Kansas Memory

KANSAS HISTORICAL SOCIETY

Emigrants' guide to the Kansas Pacific Railway lands : best and cheapest farming and grazing lands in America

Section 2, Pages 31 - 36

Promotional advertisement pamphlet by the Kansas Pacific Railway Company offering 6,000,00 acres of land for sale in Kansas.

Creator: Kansas Pacific Railway Company

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hand on their way to the seas, and a descent thence to the Hot Baths of the Middle Park! These hot, sulphurous waters bubble up at three or four places, within a few feet, and infuse themselves into the dry atmosphere. Coming together into a pool, they flow over an abrupt bank into a basin below and form a natural bathing-house, where a hot sitz and douche bath may be had, such as can be found nowhere else in the world. The temperature of the water is 110° Fahrenheit, and at the first touch the water seems almost of scalding heat. No bather can stand under the fall until his body has been accustomed to the heat by a few partial and experimental trials, but, after these, the sensations are delightful. The famed glories of the Turkish bath are nothing in comparison with the transition from the heat of these springs to a temperature of 30° or 40° of the dry and inspiring atmosphere. At Idaho are the Hot Soda Springs, which, like the Hot Springs of the Middle Park, must become a famous summer resort at no distant day; while many hardier seekers after pleasure will annually climb the heights of Gray's Peak, Mount Lincoln, Pike's Peak, and Long's Peak, from eleven to sixteen thousand feet above the level of the sea, for the finest mountain views in the world. These Peaks overlook all the magnificent scenery of which we have just been speaking, so wonderful, so inspiring, and so sublime, that it is difficult to attempt a description without seeming to exaggerate."

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MISSOURI STATE BOARD OF AGRICULTURE.

LETTER OF PRESIDENT AND SECRETARY.

Hon. ROBERT E. CARR, President Kansas Pacific Railway:

SIR: The undersigned, President and Secretary of the Missouri State Board of Agriculture, together with a majority of the members of the board, and several members of the State Agricultural Society of Kansas, passed over your road in the early days of June, and after a few days enjoyment of Rocky Mountain scenery, and a hurried inspection of agricultural developments in Colorado, returned to our homes, invigorated in health, and with a store of pleasant memories.

Among all the evidences of western growth and possibilities which we witnessed in the vigorous young State of Kansas, none gave us greater pleasure than the successful trials of trees, tree seeds, grains, and grasses, without irrigation, made in the distant plains under the orders of your Company; and as these trials are probably the first ever made by a private corporation to test the productive capacity of an immense area of lands, we deem it not improper to make a brief reference to them.

We found the trial farms, distant from Kansas city and above the level of the sea, as follows:

	West from Kansas city.	Above sea level.
Wilson	239 miles.	1586 feet.
Ellis	302 "	2019 "
Pond Creek	422 "	3175 "

The first farm at Wilson, is west of the 98th meridian, and is consequently in a part of the continent heretofore regarded as too arid in climate for production, unless by aid of irrigation; yet we found wheat, rye, and barley, sown November 11, 1870, equal to if not beyond the average crop of any part of the Union. Spring wheat, oats, spring barley, Indian corn and Hungarian grass were promising well, and sorghum better than any the Board had seen this season.

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There were growing at Wilson, of transplanted forest trees, the following:

EVERGREENS	White Pine.	Corsican Pine.
	Scotch Pine.	Norway Spruce.
	Austrian Pine.	Red Cedar.
DECIDUOUS TREES	Ailanthus.	Linden.
	Ash.	Silver-leaved Maple.
	Box Elder.	Sycamore-leaved Maple.
	Catalpa.	Osage Orange.
	Chestnut.	Lombardy Poplar.
	Cottonwood.	White Poplar.
	Elm.	Tulip Tree.
	Honey Locust.	White Willow.
	European Larch.	Golden Willow.
	Black Walnut.	

Of fruit trees there were apple, cherry, peach, plum, and Concord grape vines.

The trees, generally, had grown remarkably well, and would do no discredit to any part of the country. Nearly all were in a vigorous condition.

Trees from seeds planted in the fall of 1870 and spring of 1871 were promising fairly, viz: ailanthus, catalpa, chestnut, elm, black locust, honey locust, soft maple, oaks, osage orange, peach, pecan, piñon (New Mexican Nut Pine), and black walnut, thirteen kinds. Of these the piñon is probably the only kind likely to fail.

At Ellis a hailstorm of unusual severity, which occurred on the 1st of June, had destroyed the grain and nearly all the seedling trees, and greatly damaged the transplanted trees; but the wrecks showed that this plantation had been in a condition similar to that at Wilson.

At Pond Creek, within a few miles of the west line of the State of Kansas, and near the one hundred and second meridian of longitude, we found the forest trees doing nearly as well as at Wilson, and promising the entire success of several varieties, including ailanthus, ash, box elder, catalpa, honey locust, elm, etc. The varieties on trial were the same as at Wilson. Seedling ailanthus trees were up vigorously, and will no doubt endure all the vicissitudes of the season.

The rye at Pond Creek, sown 28th of September, on raw ground, would rate as a good crop in Missouri or Illinois; and of the winter wheat and barley, the plants which had endured the winter were heading out finely. Rye may be regarded as a valuable crop to the west line of Kansas (without irrigation); and further trials of wheat and barley of the more hardy kinds will, in all probability, prove to be entirely successful.

We were informed that experiments in gardens at points not examined by us, had shown equal success with winter and spring grains,

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and also that lucerne or alfalfa (medicago sativa) promises to become a reliable forage plant in all parts of the plains.

Upon the whole the members of the Board and our associates in the excursion, were much impressed by the fact apparently established by the trials alluded to, that the great plains have capabilities of production greatly beyond the public estimate.

Our attention has been called to a recent official report of your Industrial Agent, in which he gives the following conclusions:

"I. Experience already warrants the *belief* that we may grow on the plains, without irrigation: 1. Lucerne and other valuable forest plants; 2. Winter and spring grains; 3. Trees from seed, as far west as the one-hundredth meridian, and probably to the mountains.

"II. Experiments now in progress justify the *faith* that trees from seeds, cuttings, and young plants may be grown for timber, fuel, and fruit in all parts of the plains between the Platte and Arkansas rivers.

"III. The growth of living storm shields along the line of the Kansas Pacific Railway, and of timber for the uses of the road, is only a matter of effort and time."

In these conclusions the undersigned, and we think the entire Board, are disposed to concur. Yet they involve a departure from much that has been taught in the past regarding the region traversed by your railway. It has been considered a desert, scarcely available, even for pasturage, and that only to a limited extent. The trial farms along your line already suggest broader views of its usefulness and destiny.

The rapid spread of settlements westward in Kansas, due to your railway, suggests that a few years will unite the communities of Kansas and Colorado; and while it is manifest that live stock production must be the leading interest of the plains, the fact that grasses, grains, and trees may surround the settlers' home, at a small outlay of labor, promises grand results in the future.

HENRY T. MUDD,
President Missouri State Board of Agriculture.

CHAS. W. MURTFELDT,
Cor. Sec'y of State Board of Agriculture.

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Kansas Pacific

RAILWAY.

SMOKY HILL ROUTE.

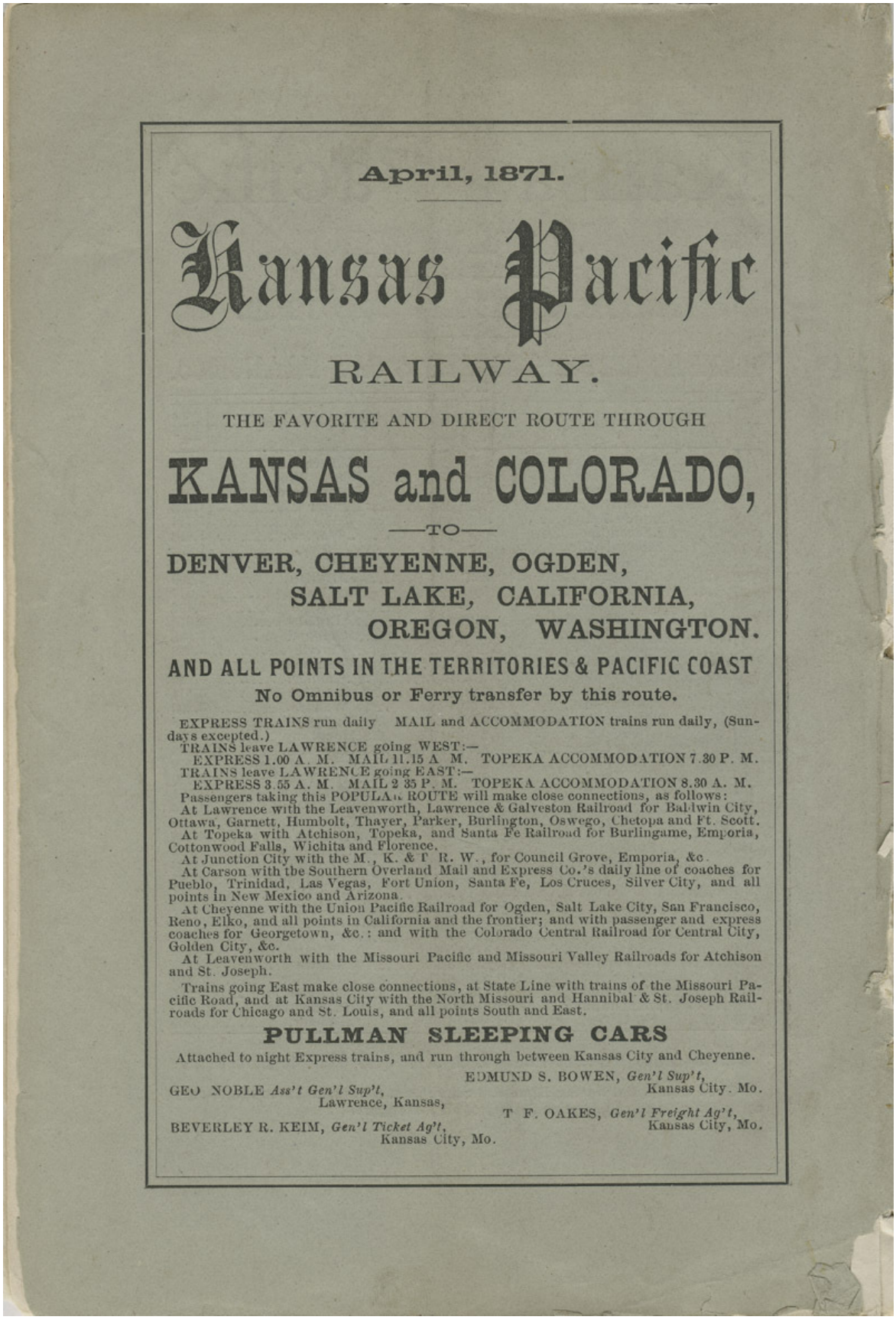
KANSAS CITY to DENVER & SAN FRANCISCO.

Dist's.	STATIONS.	Elevation ab. tide.	Dist's.	STATIONS.	Elevation ab. tide.
....	Kansas City	648	223	Ellsworth	1,440
....	State Line	648	230	Black Wolf	1,467
....	Leavenworth	670	239	Wilson Creek	1,586
1	Armstrong	657	253	Bunker Hill	1,766
8	Muncy Siding	669	262	Fossil	1,734
9	Secondine	693	274	Walker	1,846
13	Edwardsville	685	289	Hays	1,893
17	Tiblow	69[illegible]	302	Ellis	2,019
22	Lenape	683	312	Ogallah	2,269
27	Stranger	691	322	Park's Fort	2,347
31	Fall Leaf	711	336	Coyote	2,492
36	L. & L. Junction	715	352	Buffalo	2,678
38	Lawrence	730	364	Grinnell	2,806
45	Buck Creek	748	376	Carlyle	2,948
48	Williamsville	753	386	Monument	3,083
51	Perryville	754	397	Gopher	3,220
52	Medina	755	405	Sheridan	3,014
55	Newman	763	420	Wallace	3,203
60	Grantville	779	429	Eagle Tail	3,336
67	Topeka	788	437	Monotony	3,676
77	Silver Lake	817	452	Arapaho	3,908
83	Rossville	835	462	Cheyenne Wells	4,179
90	St. Mary's	857	472	First View	4,479
104	Wamego	902	487	Kit Carson	4,191
110	St George	902	499	Wild Horse	4,340
118	Manhattan	926	511	Aroya	4,550
129	Ogden	962	523	Mirage	4,743
135	Fort Riley	974	534	Hugo	4,952
138	Junction City	984	547	Lake	5,203
150	Chapman's Creek	1,016	555	River Bend	5,395
157	Detroit	1,037	562	Cedar Point	5,614
163	Abilene	1,057	566	Godfrey	5,505
172	Solomon	1,077	572	Agate	5,360
185	Salina	1,127	583	Deer Trail	5,087
194	Bavaria	1,173	595	Bijou	5,705
200	Brookville	1,250	608	Kiowa	5,378
205	Rock Spring	1,343	617	Box Elder	5,430
210	Elm Creek	1,470	629	Schuyler	5,238
216	Summit Siding	1,556	636	D. P. Junction	5,095
218	Ft. Harker	1,584	639	Denver	5,105

150 Miles Shortest Route from KANSAS CITY to DENVER.

Good Hotels and Eating Houses at convenient points on this route, Every attention given to comfort and safety of all passengers.

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April, 1871.

Kansas Pacific RAILWAY.

THE FAVORITE AND DIRECT ROUTE THROUGH

KANSAS and COLORADO,

—TO—

DENVER, CHEYENNE, OGDEN, SALT LAKE, CALIFORNIA, OREGON, WASHINGTON.

AND ALL POINTS IN THE TERRITORIES & PACIFIC COAST

No Omnibus or Ferry transfer by this route.

EXPRESS TRAINS run daily MAIL and ACCOMMODATION trains run daily, (Sundays excepted.)

TRAINS leave LAWRENCE going WEST:—
EXPRESS 1.00 A. M. MAIL 11.15 A M. TOPEKA ACCOMMODATION 7.30 P. M.

TRAINS leave LAWRENCE going EAST:—
EXPRESS 3.55 A. M. MAIL 2 35 P. M. TOPEKA ACCOMMODATION 8.30 A. M.

Passengers taking this POPULAR ROUTE will make close connections, as follows:

At Lawrence with the Leavenworth, Lawrence & Galveston Railroad for Baldwin City, Ottawa, Garnett, Humbolt, Thayer, Parker, Burlington, Oswego, Chetopa and Ft. Scott.

At Topeka with Atchison, Topeka, and Santa Fe Railroad for Burlingame, Emporia, Cottonwood Falls, Wichita and Florence.

At Junction City with the M., K. & T. R. W., for Council Grove, Emporia, &c.

At Carson with the Southern Overland Mail and Express Co.'s daily line of coaches for Pueblo, Trinidad, Las Vegas, Fort Union, Santa Fe, Los Cruces, Silver City, and all points in New Mexico and Arizona.

At Cheyenne with the Union Pacific Railroad for Ogden, Salt Lake City, San Francisco, Reno, Elko, and all points in California and the frontier; and with passenger and express coaches for Georgetown, &c.: and with the Colorado Central Railroad for Central City, Golden City, &c.

At Leavenworth with the Missouri Pacific and Missouri Valley Railroads for Atchison and St. Joseph.

Trains going East make close connections, at State Line with trains of the Missouri Pacific Road, and at Kansas City with the North Missouri and Hannibal & St. Joseph Railroads for Chicago and St. Louis, and all points South and East.

PULLMAN SLEEPING CARS

Attached to night Express trains, and run through between Kansas City and Cheyenne.

EDMUND S. BOWEN, *Gen'l Sup't*, Kansas City. Mo.

GEO NOBLE *Ass't Gen'l Sup't*, Lawrence, Kansas,

T F. OAKES, *Gen'l Freight Ag't*, Kansas City, Mo.

BEVERLEY R. KEIM, *Gen'l Ticket Ag't*, Kansas City, Mo.