.	New Orlean	s, Chang
	ECAPITU			
Lv. Boston Lv. New York	9.00 am T	ue Wed Thu	Fri Sat	Sat Sur Sun Mo
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Lv. New Orleans	7.30 pm T	Thu Fri Sat	Sun Mon	Tue We
Ar. Houston Ar. San Antonio	7.40 pm F	ri Sat Sun Fri Sat Sun	Mon Tue	Wed Th
Ar. El Paso (Central Ar. Deming	Time) 3.30 am S	Sun Mon Tue	Wed Thu	Fri Sat
Ar. Tueson	3.45 pm S	Sun Mon Tue	Wed Thu	Fri Sat
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Ar. San Francisco	10.40 am T	ue Wed Thu	eals.	Sun Mo
Ar. Yuma	1.25 am M	Ion Tue We	d Thu Fri d Thu Fri i Fri Sat	Sat Su Sat Su

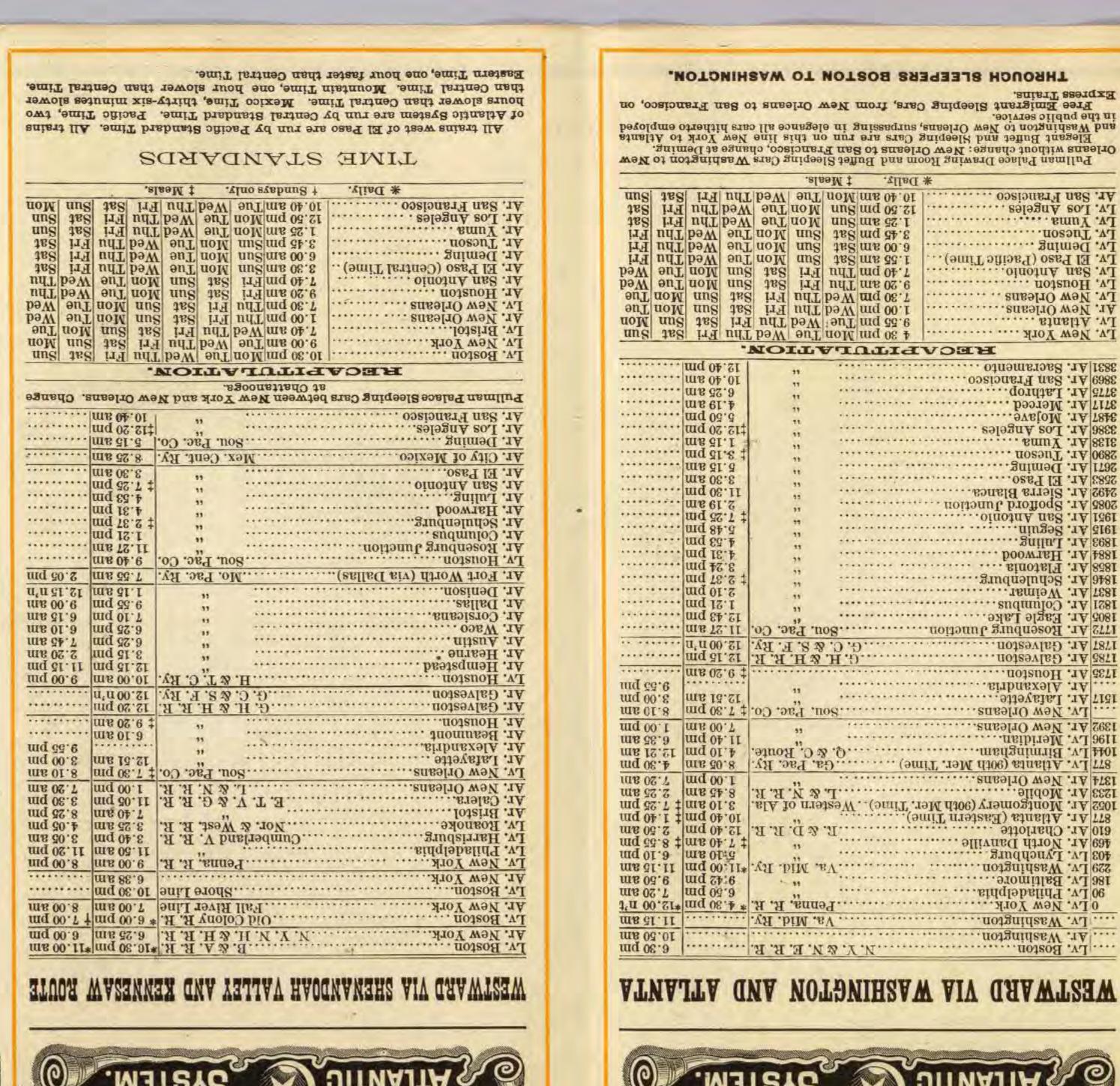
Eastern Time, one hour faster than Central Time.

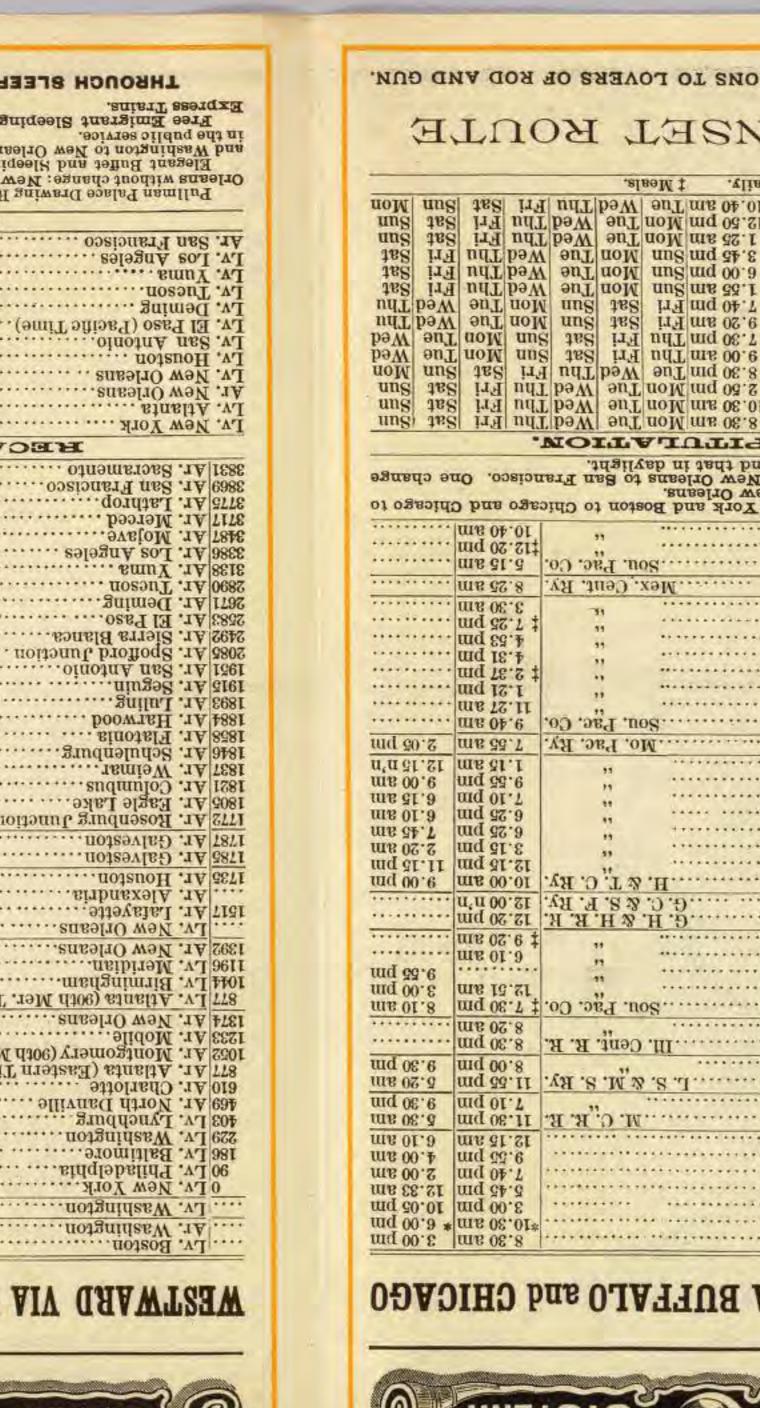


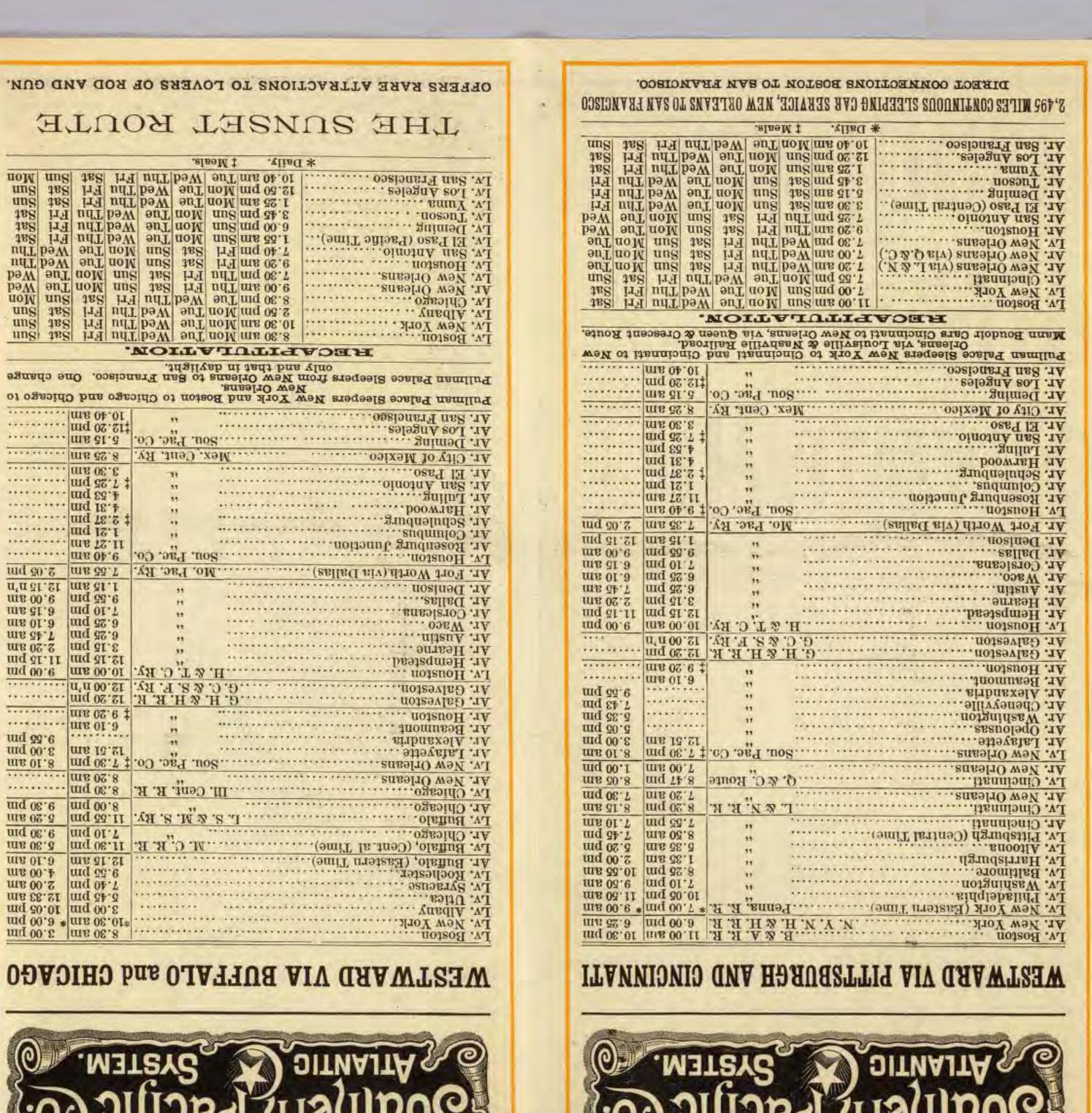


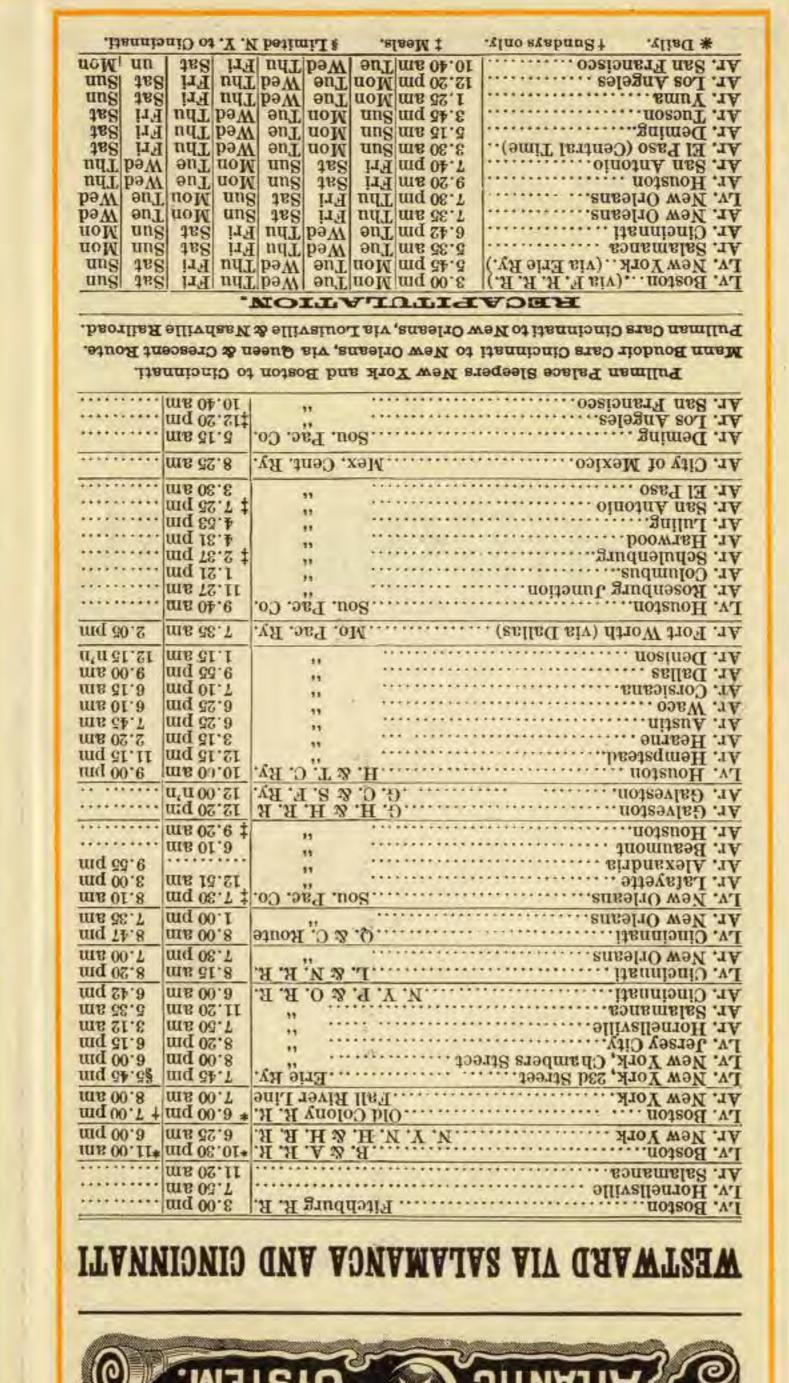
Lv. Boston	BETWEEN	AND	CABIN DECK. RO'ND			
Lv. Boston	New Orleans	. Galveston (via Morg'n Ci'y) Tex				
Ar. New York Fall River Line 7.00 am 8.00 am	" Officials	Tall	20 00 812 00 835 0	i		
Lv. BostonShore Line 10.30 pm	16 36	*Jacksonville (via Tampa) Fla	23.00 35.00			
Ar. New York 6.38 am	11 11		30.00 15.00 55.00			
Lv. New York Penna. R. R. 9.00 am 8.00 pm	11 11		35.00 20.00			
Ly Philadelphia " 11 50 am 11 20 pm	a - a - a - a - a - a - a - a - a - a -		St'ge.			
Lv. HarrisburgCumberland V. R. R. 3.40 pm 3.05 am	" " or Galvesto	Vera Cruz(via Morg'n Ci'y)Mex				
LV. Roanoke	0 0	Mexico City " Mex	The state of the s			
Ar. Bristol		Brazos Santiago " " Tex	30.00 15.00			
Ar. Bristol	Columban		Committee of the Commit	Service .		
Ye New Orleans	Galveston		22.50 11.25			
Lv. New Orleans	***************************************	. CorpusChristi or Rockport, Tex		2		
Ar. Alexandria " 9.55 pm	Tamna	. Key WestFla	10.00 Deck 5.00 20.00	in.		
Ar. Beaumont				-		
Ar. Houston " \$ 9.20 am		HavanaCuba				
Ar. Galveston	Havana to Tampa (Incl.	Government tax)—Spanish gold.	20.00 12.50			
Ar. Galveston				-		
Lv. Houston	Round-trip rates ta	ke cabin passage. Cabin rates i	nclude berths and	d		
Ar. Hempstead " 12.15 pm 11.15 pm		eck rates include meals and bunk				
Ar. Hearne		on St. John's River steamers extr				
Ar. Austin	nished at three-quarter	panying first-class passengers, c	abin passage fur-			
Ar. Waco	Children of five an	d under twelve years of age, ha	f fare under five	2		
Ar. Corsicana	free, except to Mexico	ity, to which children's rates are	:	1		
Ar. Denison " 1.15 am 12.15 n'n				-		
Ar. Fort Worth (via Dallas)	CHILDREN UNI	DER THREE YEARS, FREE.	CABIN STEER RO'NI	D		
Lv. HoustonSou, Pac. Co. 9.40 am	OLUN A A A A		AGE. TRIP.			
Ar. Rosenburg Junction	Children of 3 and unde	r <u>5</u>				
Ar, Columbus	11 11 7 11 11	7				
Ar. Schulenburg # # 2.37 pm	" "12 " over.	full fare.	51.10 13.20			
Ar. Harwood 4.31 pm				7		
Ar. Luling	One hundred and fi	ty (150) pounds of baggage carrie	d free on each ful	H		
Ar. San Antonio	ticket and seventy-live	(75) pounds on each half ticket o	any class, Mex	11		
	first and second-class	eventy-five and fifty kilograms ticket respectively; children, o	ne-balf Baggagg	111		
Ar. City of Mexico Mex. Cent. Ry. 8.25 am	re-checked at Vera Cru	Z.	ne-nan. Daggage	•		
Ar. Deming	Steamers leave Mon	gan City for Galveston every Tue	sday. Returning	r.		
Ar. Los Angeles	leave Galveston Saturd	ay, arrive Morgan City Sunday.	_			
	Steamers for Tampa	a. Kev West and Havana leave N	lew Orleans ever	у		
Pullman Palace Sleeping Cars between New York and New Orleans, Change at Chattanooga.	South Florida R'v for J	Thursday at 8.00 A. M., arrive at Tampa Saturday A. M., connecting with South Florida R'y for Jacksonville and Fernandina, Fla., and steamers for				
RECAPITULATION.	St. John's River points	St. John's River points; arrive Key West Sunday P. M. and Havana Mon-				
Lv. Boston 10.30 pm Mon Tue Wed Thu Fri Sat Sun	day A. M. Leave Hav	ana, Thursday P. M., Key West	Friday A. M. and			
Lv. New York 9.00 am Tue Wed Thu Fri Sat Sun Mon	Tampa Saturday noon-	-arrive in New Orleans Monday 1	P. M.			
Lv. Bristol	Steamship "Mascot	te," of The Plant System, leave	Tampa Monday	S		
Ar. New Orleans	and Thursdays P.M. Lo	aves Key West Tuesdays and Fr	days A.M., arrives	S		
Lv. New Orleans 7.30 pm Thu Fri Sat Sun Mon Tue Wed	Kov West P M same	day, arrives Tampa Thursdays	and Sundays A.M.	*		
Ar. Houston	Steamers for Corp	is Christi and Rockport leave I	forgan City ever	v		
Ar. El Paso (Central Time) 3.30 am Sun Mon Tue Wed Thu Fri Sat	Tuesday, touching at G		turgum brey breez,	2		
Ar. Deming 6.00 am Sun Mon Tue Wed Thu Fri Sat	Steamers for Vera	cruz sail first and sixteenth each				
Ar. Tucson	gan City, touching at (alveston. Returning, leave Ver	a Cruz eighth and	d		
Ar. Yuma 1.25 am Mon Tue Wed Thu Fri Sat Sun	twenty-third of each m	Non Orleans of our Propos story	more boles impose			
Ar. Los Angeles 12.50 pm Mon Tue Wed Thu Fri Sat Sun		New Orleans of our Brazos stead as to leaving dates should be ma				
Ar. San Francisco 10.40 am Tue Wed Thu Fri Sat Sun Mon	passengers desire direc	t connection.	Ale III Cases where	0		
* Daily. † Sundays only. ‡ Meals.	Passports vised by	a Spanish consul are strictly re	quired of Havan	a		
	passengers.					
TIME STANDARDS		withdrawn April fifteenth and	round-trips Apri	11		
	first; return limit, Apr	twentieth.		4		
All trains west of El Paso are run by Pacific Standard Time. All trains	THE UNSURP	ASSED FACILITIES AFFORDE	BY THE			
of Atlantic System are run by Central Standard Time. Pacific Time, two	COTTMETT	NI DA GIETO CO		-		
hours slower than Central Time. Mexico Time, thirty-six minutes slower than Central Time. Mountain Time, one hour slower than Central Time.	SOUTHER	RNPACIFICCO	MPANY	-		
Fastern Time one hour faster than Central Time	MAKE IT	THE UNIVERSALLY ENVORITE RO	ITE			

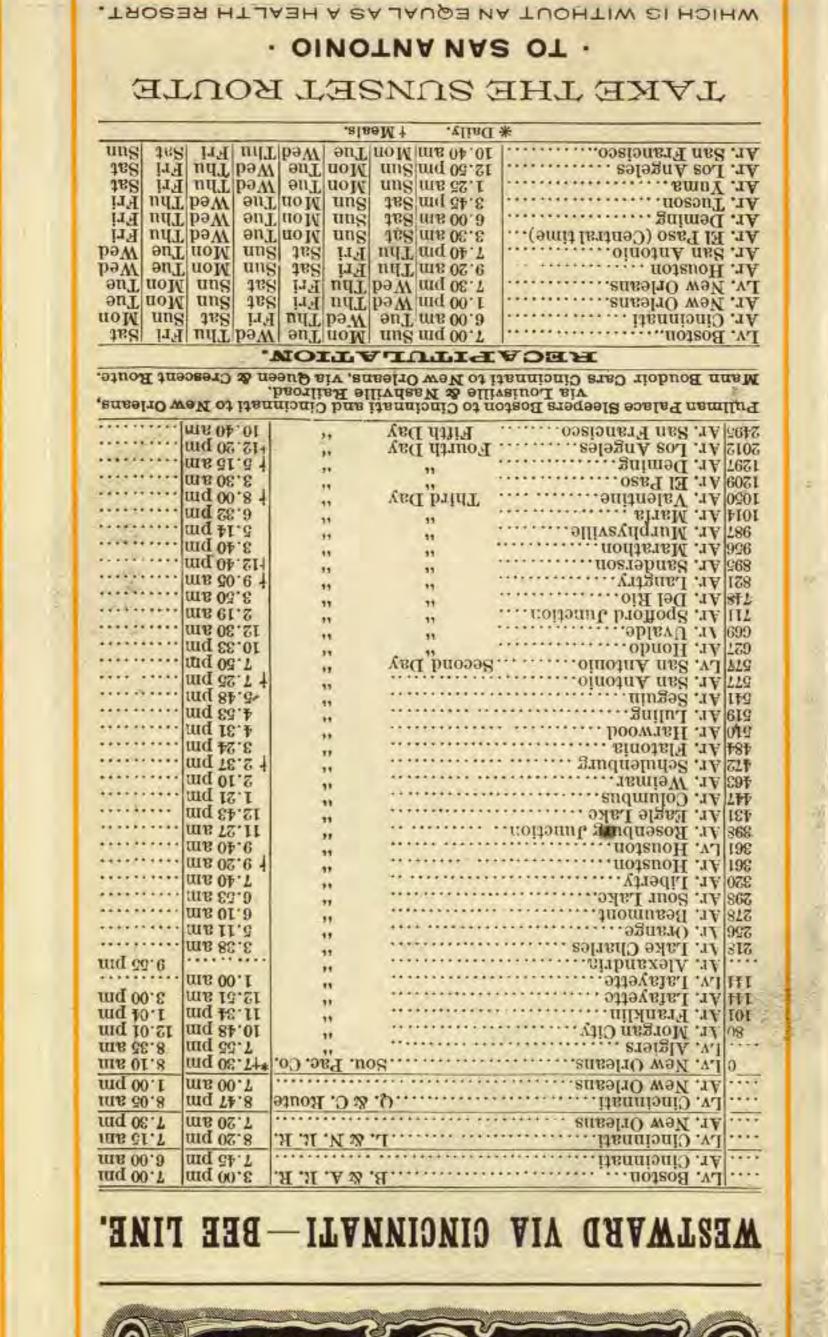








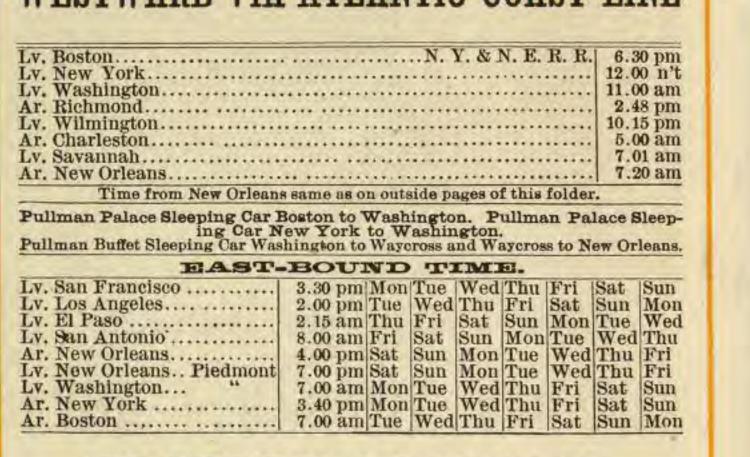












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HAMBURG, GERMANY, . . 8 DEICHTER STRASSE. DAVID STERN, Great Britain Representative LIVERPOOL, ENGLAND, 7 INDIA BUILDINGS.



10.30 pm ...L. & N. R. R. 8.15 am r. New Orleans Ar. Hempstead. r. Corsicana r. Denison... . Mo. Pac. Ry. 7.55 am Ar. Fort Worth . .Sou. Pac. Co. 9.40 am v. Houston .. Ar. Rosenburg Junction... r. Columbus... . Schulenburg . r. Harwood . Mex. Cent. Ry. 8.25 am . Ar. City of Mexico.

Baltimore & Ohio Railroad Sleeping Cars Baltimore to Cincinnati.

Mann Boudoir Cars via Queen & Crescent and Pullman Cars via Louisville & Nashville Routes Cincinnati to New Orleans. RECAPITULATION. . 10.30 pm Sun Mon Tue Wed Thu Fri S. 8.00 am Mon Tue Wed Thu Fri Sat Sun 7.45 am Tue | Wed Thu | Fri | Sat | Sun | Mo Ar. Cincinnati. Ar. New Orleans 1.00 pm Wed Thu Fri Sat Sun Mon Tue 7.30 pm Wed Thu Fri Sat Sun Mon Tue v. New Orleans. 9.20 am Thu Fri Sat Sun Mon Tue We Ar. Houston ... 7.25 pm Thu Fri Sat Sun Mon Tue We Ar. San Antonio . 3.30 am Sat |Sun | Mon Tue | Wed Thu | Fri Ar. El Paso (Central" 6.00 am Sat |Sun | Mon Tue | Wed Thu | Fr 3.45 pm Sat |Sun | Mon | Tue | Wed | Thu | Fri 1.25 am Sun | Mon Tue | Wed Thu | Fri | S. 12.50 pm Sun Mon Tue Wed Thu Fri Sa . 10.40 am Mon Tue | Wed Thu | Fri | Sat | Sur

r. Deming ...

Ar. Los Angeles.

Ar. San Francisco.

... Sou. Pac. Co. 5.15 am ...

12.20 pm .

Ar. San Francisco. THE SUNSET ROUTE INSURES PATRONS PERFECT FACILITIES, SUPERIOR EQUIPMEN

CLOSE CONNECTIONS AND DUICKEST TIME.



0 am 7.15 pm Lv. Dallas...... 5 n'n Lv. McKinney... .. * 9.00 am * 9.55 pm TOLEDO AND DETROIT TO NEW ORLEANS.

. C. H. & D. R. R. 11.00 pm 10.40 ... Q. & C. Route 8.00 am 8.47 Ar. New OrleansL. & N. R. R. 8.15 am 8.20 p Lv. Cincinnati.... Ar. New Orleans... CHICAGO TO NEW ORLEANS, VIA CINCINNATI. .Kankakee Line * 8.00 pm † 9.10 a Pan Handle Route 8.30 pm 7.50 Pan Handle Route 7.25 am 7.0 ...Q. & C. Route 8.00 am * 8.47L. & N. R. R. 8.15 am 8.20 O NEW ORLEANS, VIA ODIN.O. & M. Ry. * 7.00 pmIll. Cent. R. R. 5.12 am .. Ar. New Orleans. O. & M. Ry. * 8.15 am * 7.00 p Lv. Cincinnati.L. & N. R. R. 12.35 n'n 11.30 pm 12.35 n'n 12.30 n'ht 7.30 pm 7.20 am * Daily. † Daily, except Sunday. KANKAKEE LINE—Parlor Cars on day trains. Pullman Sleepers on night trains. Pan Handle Routs—Through Coaches on day trains. Pullman Sleepers on night trains. L. & N. R. R.—Pullman Sleepers Cincinnati to New Orleans without change. Queen & Carscent Route—Mann Boudeirs Cincinnati to New Orleans without change. Onto & Mississippi Railway—Parlor Cars on day trains. Pullman Sleepers on night trains. PACIFIC SYSTEM RAILROAD LANDS. I the same in tracts of ferty acres or upward, at prices ranging from \$2.50 to about \$20.00 per acre, account

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Il be seen that all this country is situated in the midst of a perfect network of railroads. Lands, therefore, an e within this section must, in consequence of situation, outside of their intrinsic worth, increase very rapid lue. But, independent of situation, the general excellent quality of the soil, its great productiveness, its adapt

ty in many places to almost every species of agricultural production, together with the mildness of the climate, bright skies and the equability of the temperature which prevails over the greater part of its extent, render it a

neet with an abundant reward. Tracts of not less than eighty acres will be sold, if desired, on a credit of five year

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PULLMAN PALACE CAR RATES

THROUGH FREE EMIGRANT SLEEPING CARS BETWEEN NEW ORLEANS AND SAN FRANCISCO.

The attention of the traveling public is called to a few facts regarding the run ning and equipment of emigrant sleeping cars over the Sunset Route, stretching from New Orleans, La., to San Francisco, Cal., through the most attractive and productive portions of Louisiana, Texas, New Mexico, Arizona and California, an touching at all principal points en route, including Houston, San Antonio a El Paso, Tex.; Deming, N. M.; Tucson, A. T.; Colton, Los Angeles and Fresno, C As a large number of the traveling public do not feel able to bear the expens attendant upon travel across the continent in first-class sleeping cars, the Sur igrant sleeping car service, extending from the Gulf tions en route and with the cost of a passage reduced to a rate considerably below half the expense of traveling in Pullman cars. Emigrant sleeping cars are attached to fast express trains from New Orleans to San Francisco and run through without change. These emigrant sleeping cars are not finished in the elegant style of first-class sleepers, but have upper and lower berths constructed upon the same principle. The lower berth affords two seats facing each other by day, which at night are unfolded, as in a Pullman sleeper, to form beds. The upper berth is attached to the side of the car with a hinge and when not in use as a bed may be folded up against the roof of the car, with ample space between the berth and the car roof for the storing of all the bedding necessary for both the lower and the upper berth in each These cars are well lighted and ventilated, provided with closets and lavatories, and are liberally supplied with water and fuel, so as to make them comfortable at eating-houses along the line as other passengers, but those traveling in the particularly families preferring to carry their own provisions, may make tea and coffee on the stoves in the cars. The emigrant sleeping cars are furnished with lamps which are kept burning all night. Baggage is checked to destination on emigrant tickets. The allowance for each whole ticket is 150 pounds and for each half-fare ticket 75 pounds. Passengers upon buying through tickets should make a memorandum of the "Destination,"—"by what R. R. issued,"—"Form Number,"—"Consecutive Number,"-and "Date." They should make a memorandum also of the "Number" and "Destination" of their baggage checks. This will aid in the recovery of tickets or checks if lost or stolen.

FREIGHT RATES. On household goods New Orleans to San Francisco and California common Passengers holding tickets to San Francisco with prepaid orders for steamer passage to trans-Pacific ports will be allowed, on presentation of such orders baggage agent at New Orleans, the following amounts of baggage checked free: first-class orders, 250 pounds; second or emigrant class, 150 pounds. In the event of any disagreement with a conductor relative to tickets required, privileges allowed, etc., passengers should pay the conductor's claim, take his receipt and refer the case to the General Ticket Office for adjustment.

BAGGAGE FREE.

five pounds on all classes. The charge on extra baggage per hundred pounds is about

Exteen per cent. of first-class fare. Stage lines usually allow forty to fifty pounds baggage FREE. Charges for extra weight about thirty to forty per cent. of local fare.

On each full ticket, one hundred and fifty pounds; on each half ticket, seventy-

CALIFORNIA RESORTS.

..Lv 4.10 am 9.00 ar . ‡ 7.00 am 209 Lv... Truckee (via Stage) ... Ar ‡ 7.00 pmSouthernsAr 2.00 am . * 4.00 pm | 8.00 am | 0 Lv San Francisco Ar | 6.40 pm | 10.10 am 5.55 pm 9.55 am 31 Lv....... Vallejo Ar 5.00 pm 8.10 am 7.35 pm 11.20 am 73 LvCalistoga(via Foss Stages) Ar 3.25 pm * 6.30 am 4.30 pm 99 Ar..... Geysers..... Lv 8.00 am ... **IMONTEREY AND SANTA CRUZ.** Heavy Faced Figures denote P. M. Time. * 3.30 | 10.40 | 7.50 | 0 Lv.....San Francisco....Ar 8.55 | 6.00 | 10.02 | 4.29 | 11.59 | 8.50 | 32 Lv.....Menlo Park.....Ar 7.52 | 4.42 | 9.02 5.03 12.43 9.25 50 Lv......San Jose.....Ar 7.20 2.47 10.53 99 Lv..... Ar 5.52CastrovilleAr 5.30 3.08 | 11.13 | 110 Lv... ... Monterey.....Lv † 5.00 | 1.00 | * 6.22 3.42 | 11.45 | 125 Ar.... 6.24 2.50 10.55 99 Lv... .. Pajaro.... 7.15 | 3.47 | 11.50 | 121 Ar. Santa Cruz..... Lv | 4.52 | 12.52 | * 6.18 3.30 pm | 9.30 am | 0 Lv San Francisco Ar | 7.10 pm | 10.40 an 7.40 pm | 1.50 pm | 94 Lv.... 11.33 pm 5.04 pm 185 Ar.... Via Yosemite Stage and Turnpike Co. . 247 Ar. Clarks (visit Big Trees) .. Lv . .

..... Lathrop Lv 3.40 pm 6.55 amLv 12.05 pm 2.58 am .. 12.00 n'n * 4.30 pm | 9.30 am | 0 Lv..... Los Angeles..... Ar | 8.15 am | 4.00 pm 5.05 pm | 10.09 am | 11 Lv........Ballona......Ar | 7.36 am | 3.20 pm 5.20 pm | 10.30 am | 18 Ar.... Santa Monica Lv | 7.15 am | * 3.00 pm SIERRA MADRE VILLA AND RIVERSIDE. 2.00 pm 4.30 pm 0|Lv..... Los Angeles..... Ar 9.10 am 12.20 pm 2.23 pm 4.50 pm 9 Lv. San Gabriel (via Stage) .. Ar 8.50 am 11.56 am 3.00 pm 5.30 pm 13 Ar.... Sierra Madre.....Lv 8.00 am 11.15 am 3.18 pm | 5.37 pm | 32 Lv...... Pomona Ar | 8.00 am | 10.56 am 4.15 pm | 6.30 pm | 58 Lv..........Colton.......Ar | 7.10 am | 10.00 am Via Stage or California Southern R. R. 4.45 pm | 7.00 pm | 65 Ar......Riverside......Lv | 6.30 am | 9.15 am * Daily, Sundays excepted. † Sundays only. ‡ Summer Schedule commencing about May 1st. THE SUNSET ROUTE IS SELECTED BY TOURISTS PLEASURE SEEKERS AND BUSINESS MEN WHO DEMAND QUICK TIME.

MEXICO.

VIA ALL ROUTES TO NEW ORLEANS, SOUTHERN PACIFIC CO. TO EL PASO AND MEXICAN CENTRAL RAILWAY TO ALL POINTS IN MEXI Ar. San Antonio. 7.25 pm ! Ar. Zacatecas . to El Paso and El Paso to the City of Mexico without change. .30 pm Wed Thu Fri Sat Sun Mon Tue Lv. Houston ... 9.20 am Thu Fri Sat Sun Mon Tue Wed Lv. San Antonio... 7.40 pm Thu Fri Sat Sun Mon Tue Wed Lv. Sanderson. 1.00 pm Fri | Sat | Sun | Mon | Tue | Wed | Thu 6.30 pm Sat | Sun | Mon | Tue | Wed | Thu | Fri 6.55 pm Sun Mon Tue Wed Thu Fri Sat 7.12 pm Mon Tue | Wed Thu | Fri | Sat | Sun Ar. Mexico... 8.25 pm Tue | Wed Thu | Fri | Sat | Sun | Mon THE MEXICAN CENTRAL RAILWAY will check one hundred and fifty (150) pounds of baggage free on each whole through ticket, seventy-five (75) pounds on each half ticket. Owing to Custom louse regulations, baggage will be checked to El Paso, Texas, only, where it will be re-checked, in nion Depot, to destination of ticket. South-bound baggage will be examined by the Mexican Custom House at Paso del Norte, Mexico, and north-bound baggage will be examined by United States ustom House at El Paso, Texas. This examination is made quickly and without approvance to assengers. Travelers to Mexico should bear in mind that to get the benefit of the baggage all e of one hundred and fifty (150) pounds on full tickets, and seventy-five (75) pound kets, they should purchase through tickets from points north and east in the United States vis fteen (15) kilograms or about thirty (30) pounds. Custom House officers inspect south-bound bag-age at Paso del Norte, eight (8) miles south of El Paso. Local tickets on the Mexican Central Raily only pass thirty (30) pounds of baggage, but passengers holding through tickets are entitled to one hundred and fifty (150) pounds on each whole ticket. SAN FRANCISCO and PORTLAND, ORECON, IN 21/2 DAYS THROUGH TIME SCHEDULE VIA THE OVERLAND ROUTE. SOUTHERN PACIFIC COMPANY. | CALIFORNIA AND OREGON STAGE LINE. NORTH. | DAILY. | SOUTH. NORTH. DAILY. SOUTH. 8.00 pm Mon Lv....Gibson.....Ar 6.00 am Wed

3.45 am Tue Ar. . . Sisson's . . . Lv 9.45 pm Tue 7.30 am Mon Lv. San Francisco. Ar 6.40 pm Wed 9.45 pm Tue Ar. ... Yreka. ... Lv 3.15 pm Tue 10.30 am Mon Lv. Sacramento, Ar 3.45 pm Wed 7.45 pm Tue Ar. Ashland ... Lv 5.00 am Tue 10.55 am Mon Ar) Davis Lv 3.15 pm Wed OREGON & CALIFORNIA RAILROAD. Ar 3.05 pm Wed 9.30 pm Tue Lv. . Ashland . . . Ar 4.15 am Tu 38 am Mon Ly ... Woodland ... Ly 2.47 pm Wed 1.45 am Wed Ar ... Glendale ... Ly 10.26 pm Mc 57 pm Mon Lv. ... Williams. ... Lv 1.25 pm Wed 5.25 am Wed Ar ... Roseburg. . L 3.30 pm Mon Lv... Red Bluff ... Lv 10.30 am Wed 10.56 am Wed Ar Halsey Lv 12.50 4.45 pm Mon Ar / ... Redding. | Lv | 9.05 am Wed | 11.45 am Wed | Ar ... Albany ... Lv | 12.05 pm Mon | 5.05 pm Mon | Lv | 4.7 | 8.45 am Wed | 1.24 pm Wed | Ar ... Salem ... Lv | 10.25 am Mon | 7.20 pm Mon | Ar ... Gibson ... Lv | 6.35 am Wed | 4.25 pm Wed | Ar ... Portland ... Lv | 7.30 am Mon First-Class Through Tickets, \$36.00 Unlimited and \$32.00 Limited. BAGGAGE CHECKED going North to Delta and from Ashland to Portland. IMPORTANT NOTICE. Through tickets to principal points reached via the Southern Pacific Co. are on sale at all important railway stations in the United States and Canada. Each passenger must be provided with a et. Cars can not be chartered for carrying passengers. The exclusive use of a first-class coach, howwill be allowed an organized party holding thirty full first-class tickets of same form, bought it the same time and place. The exclusive use of an emigrant sleeping car will be allowed an organ ed party holding thirty-six full emigrant tickets. Tickets should be bought only at regular ticket

ffices, as there are numerous expired, counterfeit and stolen tickets in the hands of "scalpers" and

bogus agents. Guard against imposition on this point. Children under five years require no tickets

under twelve, require half tickets; twelve and over, full tickets. On stage lines, children und

three years require no tickets; over three and under twelve, half tickets; twelve or over, full tickets.



STEAMSHIP LINES FROM SAN FRANCISCO

ington Territory, British Columbia and Alaska. Steamer leaves San Francisco every fifth day from Spear Street wharf, 10 . m., for Portland, there connecting with Steamers to Columbia River Ports Oregon and Washington Territories. Steamers leave San Francisco, Broadway wharf, at 10.00 a, m., for Victoria s uget Sound points, every eight days. Returning, leaves Seattle and Port Townsen Steamer sails from Portland, Oregon, on or about the 1st of each month, for laska, touching at Port Townsend, Washington Territory, and Victoria, in British ia. Steamer from San Francisco connects with Alaska Steamer at Poa. m., on the 2d, 7th, 12th, 17th, 22d and 27th of each month.

FROM SAN FRANCISCO. NOTE.—Above rates include berths and meals on Steamers. Children under 5 years, free; 5 to 12, half fare; 12 years and over, full fare.

RATES TO ALASKA AND RETURN. om San Francisco, via Victoria and Port Townsend, and returning same way, \$125.00 From San Francisco, via Victoria, and returning via Tacoma, Portland and From Portland, via Tacoma and Port Townsend (N. P. R. R. from Tacoma and O. R. & N. Co. steamer to Port Townsend)..... These rates include berth and meals on the ocean Steamers. Steamers leave Po. Fownsend or Victoria about June 14th and 28th; July 12th and 26th; August 9th and 23d: September 6th and 20th.

LOWER COLUMBIA RIVER .- Mail Boat, daily, except Sunday. Leave Port land 6.00 a. m., arrive Astoria 1.30 p. m. Leave Astoria 6.00 a. m., arrive Portland 2.00 MIDDLE COLUMBIA RIVER.-Mail Boat, daily, except Sunday. Stopping at Vancouver, Lower Cascades, etc. Leave Portland 7.00 a. m., arrive Dalles 6.00 p. m. Leave Dalles 8.00 a. m., arrive Portland 6.00 p. m. SNAKE RIVER.-Leave Riparia 4.15 p. m. Sunday and Thursday, arrive Lew iston 1.00 p. m. next day. Leave Lewiston Tuesdays and Saturdays 1.00 p. m., arrive Riparia 9.00 a. m. next day. Stops at Almota, etc., both ways.
WILLAMETTE RIVER.—Leave Portland 6.00 a. m. Sunday, Monday, Wednes-

RIVER ROUTES.

day and Thursday, arrive Corvallis Monday, Tuesday, Thursday and Friday 8.00 a.m. Leave Corvallis 9.00 a.m. Tuesday and Friday, arrive Portland next day 3.00 p. m.

p. m. daily, except Sunday. Arrive Olympia next day 8.30 a. m.

Stops at Oregon City, Salem, Albany, etc., both ways.

YAMHILL RIVER.—Leave Portland 6.00 a. m. Monday and Wednesday, arrive Dayton, Oregon, same days, 12.00 noon. Leave Dayton 10.00 a. m. Wednesday and Saturday, arrive Portland, same days, 5.00 p. m. PUCET SOUND ROUTES. VICTORIA ROUTE.—Leave Tacoma 7.00 p. m. daily, except Saturday, arrive Victoria same day 12.00 m. Leave Victoria 2.30 a. m. daily, except Sunday, arrive Tacoma same day 4.30 p. m. Stops at Seattle and way ports.

NEW WESTMINSTER ROUTE.—Leave Tacoma every Wednesday at 1.00 p. m., Seattle at midnight, Port Townsend at 8,00 a. m. Thursday. Arrive New Westminster 6.00 p. m. Leave New Westminster 6.00 a. m. Friday, via San Juan islands, arriving SEATTLE AND WHATCOM ROUTE.-Leave Seattle Sundays, Tuesdays and hursdays at 9.00 p. m., arriving Whatcom 11.00 a. m. next day. Returning, leaves Whatcom Mondays, Wednesdays and Fridays, arriving Seattle same evening. OLYMPIA ROUTE.—Touching at Tacoma each way. Leave Olympia 2.00 p. m., daily, except Sunday. Arrive Port Townsend 7.15 a. m. Leave Port Townsend 5.00



JAPAN AND CHINA LINES.

with meals according to ship's regulations. 350 lbs. baggage allowed each adult fir bree (3) cents per lb. Round-trip tickets between San Francisco and Yokohama long Kong, good for twelve months, will be sold at a reduction of 12½ per ce full fares an allowance of 7 per cent, will be made on cabin rates between San cisco and Yokohama or Hong Kong. Liberal rebate made to those who make

HONOLULU * AUCKLAND * AND * SYDNEY * LINES OCEANIC STEAMSHIP COMPANY. Steamers leave San Francisco twice each month for Honolulu and once a month for New Zealand and Australia. SAN FRANCISCO UPPER LOWER AGE. SAN FRANCISCO UPPER LOWER AGE. TO DECK. DECK. 2100 Honolulu, Sand'ch Is \$ 85.00 \$ 75.00 \$ 25.00 8100 Adelaide, Australia 232.50 222.50 11 050 Auckland, N. Zealand 210.00 200.00 100.00 7650 Brisbane, 6625 Wellington, " 230.63 220.63 113.13 ... Cairns, 6795 Lyttleton, " 236.25 226.25 116.88 ... Cardwell, 7000 Port Chalmers, " 240.00 230.00 118.75 ... Gladstone, 7200 Sydney, Australia 210.00 200.00 100.00 7500 Rockhampton, " 236.25 226.25 113.1 7740 Melbourne, " 220.00 210.00 105.00 7600 Hobart Town, " 235.00 225.00 115.0 Children between five and twelve years, half fare; between two and five years, quarter fare; under two years, free. Three hundred and fifty pounds baggage allowed each full fare cabin passenger. One hundred and seventy-five pounds each steerage passenger; proportionate to children. Extra baggage three cents per pound.

Servants accompanying their employers will be charged two-thirds of cabin lower deck rates without regard to age or sex, and will be berthed and served with meals according to ship regulations.

round-trip within one year.

CENTRAL * AMERICAN * AND * MEXICAN * LINES PACIFIC MAIL STEAMSHIP CO.-RATES OF PASSACE. SAN FRANCISCO TO CABIN. STEER- SAN FRANCISCO TO CABIN. STEER AGE.

.. \$ 70.00 \$ 30.00 2425 San Jose de Guatemala. \$100.00 \$ 50. 685 Manzanillo... 45.00 2627 La Union..... 36 Acapulco ... 100.00 50.00 2648 Amapala 100.00 50.00 2973 Punta Arenas... 2306 San Benito 2349 Champerico ... 100.00 50.00 3427 Panama.... Children under twelve years, half fare; under six years, quarter fare; under two years, free. Servants accompanying their employers will be charged two-thirds of Steamships sail from San Francisco the 1st and 15th of each month. Departu of the 1st calls at Mazatlan, Acapulco, Champerico, San Jose de Guatemala, Acaju La Libertad and Punta Arenas. Departure of the 15th will take freight and pas gers for Mazatlan, San Blas, Manzanillo and Acapulco and via Acapulco to lower Mexican and Central American ports, calling at San Jose de Guatemala and La Libertad to land passengers and mails.



the Sunset Route, 184 miles west of New Orleans and 177 miles east of Houston and Galveston, Texas. A most even climate prevails. There are

no diseases peculiar to this country; malaria exists in a very light form

along the rivers, but the prairies are free from it, owing to the Gulf breezes and excellent water. Water is plentiful, generally soft; temperature, 62

egrees; wells, 12 to 20 feet, curbed with brick or cypress. These lands are

miles south) and 40 feet above the river Mermentau, 21/2 miles away

Land thickly set with best native grasses, is easily broken up, one team

sufficient: easy to cultivate, as tools polish or scour readily: soil, clay loam

Stock raising is now the lead ingindustry and all stock came through

8,000 horses and 80,000 cattle were wintered on Calcasieu prairie alone

they are never fed or cared for and are better than the common stock of

bear at two years, and have been known to bear almost consecutively for

forty years, and varieties from May to November. Apricots, quinces, figs,

pears, nectarines, olives, plums and pomegranates do equally as well, and

flavor. More than 2,000,000 were raised within a range of thirty miles of

this is the home of the orange, "King of Fruits"-largest size and finest

Jennings last year. One grove, five miles east, sold from one and one-half

at Jennings, La., who have taken a strip six miles wide by twenty-four

acres, \$2,500 worth in 1882-83. There is a colony of 300, Iowa people mostly,

long, all of which was United States and State lands (offices at New

Orleans and Baton Rouge), and there are large quantities of government

lands left in the vicinity, besides Spanish grants along the streams, on sale

at from \$1.25 to \$7.00 per acre. There are 2,000,000 acres of United States

and State lands for sale, and subject to homestead and tree culture claims,

The climate is justly called perpetual spring. There is an even and

sufficient distribution of rain over the entire year, 45 inches. The country

fruits amply protected; soil easily worked and broken; wood nominal

price (little needed); lumber, \$10 to \$20 at Jennings; certain crops of

fruit; plenty of water for stock and easily obtained everywhere in wells

churches possible. Each scholar is entitled to two dollars monthly from

It is a land of easy conditions; \$500 will make a family more comforta-

ble than \$2,000 in Dakota (Lapland) or in the "Banana belt of the golden

Northwest," The prairie region of Southern Louisiana is out of the storm

belt, has fewer storms, less lightning and no cyclones. The principal crops

now are sweet and Irish potatoes and rice. Rice is raised at about same

expense as wheat in the North, can be sown and harvested with same

machinery and the average value of crop more than double. Average yield

121/2 bbls. per acre; 162 lbs. per bbl., valued at \$3.50 per bbl. rough. Expense

Farming here is yet in its infancy and has been so far purely experi

mental, but fortunate in positively demonstrating that intelligent farming

is very profitable. Number of acres under cultivation, 12,575; in sugar-

cane, 129 acres, yielding 391 barrels of molasses and 213 of sugar. In

cotton, 1,232 acres, yielding 1,124 bales; in rice, 2,934 acres, yielding 33,450

barrels; in corn, 6,336 acres, yielding 157,264 bushels; in oats, 397 acres,

yielding 9,650 bushels; in sweet potatoes, 1,547 acres, yielding 193,425

bushels. There flourishes a variety of native grasses that grow and propo-

The valuation of improved lands in the three representative northern

States, Illinois, Iowa and Kansas, is \$31.05 per acre according to the census

of 1880; average yield per acre, \$6.91, only a little over twenty-two per

cent. Louisiana, Mississippi and Arkansas, average value of improved

land per acre, \$19.57 average yield per acre, \$13.02, over sixty-six and one-

3. L. CARY, Agent Southern Pacific Co., JENNINGS, LA.

gate by seed and also by sending out roots at every joint.

half per cent. For further information address

and running streams. To be divided into small farms, making schools and

is entirely surrounded with heavy timber, except south to the Gulf; delicate

in Calcasieu and St. Landry counties.

of raising \$10.00 per acre.

the north and winter better than northwestern stock, which is housed and

CONNECTIONS.

XANDRIA-Red River steamers and Texas & Pacific Railway UMONT-Neches and Angelina River steamers; Sabine & East Texas I.

MOUNTAIN-N. C. R'y (nar. g'ge), to Austin, thence stage to Belmont, etc. RENSON-New Mexico & Arizona R. R. for Fairbank (stages for Tombstone and Charleston), for Huachuca (stages for Camp Huachuca), for Crittenden (stages for Harshaw), and for Nogale. connecting there with Sonora Railway for Hermosillo and Guaymas, Mexico, buckboard for res Alamos, Redding and all points on San Pedro River, northward. STOGA-Stages for Pine Flat, GEYSERS, Middletown, Glenbrook, Sulphur DELTA-Stages for Ashland, Oregon, connecting with Oregon and Califor for Portland, Oregon; with teams for mining camps in Siskiyou County and points in Northern California and Southern Oregon.

DEMING-Atchison, Topeka & Santa Fé R. R. and Silver City, Deming & Pacifi R. R. for Silver City (stages for Georgetown, Bullards Peak and Alma). ELKO-Stages for Tuscarora and Cope Mining Districts. A-Vaca Valley & Clear Lake R. R. for Vacaville, Winters and Madison. ONE-Stages for Jackson, Mokelumne Hill, Sutter Creek, Amador, Drytown, Plymouth, Fiddletown ON-Stages for Wood River District, I. T., and Idaho Territory. LORDSBURG-New Mexico & Arizona R. R. for Duncan (stages for Carlisle Mining OS ANGELES-Branch lines for Santa Monica, San Pedro and Santa Ana. A-Stages for Mariposa, Fresno Groves of Big Trees and Yosemite Vall OPA-Stages for Phoenix, Wickenburg, Prescott and Fort McDowell. OPA—Stages for Phœnix, Wickenburg, Prescott and VILLE—California Northern R. R. for Oroville. MILTON-Stages for San Andreas, Sonora and Calaveras Big Trees.

MOJAVE-Atlantic & Pacific R. R. for Calico Mining District and East. Stages for

Darwin, Lone Pine, Independence and Panamint. APA-Stages for Sonoma. ALL—Stages for San Buenaventura and Santa Barbara -U. P. R'y; D. & R. G. R'y; Utah Central R. R. and Utah & Northern R'y LISADE-Eureka & Palisade R. R. (narrow gauge), for Eureka, Nev., connecting there with stages for Hamilton, Pioche, etc. ANO-Stages for Harshaw, Patagonia and Camp Huschuca. REDDING-Stages for Weaverville and Scott Valley; also for Lake View, Oregon. inia & Truckee R. R. for Carson, Virginia, and for Mound House, con-Carson & Colorado R. R. for Hawthorne (stages for Aur. Belleville, Candelaria and Bishop. Stages for Milford Coast R. R.; Pacific Ocean Steamship Lines for Portland, Ore.; for Victoria, B. C., f.

AN JOSE-Southern Pacific R. R. (N. D.) for Soledad, Monterey and Santa Cruz. C. HELENA-Stages for Ætna Springs. COCKTON-Stockton & Copperopolis R. R. CKEE-Stages for Donner Lake and Lake Tahoe. SON-Stages for Arivaca. Tubac and Magdalena; for Quijotoa District. WILLCOX-Stages for Fort Bowie, Camp Thomas, Fort Grant, San Carlos, Safford zas, A. T.; teams for Globe. WINNEMUCCA—Stages for Silver City and Boise City, Idaho.
YUMA—Colorado Steam Navigation Co's Steamers for Castle Dome, Ehrenberg,
Aubrey, The Needles, Camp Mohave, Hardyville and Eldorado Canca.

Coast ports; for Panama, Central and South America; for Hawaiian Islands and Australasia; for

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TEXAS

VALUABLE STATISTICAL

LAND + FOR + HOME + BUILDERS

WHERE TO GO IN TEXAS.

elf, equal in area to France or Germany almost, has been, as it we out of the world." Any locality with railroads is only in the world now. for railroads are the only highways of travel and commerce in this age 'Sunset Route" across the continent, this magnificent region has been made accessible. It contains 113,000 square miles, is more than twice as large as England with its 24,000,000 inhabitants and is nearly three time as large as New York or Kentucky. It comprises twenty counties, each nearly twice as large as the State of Massachusetts. These counties are uadalupe, Dewitt, Gonzales, Wilson, Bexar, Medina, Uvalde, Kinney, Val erde, Crockett, Pecos, Presidio and El Paso and are situated along the line of the Southern Pacific Company, between Houston and El Pasc There are cities and villages, with good schools and churches already established, which now offer good markets for all of the products of the country. It is a region of fertile valleys, timbered hills and broad plains, which, equally rich with the countries and States mentioned, and far surpassing them in point of climate and equally well watered, is equally able to maintain a population as great as any of them and is therefore abundantly capable of sustaining the whole present population of the United States within its borders. What a vast amount of real and prospective wealth here lies open to the enterprise and industry of the farmer. stockman, shepherd, fruit grower, dairyman, artisan, merchant and capitalist! Nor is this region surpassed in its wealth of soll, its rich herbage its valuable timber and precious minerals, by its breadth and length; for from the sea coast to the far western boundary it has already cultivated farms and pastures upon a thousand hills, rich bottom lands covered in places with valuable forests bordering to great rivers and innumerable tributaries, and rich pasture fields waiting for herds and flocks, or for the plows and a million farmers to break up the rich, deep black soil. This region is the poor man's paradise; a pleasant home for the farmer with a small capital; a promise of wealth to the young man who goes thither to grow up with the country; and it offers comfort and competence to the mechanic and the artisan. No man need wait to accumulate means to make a start. There are cleared farms waiting for tenants; farms which, before the war, were cultivated by slave labor and are now divided into convenient homesteads. There are opportunities for renting these for a portion of the crops until the farmers are able to purchase farms of their own or to settle upon a tract of public or railroad land. There are colonies established in various places in which the new settler has the benefit of association, by which a small capital secures advantages that can only be had by much larger means otherwise. There are cleared farms and homesteads to be purchased outright, and there is a vast scope of new land which can be purchased from the State and from the Southern acific Company, in small tracts or large blocks for colonies, farming or razing. Along this line of road can be found nearly every product of the nited States that can be raised from the soft or taken from the mine, and all that a man needs is to decide what he would like best to do, ther move to the section where nature has fitted a place for him. The Southern Pacific Company has agents in different parts of the United States, Canada and Europe, through whom all desired information can be procured before starting to Texas. The Company has provided homes under the care of intelligent and reliable agents, at San Antonio, Seguin and Luling, arranged with separate rooms for families, cooking ranges, fuel and lights, for the use of new settlers, free for one week, and every useful information is afforded by which a stranger may be guided and helped to his desired destination. Probably in the whole history of western emigration there has never yet been so favorable an opportunit of gaining a new home, and of reaching it quickly and comfortably as this opening of Western Texas affords.

PRICES AND TERMS OF SALE.

The lands offered for sale by the Land and Emigration Departme of the Atlantic system of the Southern Pacific Company, consists of tracbelouging to the Company, situated mainly in the counties along the lin between San Antonio and El Paso, and private lands owned by individuals, situated in all of the counties along the Line between Houston and El Paso. These lands are offered in any sized tracts desired, to individual farmers for colonies, gardens, fruit farms, and investments. The unimproved tracts between Houston and San Antonio are offered at from \$2.50 to \$10 per acre and consist of lands adapted to gardening, sugar culture, general There are fenced pasturage tracts of from 5,000 to 15,000 acres, from ich stock have been taken to the larger ranges in the western part of There are also farms with some improvements, containing from 1,000 5,000 acres, with from 300 to 1,000 acres under cultivation, offered at from \$8.00 to \$15.00 per acre. These lands are among the best agricultural lands in the State, generally well-watered, timbered, and near to railroad and Colonies organizing would find these lands very desirable. The unimproved lands between San Antonio and El Paso, suitable for grazing, ourposes, are offered at from \$1.50 to \$5.00 per acre. Private lands for farming, gardening and fruit growing, with irrigating ditches established, are offered at from \$10 to \$50 per acre. The terms of payment for private lands are cash, or one-fourth or onehird cash, and the balance in one, two and three years, with interest at moderate rate of interest. When lands are purchased in large tract for colony purposes, contracts can be made for deferred payments to run over a period of 5 to 10 years. Railway lands when offered, can be purchased for cash or on five years, or ten year credit terms, with annual interest on deferred payments

evement have been in alternate sections of 640 acres each-th ermediate sections having been reserved by the State for penefit of Public Schools. These lands are known as State School Lands and the control of them for proposes of sale or lease are by law placed in the hands of the State Land Board, which consists of the Governor and other State officers. The minimum price at which any of these lands can be sold is two dollars per acre, and on terms of one-thirtieth cash and the balance in equal annual payments of one-thirtieth with annual interest at five per cent. They are so low in price and the terms upon which they are sold so favorable that they are brought within the reach of almost any one, no matter how poor he may be. The present rules of the Land Board contemplate the sale of these lands to actual settlers only, but the rules as to occupancy have not been heretofore so rigidly enforced as to make this a serious objection as to purchase. Parties wishing to purchase this class of land must file their original application with the Surveyor of the county in which the land applied for is located, and on a certain day each month the surveyor opens each application filed with him, and on the following lay offers each tract applied for at public outcry, and the application of the party bidding the highest figure above the minimum price at which the land can be sold is forwarded to the Land Board for approval. Sales are limited to one section of arable land and one section of grazing land to any one person. There is an immense quantity of these School Lands open to sale and settlement in many of the counties along the line of the Southern Pacific Company.





orthern and southern portions of the State. But even in Northern Texas the seldom continues that low for more than three or four days at a time, when it again nearly through the winter months. The farmers of Texas may be seen plowing dice are of rare occurrence in Texas. Snow sometimes falls to the depth of Farming operations are carried on every month in the year, without inte ption either from heat or cold. Indeed, February is considered the proper the r planting corn and many other seeds, while the ground should be prepared be owing in December or January. Cotton is usually planted in March. summer temperature in the coast counties varies from eighty-five to ninetyw days and then only for an hour or two each day. The usual winter temperain any of his pursuits or prevent cattle, horses, sheep, etc., from obtaining amp when it is borne in mind that the longest day in Central Texas has but fourteen the length of the day increases, giving in the latitude of the largest northern cities a day of sixteen or more hours for the accumulation of heat, followed by eight hours less of darkness, the heating period in the higher latitude being double the coling period, while in southern latitude the excess is only forty per cent. The

The development of the manufacturing interests of Southern and Western Texas has not received the attention its importance demands. Nowhere are grander opportunities presented for capital and skill to engage in manufactures with certainty of realizing large profits. Foundries, manufactories of agricultural implements, tanneries, paper, cotton, woolen and flour mills, cheese factories, and many other branches of manufacturing industry are demanded to meet the constantly increasing wants of the State. Western Texas can furnish to the manufacturers mechanics raw materials in the greatest variety and abundance-timber, iron, cotton and wool, hides and tanning materials, etc.—at lower rates than they can be obtained in any other State. She has one of the best markets for [manufacture articles on the continent.

One very decided advantage which Texas possesses as compared with many of the newer States (which like her are now receiving a very large immigration) is that taxes are remarkably low and must continue so indefinitely. Such wise provisions were engrafted into her State Constitution (and before any considerable debts were con tracted), as have effectually prevented the State, her counties or cities from recklessly f the newer Western States. Most of these States now have similar constitutiona provisions, but in most instances they have been adopted after heavy indebtedness has been contracted, while Texas, with the exception of a very few of her counties and cities, has been fortunate in that she secured exemption before any burden had een placed upon her. In very many of the counties the total annual levy for all ate and county purposes is less than one-half of one per cent, and in but few counes does it exceed three-fourths of one per cent, and this based on a valuation seldom The taxable wealth of the State is so large (at present some \$520,000,000) that it equires the levy of but a very small tax to yield a very large revenue.

EDUCATIONAL ADVANTAGES

Great as are the manifold attractions offered by the climate, the soil, and other ysical advantages of Texas, none of them equal the princely provision which the thers of the republic made for the education of the millions of youths who will, in near future, be numbered among her population. There is a permanent School Fund of \$3,500,000. That of Massachusetts is only Lands have been set apart for educational purposes:

So much for the permanent support of the schools. Let us see what provision is de for their present maintenance, besides the interest on the \$3,500,000 permanent . This is yielding an annual income of more than \$200,000, and is increasing om land sales \$100,000 a year. The constitution sets apart not more than one-fourth the general revenue of the State and one dollar poll tax for the support of common schools. Besides this

amount, there is the interest on the county school fund. In some cities an additiona Free schools are maintained in 159 counties. Of these reports have been received from only 132 counties; yet in these counties there were 4,523 schools. These were attended by 133,667 white children and by 45,465 colored children. In them were ed 3.258 white teachers and 991 colored teachers, being a total of 4.249 teacher The State has a so established six normal schools, one of which is for the eduation of colored teachers. At these schools the students are both educated and boarded without charge. From these a supply of trained teachers is constantly gong to all portions of the State. An agricultural college has been located near Bryan, the State appropriating \$200,000 and erecting elegant buildings, in every manner adapted to the uses of a first-class college. A full corps of professors have been employed and all the necessary paraphernalia purchased. Besides all this, a bill is now before the Legislature, and has been favorably reported by the committee, to endow the college with one million acres of land. Thus generously does Texas provide for the education of all classes of her youth. Where is there another State that has done

The area of Texas is 274,356 square miles, or 170,099,200 acres, of which 105,278,985 acres are prairie and 46,302,500 timber land, the remainder being covered by water. 12,650,314 acres are improved and of these 5,841,705 are cultivated. The acreage of 1882 was in corn 3,000,000 acres, yield 63,416,300 bushels; 2,810,113 acres in cotton, yield 1,400,000 bales; 400,000 acres in wheat, yield 4,173,700 bushels; 375,000 acres in oats, yield 9,239,600 bushels, and 181,592 acres in sugar cane. The value of the crop was: cotton, \$75,665,500; tobacco, \$41,127; rye, \$42,890; barley, \$93,280; potatoes, \$326,823; hay, 81,489 tons, \$876,007; wheat, \$4,090,226; corn, \$36,781,454; sugar and molasses, \$642,210; cotton seed products, \$3,428,516. The value of all products shipped from the State in 1883 is \$119,906,296. The live stock of Texas consists of 15,805,000 head; of that 5,500,000 head are cattle, valued at \$137,000,000; 1,305,000 horses, mules, jacks, jennets, valued at \$36,000,000; 7,000,000 sheep and goats, valued at \$17,500,000, and 2,000,000 hogs, valued at \$7,000,000. The annual export is 703,642 head of cattle, valued at \$16,346,980; 22,780,230 pounds of wool, valued at \$4,100,441; 19,224 head of horses, valued at \$480,600, and 13,312,746 pounds of hides and peltries, valued at \$1,464,441. The standing timber in Texas amounts to 67,508,500,000 feet. Value of lumber manufactured in 1883, \$9,226,413. The taxable wealth of Texas is \$520,000,000 and the population about 2,225,000. In 1880, the white population was 1,197,237; colored, 394,512; Americans, 1,447,133; foreign, 114,616. of which 88,818 were Germans and Austrians, 43,161 Mexicans, 19,009 from England, Ireland and Canada and remainder from other countries. There are 226 counties in the State, of which 169 are organized and 16 were organized in 1883. The public debt of Texas is \$4,037,730 and the Common School and University funds of Texas amount in cash, bonds and lands to \$94,847,000. The number of postoffices in the State is 1,432; miles of railway, 6,139; miles of telegraph, 7,639; miles of sea coast. 500. The most important towns in Texas are Galveston, 30,000 inhabitants; Dallas, 21,000; San Antonio, 25,000; Houston, 23,000; Austin, 16, . ; Fort Worth, 15,000; Sherman, 12,000; Waco, 10,000; Texarkana, 7,000, and El Paso, 5,500. There are a dozen other cities in the State with a population ranging between four and five thousand.

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