

## Emigrants' guide to the Kansas Pacific Railway lands

A railroad company advertisement to emigrants promising cheap, abundant and good land for agricultural purposes.

Creator: Kansas Pacific Railway Company

Date: April 1871

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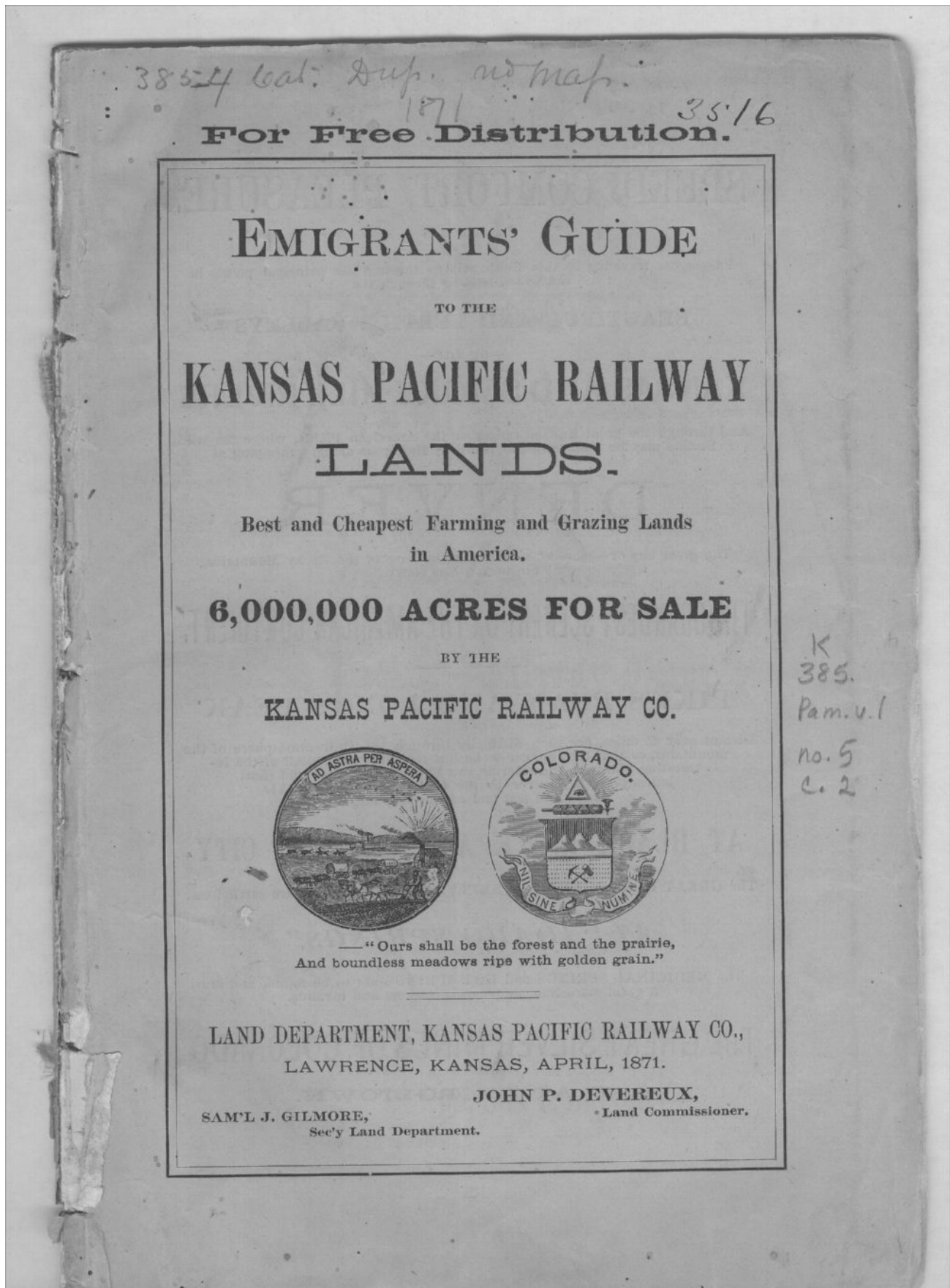
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## Emigrants' guide to the Kansas Pacific Railway lands



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### SPEED, COMFORT, PLEASURE.

Passengers traveling by this Route will go through the principal points in KANSAS, passing through the

#### BEAUTIFUL AND FERTILE VALLEYS

—OF THE—

### KANSAS AND SMOKY HILL RIVERS

And through the great Buffalo ranges of the American Plains, where the wild Buffalo may be seen from the trains as they pass along. Stopping at

### DENVER,

The great city of Colorado, situated at the base of the Rocky Mountains, the tourist can view

### THE GRANDEST SCENERY ON THE AMERICAN CONTINENT.

#### PIKE'S PEAK AND LONG'S PEAK

Distant over 65 miles, are seen distinctly through the clear atmosphere of the mountains, so that they appear to be but ten miles away. All of the interesting points in the interior can be visited by easy and short journeys from Denver by the COLORADO CENTRAL R.R., and fast and comfortable stages.

#### AT BLACK HAWK AND CENTRAL CITY

The GREAT GOLD MINING and SMELTING OPERATIONS are carried on.

#### AT "IDAHO SPRINGS,"

The MEDICINAL SPRINGS and HOT SPRINGS are to be found, and are a great attraction for pleasure seekers and invalids.

### THE GREAT SILVER MINES OF COLORADO

ARE AT GEORGETOWN.



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# EMIGRANTS' GUIDE TO THE KANSAS PACIFIC RAILWAY LANDS

BEST AND CHEAPEST

FARMING AND GRAZING LANDS IN AMERICA,

**6,000,000 ACRES**

FOR SALE BY THE

**Kansas Pacific Railway Comp'y**



—“Ours shall be the forest and the prairie,  
And boundless meadows ripe with golden grain.”

LAND DEPARTMENT, KANSAS PACIFIC RAILWAY CO.,  
LAWRENCE, KANSAS, APRIL, 1871.

SAM'L J. GILMORE,  
Sec'y Land Department.

JOHN P. DEVEREUX,  
Land Commissioner.

map  
in  
"Map  
Room"

## Emigrants' guide to the Kansas Pacific Railway lands

### KANSAS PACIFIC RAILWAY LANDS.

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THE KANSAS PACIFIC RAILWAY, now the favorite route to Colorado, New Mexico, Arizona, Utah, Montana, Nevada, and California, commences at Kansas City and Leavenworth (two flourishing cities on the Missouri), extends westward, through the middle of the State of Kansas and the Territory of Colorado, to Denver City; and there connects with the Denver Pacific Railway, which at Cheyenne forms a junction with the Union Pacific for California. It also connects, by rail and stage coach, with all the principal places north, south and west of its line.

#### LANDS.

The lands now for sale by the Kansas Pacific Railway Company, aggregating some six million acres, lie along the line of the railroad from Wamego, in Pottowattamie Co., Kansas, to Denver City, a distance of five hundred and thirty-five miles, and extend back on either side a distance of twenty miles, comprising every alternate section or square mile. In Kansas, they embrace almost the entire length of the Kansas river, whose valley is, for extent and fertility, unsurpassed; also the Smoky Hill, the Big Blue, Republican, Solomon and Saline rivers, with their numerous affluents; all having valleys, from half a mile to five miles in width, of the richest alluvium. This soil, the deposit of ages, and annually manured by the decay of its own luxurious vegetation, varies in depth from three to six feet, and in many places is found deeper. Extending back from these valleys are beautiful prairies, gently undulating, and possessing a fine loose soil from one to three feet deep, which for the culture of wheat and other small grain is rarely exceeded. Here comparatively little labor is required abundantly to reward the hus-



## Emigrants' guide to the Kansas Pacific Railway lands

— 4 —

bandman for his trouble: in valley and on prairie the farmer can at once enter on the work of cultivation, without for years having to contend with heavy forests and a stony, stubborn soil.

### PRODUCTS.

The following statistical table of 1870, taken from the Tribune Almanac of 1871, shows the enviable position of Kansas, in point of fertility, in comparison with all the other States of the Union:

STATE.	Wheat.	Rye.	Corn.	Oats.	Barley.	Potatoes.
	Av. bush. per acre.	Av. bush. per acre.	Av. bush. per acre.	Av. bush. per acre.	Av. bush. per acre.	Av. bush.
Alabama.....	7.8	7.3	15	12.6	11.7	63
Arkansas.....	11.8	12	28	24.7	13	76
California.....	20.7	31.5	41.4	41.8	35.3	125
Connecticut.....	17.5	12.3	31.2	33.7	23	108
Delaware.....	13.5	7	18	10	2	70
Florida.....	10	9	11.2	13	14	75
Georgia.....	7.4	6.5	11	12.3	13.8	61
Illinois.....	11.2	14.4	23.2	32.5	20.9	103
Indiana.....	14.4	15.5	23.2	29.5	22.9	106
Iowa.....	14.7	16.1	33.2	37.3	26.5	123
Kansas.....	18.5	25.8	48.4	42.1	30.6	149
Kentucky.....	11	11.2	25	11.2	18.5	69
Louisiana.....	11.5	11	25	13	.....	90
Maine.....	15.4	17.7	24.3	30.5	20.7	128
Maryland.....	11.8	12.3	20.2	19.8	23	73
Massachusetts.....	18	18.4	34.2	31	25	106
Michigan.....	15.2	16	28.9	35.4	24.2	155
Minnesota.....	16.3	18.8	29.1	37.5	25.7	112
Mississippi.....	9	7.7	17.5	23.7	11	89
Missouri.....	14.1	16.9	30.6	33	23.1	115
Nebraska.....	17.8	19.4	42.2	41.3	30.2	140
New Hampshire.....	17.5	15	30	30	27	150
New Jersey.....	16.5	14.8	30.8	34.1	24	93
New York.....	16	14.5	27.1	35	24.1	114
North Carolina.....	8.4	8.3	14.8	15	17	74
Ohio.....	15.5	14.8	30.1	33	25.5	112
Oregon.....	19	30	35	42	35	130
Pennsylvania.....	14.8	13.7	31.4	35.7	23.6	102
Rhode Island.....	17	14.2	25.2	31	23	98
South Carolina.....	6.6	5.3	11.6	10.8	8	60
Tennessee.....	8.4	10	20	16.7	16.4	50
Texas.....	11.1	17.3	29	28.4	26.6	112
Vermont.....	18	16	34	35.6	22.8	116
Virginia.....	10.5	9.3	16.5	17.1	17.3	50
West Virginia.....	11.7	12.9	27.8	25.2	16.7	82
Wisconsin.....	15.3	15	26.4	36.2	25.9	107
Nevada and Terr.....	25	.....	28	32	30	100
Total.....	14.03	14.00	26.42	27	22.00	99

From this table it will be seen that Kansas takes the lead in the production of corn and oats, and stands third in rye, barley and potatoes; and

## Emigrants' guide to the Kansas Pacific Railway lands

— 5 —

fourth in wheat. All kinds of garden vegetables grow well, and sweet potatoes are most successfully cultivated.

### FRUIT.

Fruit culture is receiving a good deal of attention, and all the varieties peculiar to this latitude grow luxuriantly. In the eastern and settled portions of the State, apples, pears, peaches, plums and cherries are a complete success. The uplands and climate of Kansas seem to be specially adapted to grape culture. The rains of April, May, and part of June, are conducive to a large and healthy growth; while the pure, dry, and warm atmosphere of the subsequent months imparts the finest flavor to the fruit; leaving no doubt as to the future rank of Kansas among wine-growing States. It should not be omitted that the wild grape, wild plum, gooseberry, blackberry, and strawberry, are native to the soil. At the Exhibition of Fruits held in Philadelphia in 1869, Kansas was awarded the first prize.

### MARKETS.

The proximity of these lands to the railroad, and the demand, both east and west, for our produce, insure to the farmer a ready market and good prices at all times. We do not ask the settler to isolate himself from the advantages of civilization, nor to locate in a barren and unattractive region; but in a beautiful country, traversed by a railway running through its entire length, daily bringing along the tourist seeking pleasure, the invalid health, the man of business wealth, and on its vast freight trains the commerce of the world. Here then, on the rich lands of the Kansas Pacific Railway Company, the farmer can, for a small sum, purchase a home where wealth and prosperity will speedily grow up around him, and the news and luxuries of foreign climes daily be placed within his reach.

### CLIMATE.

The climate is exceedingly healthful, and is one of the principal excellences and inducements for settlement. The purity of the atmosphere makes it singularly beneficial to invalids, especially those suffering from pulmonary complaints. There are no prevailing diseases, and consumption is almost unknown, and never originates, here. There are no "swamp lands," stagnant pools, or marshes; and ague, that great plague of almost all new countries, is of comparatively rare occurrence. The winters are short, usually lasting about three months, and are



## Emigrants' guide to the Kansas Pacific Railway lands

— 6 —

generally dry and pleasant. Our roads are good and smooth, and not inferior to any natural roads in America. Snow seldom lies on the ground longer than a few hours. Spring commences about the first of March, and vegetation shoots forth rapidly. The heat of summer, which is never extreme, is neutralized by the cool and gentle breezes, constantly wafted across our prairies; and the nights especially are thereby rendered pleasant and refreshing. Man and beast, after their day of toil, can here enjoy the sweet repose of sleep, so essential to health and strength, and rise in the morning invigorated and prepared for the work before them.

### WATER.

No other part of the State is so abundantly supplied with good, wholesome water as the lands of the Kansas Pacific Railway Company. Within their limits are thousands of miles of water-courses, affording a bountiful supply of moisture and drainage to the country. Pure, natural springs are not uncommon, and good water can be obtained by digging, from 12 to 40 feet. An opinion is prevalent among those not fully acquainted with this climate, that it is subject to drought; but the following table, published by the Department of Agriculture, proves the contrary, and shows what relation Kansas bears, in this respect, to other States. The average fall of rain in the several States below named, in the months of May, June, July and August, for a period of ten years, was as follows:

Kansas.....	19.19 inches.
New Jersey .....	17.21 "
Iowa .....	17.05 "
Connecticut .....	16.70 "
Massachusetts .....	16.47 "
Pennsylvania.....	16.28 "
Maryland.....	16.12 "
Kentucky .....	16.12 "
Maine .....	16.10 "
Minnesota .....	15.91 "
Ohio .....	15.75 "
Indiana .....	15.50 "
Missouri .....	15.37 "
New York .....	15.25 "
Nebraska .....	14.96 "
Vermont .....	14.69 "
Illinois .....	14.68 "
Rhode Island.....	14.45 "
New Hampshire.....	14.27 "
Wisconsin .....	14.15 "
Michigan .....	14.01 "



## Emigrants' guide to the Kansas Pacific Railway lands

— 7 —

Blodgett, in his "Climatology of the United States," gives the following comparative statement of the fall of rain at Fort Leavenworth, Kansas, and Western New York, from a long series of observations: "The fall of rain at the former place, during the spring, is twelve inches, while in Western New York it is only ten. During the summer months it is twelve inches in both sections. In autumn the fall of rain in New York is two inches greater than at Leavenworth, being as eight to ten." In winter the amount of water falling in Kansas in the form of snow and rain is only three inches, while in New York it is seven. Thus it will be seen that in the spring and summer, when rain is most needed and most essential to the success of the farmer, Kansas has the greater supply; while in the fall and winter seasons, when it is not desirable, it is infinitely less than in New York.

### STONE.

Magnesian limestone, or "Junction City marble," is found in many places along our road. It can be quarried in blocks from eight to ten tons weight, and even larger; and can be sawed, like wood, to any desirable shape. This stone is now being extensively used for building. It is of a delicate cream color, and when first quarried is quite soft, but soon hardens by exposure to the air. Some of the costliest and most elegant edifices in the West, have been built of this material. Its durability has been tested for years in the government buildings at Fort Riley; more recently in the magnificent capitol at Topeka, and in other large structures elsewhere. Several towns along the road are principally built of it, and have a substantial and handsome appearance.

A dark, ferruginous sandstone is also plentiful on these lands, chiefly west of Junction City, and sufficiently near to almost every quarter section. This is a good building material, and, when well dressed, is equal in appearance to the brown stone, so extensively used in the mansions of New York.

### TIMBER.

The principal varieties are oak, ash, hickory, elm, black and white walnut, and cottonwood. These grow, almost exclusively on the banks of streams; also in the valleys and ravines, not exposed to the ravages of the annual prairie fires, which easily originate in the long, dry, ignitable grass. Tree culture is receiving a great deal of attention. Several varieties of valuable exotics have been imported, and their growth gives promise of success. Most prominent amongst them are the European larch, the chestnut and poplar. This branch of industry the State encourages by the following liberal offer: "Every person planting one

## Emigrants' guide to the Kansas Pacific Railway lands

— 8 —

acre, or more, of prairie land, within ten years after the passage of this act, with any kind of forest trees, except black locust, and successfully growing and cultivating the same for three years; and every person planting, protecting and cultivating, for three years, one half mile, or more, of forest trees, along any public highway,—said trees to be planted so as to stand at the end of three years, one rod apart,—shall be entitled to receive, for twenty-five years, commencing three years after said grove or line of trees has been planted, an annual bounty of two dollars per acre for each acre so planted, and two dollars for each half-mile so planted, to be paid out of the county treasury of the county in which said grove or line of trees may be situated. Such bounty shall not be paid any longer than said grove or line of trees is cultivated and kept alive and in a growing condition."

Mr. O. B. Galusha, in an interesting address on timber growing, delivered at the Illinois Industrial University, estimates the expense of raising a grove of ten acres of black walnut and white ash, till such time as they may be left to themselves, at \$200. This is on a farm, where the culture which the trees would require could be performed by farm hands. The value of the timber in twenty-five years, allowing the cost of cutting to be paid by the fuel, and deducting the cost of sawing, he estimates at \$16,000. If nurseries are undertaken with a view to forest culture, the cost in time and labor will render it better economy to import the trees than to attempt to raise from the seed. Seedling larch trees, of one year's growth, can be delivered in Chicago for \$5 per thousand, probably less if large quantities were wanted. If set in nursery rows, the plants being one foot apart and three feet between the rows, to allow room for culture with a horse hoe, an acre would contain about 14,500 plants. From year to year the alternate plants, and after a few years the alternate rows, should be transplanted, till an average of 400 trees to an acre was attained, when the original occupants of an acre would cover about forty-three acres. In fifteen years from the time of planting, every tree would furnish at least one sleeper or railroad tie. Supposing every alternate tree to be then cut, we should have 7,250 sleepers. Five years later every remaining tree would furnish two sleepers (14,500), making in all, 21,750 sleepers. The following is the estimate of the cost:

Original cost of 14,500 plants at \$5 per 1000.....	\$ 72 50
Culture for six years, (after which they may be left to themselves), say \$100 per annum.....	600 00
Total.....	\$ 672 50
Interest on above for 20 years, at 10 per cent.....	1,345 00
Total cost of 21,750 sleepers.....	\$2,017 50

The sleepers, therefore, will have cost less than ten cents each. At present rate of 50 cents each, the same number would cost \$10,875,



## Emigrants' guide to the Kansas Pacific Railway lands

— 9 —

leaving a profit of \$8,857 50. In the above statement nothing has been allowed for value of crops which might be grown between the rows, no account has been made of the value of the tops of the trees, which would probably be worth more for fencing than the butts for sleepers; and, finally, the interest is estimated on the whole amount for twenty years, while one-third of the sleepers would have been furnished in fifteen. An endeavor has been made in this estimate to furnish the simplest and most easily verified data; the object being to suggest to the reader, rather than attempt to indicate in detail, the immense value of such an investment, if conducted on a scale commensurate with its importance. The cost of importing the seedlings to Kansas, would not materially add to the expense of the above estimate, and the labor would not be any more.

### LUMBER

Is shipped in large quantities from the principal emporiums of the trade, to all towns along the road, and can be purchased at rates about as low as those of Chicago, after adding cost of transportation.

The prices at Lawrence for pine lumber, are as follows:

Joist and Scantling, per 1,000 feet.....	\$ 30 00
Rough Boards.....	30 00
Sheathing.....	27 50
Siding, or Weatherboarding.....	\$22 50, \$25 00 and 27 50
Flooring, dressed and matched.....	\$35 00, \$40 00 and 45 00
Best A Shingles, per 1,000.....	5 50
Extra No. 1 Shingles, per 1,000.....	4 00
Stock Boards, dressed one side, per 1,000 feet.....	35 00
Ceiling, dressed, matched and beaded, per 1,000 feet.....	27 50
Laths, best Chicago strip, per 1,000.....	5 75

Native lumber can be bought for about one-third less. The annual decrease in the cost of transportation, with other causes, has shown in the past, as it must in the future, a falling off of these prices.

### FENCING.

Hedges grow so rapidly that they make the cheapest and most durable fence that can be used. The osage orange can be planted by contract, and warranted, at thirty-five cents a rod. In many cases it becomes, in three years, a sufficient barrier against trespass from cattle. Wire fencing is used to a considerable extent; the material, embracing four wires, costs about seventy-five cents a rod.

## Emigrants' guide to the Kansas Pacific Railway lands

— 10 —

### COAL.

In the examination of our lands the appraisers report strong indications of coal in many places, chiefly west of the sixth principal meridian, or Solomon City; and which are most prominent in Ellsworth and Russell counties, where it is frequently seen cropping out on the surface of the ground. Only at Wilson's Station, on the boundary line between the two counties just referred to, has any attempt been made to utilize this valuable article of fuel, and very fair success has attended the effort. We prophesy that in a few years, or as soon as the settlement of this region demands it, coal will be mined in abundance, at comparatively little cost. Several tracts of land in this neighborhood have lately been purchased with a view to mining.

### GYPSUM.

This mineral, commonly called plaster of Paris, so valuable for building and farming purposes, exists in various parts of these lands, especially in Saline, Ottawa, Lincoln and Ellsworth counties. In the first mentioned place perhaps the largest bed known is to be found, about eight miles south-east of the town of Salina. It has been used in the finish of some houses, and pronounced by the workmen to be of the best quality; and should these rich lands ever require a fertilizer, here it is at hand in the greatest abundance.

### SALT.

A very fine quality of this indispensable article is manufactured in large quantities by the Continental Salt Company, west of Solomon City. Their works cover several acres: the brine is pumped from wells, and produces from ten to twelve ounces of salt per gallon. Here, within our boundaries, we have another article, valuable in commerce and essentially requisite to so great a grazing and stock raising country as this is destined to become. This is not the only salt producing district on our lands: the above illustration merely serves as an example of what can be done.

### STOCK-RAISING.

The lands along the line of this road offer the greatest facilities for stock-raising and grazing purposes. The natural advantages here presented for this branch of industry are the abundance of nutritious



## Emigrants' guide to the Kansas Pacific Railway lands

— 11 —

grasses with which the prairies and valleys are clothed all the year round; the bountiful supply of pure and wholesome water, (so necessary to success in this pursuit), afforded by creeks and springs everywhere within reach; and, what is of incalculable value to the grazier, the temperate and agreeable climate, in which cattle are not, in summer, exposed to the injurious attacks of flies and other insects, so destructive, in more southern latitudes, to the prosperity of the owner. Nor have we the long winters and heavy snows of northern climes, where cattle have to be housed and fed for half the year. Here they graze the entire winter on the prairies and along the streams, seldom requiring the use even of hay. Led by instinct to seek, and traveling hundreds of miles to obtain, the richest pasture and most abundant water, the antelope and buffalo had here their favorite feeding ground, until advancing civilization drove them westward. During nine months of the year large herds of buffalo are still to be seen along the line of railway west of Hays City. In the summer and fall of 1869, 50,040 head of cattle were shipped from various points along our road to the eastern markets, and in 1870 the number had increased to 131,360. Large stock yards are established at Abilene, Solomon City, Salina, Brookville and Ellsworth, where cattle can be sold or shipped on commission. From seventy-five to one hundred per cent. per annum is a common estimate of profits on stock-grazing in central Kansas and Colorado.

### CHURCHES AND SCHOOLS.

Churches of all denominations, and free schools, are to be found along the line of the road. Every sixteenth and thirty-sixth section in each township, embracing nearly three million acres, were donated by Congress for educational purposes. The State University at Lawrence has an endowment of forty thousand acres, and has been so prosperous that the old building is found insufficient. A new one of extensive dimensions, to which the city of Lawrence has contributed \$100,000, is now being erected. The State Agricultural College at Manhattan has an endowment of ninety thousand acres, and a farm of eighty acres adjoining the college, where agriculture and horticulture are practically taught. Besides these there are several other colleges and high schools. No State in the Union has so admirable a school system and such vast resources for the advancement of education. We should not omit to mention the State Normal School at Emporia. In new settlements along our road one of the first buildings erected is the school house, and those desiring to make their homes on these lands need not fear that while they are cultivating their farms the intellects of their children will remain uncultivated.

## Emigrants' guide to the Kansas Pacific Railway lands

— 12 —

### COLONIES.

Owing to the very low prices, and easy terms, on which these lands are offered, no other Company in the West has disposed of so many to actual settlers. During the years 1868, 1869, and 1870, the sales amounted to 618,345 acres, at an average of \$2.97 per acre—but little above government price. The indications are very strong that the sales this year will be on the increase. A number of large and prosperous colonies have settled between Junction City and Ellsworth, and others, which have made extensive purchases, are daily coming and occupying their new homes. Most prominent amongst those already settled are an English colony in Clay county, two Swedish colonies in Saline and M'Pherson counties, and an Ohio colony in Saline county, and a Scotch colony near Solomon City, in Dickinson county, which have established new towns, built churches and school houses, secured post-offices, and possess the other conveniences of life enjoyed by older communities. Some of the advantages of settling in colonies are, reduced rates of fare and freight on the railroads over which they have to pass; the aid which individuals and families can lend each other in opening up their farms and erecting houses, and the society soon, if not already, formed among themselves, which makes the change from the old to the new homes less marked than when each person or family comes separately and locates among strangers. We especially invite the attention of intending colonists to the large area of rich lands which we have yet in the market, and to the facilities for obtaining homesteads and pre-emptions on the Government sections adjoining. In this way large tracts can be secured in a compact body at little cost. The Government, in granting lands to this company, reserved for homestead and pre-emption uses the even numbered sections, and these can be obtained only according to the following laws:

The Préemption Act of September 4, 1841, provides that "every person, being the head of a family, or widow, or single man over the age of twenty-one years, and being a citizen of the United States, or having filed a declaration of intention to become a citizen, as required by the naturalization laws," is authorized to enter at the Land Office, one hundred and sixty acres of unappropriated Government land, by complying with the requirements of said Act.

It has been decided that an unmarried or single woman, over the age of twenty-one years, not the head of a family, but able to meet all the requirements of the préemption law, has the right to claim all its benefits.

Each qualified préemptor is permitted to enter one hundred and sixty acres of either minimum or double minimum lands, subject to pre-emption, by paying the Government price, \$1.25 per acre for the former class of lands, and \$2.50 per acre for the latter class.



## Emigrants' guide to the Kansas Pacific Railway lands

— 13 —

Final proof and payment cannot be made until the party has actually resided upon the land for a period of at least six months, and made the necessary cultivation and improvements, to show his good faith as an actual settler. This proof can be made by one witness.

The party who makes the first settlement in person upon a tract of public land, is entitled to the right of preëmption, provided he subsequently complies with all the requirements of the law; his right to the land commences from the date he performed the first work upon it.

It may be well here to state that the lands rated at \$2.50 per acre, or what are termed "double minimum" lands, are those embraced within the limits of Railroad land grants.

The Homestead Act of May 20, 1862, provides "that any person who is the head of a family, or has arrived at the age of twenty-one years, and is a citizen of the United States, or who shall have filed his declaration of intention to become such, as required by the naturalization laws of the United States, and who has never borne arms against the United States government, or given aid and comfort to its enemies, shall be entitled to enter one quarter section, or a less quantity, of unappropriated public land."

Under this act, one hundred and sixty acres of land, subject to preemption at \$1.25 per acre, or eighty acres at \$2.50 per acre, can be entered, upon application, by making affidavit "that he or she is head of a family, or is twenty-one years of age, or shall have performed service in the army or navy of the United States, and that such application is made for his or her exclusive use or benefit, and that said entry is made for the purpose of actual settlement and cultivation, and not, directly or indirectly, for the use and benefit of any other person or persons whomsoever." On filing said affidavit, and payment of fees and commissions, the entry will be permitted.

No certificate will be given, or patent issued, until the expiration of five years from the date of said entry; and if, at the expiration of such time, or at any time within two years thereafter, the person making such entry shall prove, by two credible witnesses, that he or she has resided upon and cultivated the same for the term of five years immediately succeeding the date of filing the above affidavit, and shall make affidavit that no part of said land has been alienated, and that he has borne true allegiance to the government of the United States; then he or she, if at that time a citizen of the United States, shall be entitled to a patent.

The act of July 15th, 1870, allows officers, soldiers, and sailors, who have served in the army or navy of the United States for ninety days, and remained loyal to the government, to enter 160 acres under the Homestead Law, within railroad limits, instead of 80 acres, to which civilians are restricted. This line of railway, we think, is the only one

## Emigrants' guide to the Kansas Pacific Railway lands

— 14 —

in Kansas along which large bodies of land can be had for Soldiers' Colonies under this act of Congress.

### WAGES IN KANSAS.

Manual employment is readily obtained, mechanics and laborers being always in good demand. Below we give a list of wages paid in the principal trades and callings:

Carpenters, per day.....	\$2.50 to	\$3.00
Bricklayers and Stone Masons, per day.....	3.00 to	4.00
Plasterers, per day.....	3.00 to	4.00
House Painters, per day.....	2.50 to	3.00
Blacksmiths, per day.....	2.50 to	3.00
Wagonmakers, per day.....	2.50 to	3.00
Harnessmakers, per day.....	2.00 to	3.50
Shoemakers, per day.....	2.00 to	3.50
Tailors, per day.....	2.00 to	4.50
Farm Laborers, per month, with board.....	18.00 to	25.00
Laborers, in cities and towns, per day.....	2.00	.....
Clerks, per month.....	40.00 to	100.00
Printers, 50 cents per 1,000 ems; per day.....	3.00 to	4.00
Bookbinders, per day.....	2.50 to	3.50

### PRICES FOR PRODUCE, &c.

The wholesale quotations in the Lawrence markets, on April 20th, 1871, were as follows:

Wheat, spring, per bushel.....	\$ .70 to \$	.80
Wheat, fall, ".....	1.20 to	1.30
Corn, ".....	.42 to	.45
Oats, ".....	.40	.....
Rye, ".....	.50 to	.60
Potatoes, ".....	.60 to	.75
Butter, per lb.....	.30	.....
Beef cattle, per hundred lbs. live weight.....	3.00 to	3.75
Hogs, per lb.....	.05½ to	.05¾
Sheep, per head.....	2.00 to	4.00
Cows, each.....	30.00 to	60.00
Horses (ordinary), each.....	100.00 to	150.00

### CITIES AND TOWNS.

Kansas City, in Missouri, one of the eastern termini of the K. P. R.R., and into which seven different railways converge, is a city of 32,296 inhabitants, to which it has grown, during the last ten years, from a



## Emigrants' guide to the Kansas Pacific Railway lands

— 15 —

population of 4,418. Trains are daily made up at this point, for California, by way of Denver and Cheyenne.

### LEAVENWORTH,

The largest and one of the most prosperous and beautiful cities in Kansas, as well as its commercial emporium, is situated on the west bank of the Missouri, 29 miles north-west of Kansas City and 33 from Lawrence. This is one of the most important military posts in the United States, to which much of the business and prosperity of the city is due.

### LAWRENCE,

The County town of Douglas County is beautifully situated on the Kansas River, which divides it in two; the principal part being on the south side. Its population is now 10,000 and is rapidly increasing. At this point the Leavenworth, Lawrence and Galveston Railroad, running to Thayer in Neosho County, unites with the Kansas Pacific. The Pleasant Hill road, now being built from Pleasant Hill, Mo., on the Missouri Pacific, to Lawrence, will be finished this summer. The State University, a large and liberally supported institution, with an efficient staff of instructors, is located on Mount Oread; a beautiful eminence overlooking the city.

### TOPEKA,

The Capital of the State, and County seat of Shawnee County, is situated on the Kansas River, on the line of the Kansas Pacific Railroad, 67 miles west of Kansas City. The Atchison, Topeka & Santa Fe Railroad, now open to Emporia starts from this point. The State Capitol is being built, and one wing is already finished; it contains the Halls of the Senate and House of Representatives, and when the whole is complete, it will be one of the finest edifices in the west. The material used is magnesian limestone from the quarries at Junction City. The population of Topeka is about 8,000.

### WAMEGO.

This is the point at which the unsold lands of the Railroad Company begin. It is a thriving town of about 500 inhabitants, one hundred and four miles west of Kansas City, and the market depôt of a rich and

## Emigrants' guide to the Kansas Pacific Railway lands

— 16 —

well settled district; it is also the end of the first division of the road. A round house and repair shops of the Company have lately been erected here.

### LOUISVILLE,

Three miles north of Wamego, is the County seat of Pottawattamie County, and has a population of about 300, it has a daily connection at Wamego with the mails on the railroad. The Company has about 40,000 acres of very desirable land north of this place, traversed by the Vermillion, Cross, Rock and Camp Creeks, and the numerous branches flowing into them.

### ALMA,

A town of about 300 inhabitants, situated in the centre of Wabaunsee county, about 14 miles south of Wamego, and 36 southwest of Topeka, has all supplies necessary for a farming community, with daily mail connection at Wamego, with the trains of the K. P. Railway. Wabaunsee county has a population of 3,369, chiefly devoted to agricultural pursuits. Well cultivated farms and comfortable houses are not uncommon; with schools at moderate distances. The Railway Company has about 50,000 acres good prairie land in this county for sale, traversed by Mill and Deer creeks, and many smaller streams.

### ST. GEORGE,

A station on the railroad, at the mouth of Black Jack creek, 110 miles west of Kansas City. Population about 200. It is an important place for the shipment of grain on the railroad. A rich agricultural district lies north of it, in the valley of the Big Blue river.

### MANHATTAN

Is 118 miles west of Kansas City, and situated on the line of the railroad, at the confluence of the Kansas and Big Blue rivers, both rivers being spanned near the town by very fine iron bridges, free. It is the county seat of Riley county, and has a population of 2,000. The rich and well settled district north of it, in the valleys of the Big Blue and its affluents, largely contributes to the business and prosperity of the town. The State Agricultural College is located at this place, and everything necessary to the comfort of a well developed community is obtainable.



## Emigrants' guide to the Kansas Pacific Railway lands

— 17 —

### OGDEN

Is a finely built village, 11 miles west of Manhattan, and adjoining Fort Riley Military Reservation, and 129 miles west of Kansas City. It has a beautiful site, on the north bank of the Kansas river, and is surrounded by a fine agricultural and grazing country, in which the Railroad Company has many very desirable sections and quarter sections interspersed. It has a population of about 250, and a daily mail.

### JUNCTION CITY,

The county seat of Davis county, is situated on a gentle eminence of table-land, at the confluence of the Smoky Hill and Republican rivers, which at this point form the Kansas. It is 139 miles west of Kansas City, and has a population of about 3,000. This city has a clean and substantial appearance, owing to its being built chiefly of magnesian lime stone, obtained from the almost inexhaustible quarries adjacent. This beautiful stone is at first so soft that it can be cut with a saw or knife, and fashioned into any shape desired, but on exposure to the air, gradually hardens, and makes a very fine building stone; as has been previously mentioned, it is used in the best edifices in the State, including the Capitol at Topeka, in which it has been exclusively employed.

About twelve miles north-west of Junction City, the railroad company located, in August, 1869, an English colony, entitled the Kansas Land and Emigration Company. This settlement consists of 100 families, who have established a village called Wakefield. It has a general store, a post office, a newspaper, two church organizations, an agricultural and a literary society, several schools in the neighborhood, and is one of the most flourishing colonies in the State.

### ABILENE,

The county seat of Dickinson county, is situated on the line of the railroad, 25 miles from Junction, and 163 west of Kansas City. Its population is about 400. It is one of the most extensive points in the State for the shipment of Texas cattle to the Eastern markets.

### SOLOMON CITY

Is a thriving village of about 350 inhabitants, on the line of the railroad, 172 miles west of Kansas City. It is located at the mouth of the Solomon, one of the chief branches of the Smoky Hill river. One mile

## Emigrants' guide to the Kansas Pacific Railway lands

— 18 —

west of this place, salt works, covering several acres, are in operation, and by evaporation, manufacture a very fine quality of salt.

### **SALINA,**

On the bend of the Smoky Hill river, and on the line of the railroad, 187 miles west of Kansas City, is a flourishing town of about 1,000 inhabitants. It is the county seat of Saline county, and surrounded by one unbroken area of level prairie and rich bottom lands. South of the town, in Saline and McPherson counties, the railroad company has located several large colonies of Swedes. After a residence of years in Illinois, these industrious and enterprising people have chosen this as their home. They have laid out a town called Sweadale, on the Smoky Hill river, twenty-two miles from Salina, in which they have a general store, a grocery store, and a post office. They are preparing to erect churches, school houses, and an orphans' home, for which purposes the railroad company has donated lands.

### **BAVARIA,**

On the line of the railroad, nine miles west of Salina, is a thriving village, started by a colony from Ohio, to which the railroad company sold a large quantity of land. The population in the neighborhood is about 400. There is a general store, a school house and a blacksmith shop. The surrounding country is well adapted to the growth of wheat, and this would be a fine location for a steam flouring mill.

### **BROOKVILLE,**

Was laid out about eight months ago, by the railroad company, and made the end of the second division of the road. The company has erected an extensive round-house, and other buildings. Nearly all the lots have been purchased; stores and dwelling houses are rapidly increasing, and cattle yards being made. Brookville will be one of the most important points in Kansas for the shipment of Texas cattle, and the fine country by which it is surrounded will insure it a good trade.

### **ELLSWORTH,**

A town of 500 inhabitants, situated on the line of the railway, 224 miles from Kansas City, is the county seat of Ellsworth county, and is surrounded by a district of fair farming country, and one singularly well



## Emigrants' guide to the Kansas Pacific Railway lands

— 19 —

adapted for grazing and dairying purposes. The county is intersected diagonally by the Smoky Hill river, and traversed by a goodly number of small streams and creeks, and abounds in pure, natural springs.

In many places the grass retains its verdure the entire year, and is considered peculiarly nutritious. The railroad company has lately sold a large body of land in this county to Iowans who intend settling there this year. There is still a large quantity of these desirable lands for sale at very low prices.

### WILSON'S CREEK, BUNKER HILL AND FOSSIL STATIONS,

Are next, in their order, west of Ellsworth. The first is in Ellsworth county, close to its western boundary, and the two latter in Russell county. At Wilson's Creek there is a station building, a tank house, with plenty of water at 36 feet, and two dwelling houses. The section of land on which the station stands, is now being planted with forest trees, by the Industrial Agent of the railway company, R. S. Elliott, Esq., a gentleman of large experience in such work. He is also planting at various places along the road, as far as the western boundary of the State.

At Bunker Hill, in the center of Russell county, a new town is now being laid out, and the pioneers of a large colony from Berea, Ohio, have settled down in the neighborhood, bringing with them their horses, farming implements and lumber for houses, and are now busily engaged breaking up the sod. Favorable reports of this district have been sent back by these men to their friends, and a large immigration is expected soon to follow. The representatives of a large colony from Cumberland county, Pennsylvania, have been prospecting in Kansas several weeks, looking for a suitable location, and after examining lands along several railroads, have selected the country in the neighborhood of this new town, for the present called Bunker Hill, and have returned to their people prepared to recommend it.

At Fossil Station, the next west of Bunker Hill, and ten (10) miles east of the west line of Russell county, a new town, called Russell, has been laid out by the Northwestern Colony. This is a strong, intelligent, and well organized society, having its President, Vice President, Secretary, Treasurer and General Agent. A Locating Committee was appointed to examine the lands in Kansas and Nebraska, and after a thorough investigation the present location was selected. Within the past few weeks a goodly number of the members have arrived and are now hard at work erecting their houses and plowing their lands, while some of its officers are surveying the town and laying it off into lots and blocks, and making preparations for the erection of public

## Emigrants' guide to the Kansas Pacific Railway lands

— 20 —

buildings. The following are a few extracts from their articles of association:

1. The objects of this association are to procure at the earliest possible moment a suitable location in a country now rapidly filling up, and which, in a short time, will afford no opportunity for cheap lands in a desirable location, and further, to secure the settlement, in a body, upon such lands, of such persons as intend to emigrate to that country, and to avail themselves of cheap lands and homes therein; thereby securing desirable neighbors, and the immediate advantages of schools, churches and other institutions, as well as the mutual assistance of each other.

2. Any adult person of good character, and sober, industrious habits, having a legitimate trade or calling, may become a member of this association by the payment of a fee, as hereinafter mentioned, and signing these articles; but no person of disreputable character, or vicious habits, shall knowingly be allowed to become a member of or to settle in said colony, if in the power of the commissioners or their agents to prevent it; nor shall there be any gambling or tippling houses allowed to be established in said settlement, nor any intoxicating liquors sold therein as a beverage.

8. To defray the expenses of examining and locating, and other necessary expenses, a fee of twenty dollars is established as the price of membership, to be paid to the Treasurer of the association, or his authorized deputy, as follows: Ten dollars at the time of signing these articles, and ten dollars within thirty days after notification of said location.

10. The board of commissioners shall lay out a town or village, to contain not less than one section of land.

13. No member shall locate more than one-half of one-quarter section within one-half mile of the boundary of the town plat, and the said selection shall not lie more than eighty rods on the boundary of the town plat, nor shall any member locate more than one-quarter section within one and one-half miles of said town boundary; nor shall any member locate more than one-half section in the aggregate within prescribed limits, exclusive of village lots, until all members shall have made their locations, or forfeited their memberships, and no member shall locate his lands until his full membership fee is paid.

15. Each member shall be entitled to one residence and one business lot within the town plat, on condition of improving the same in one year, but in no case shall a lot so selected join another so selected, on the same street, but no lot contiguous to a water-power shall be included within the provisions of this article, but shall be held in trust for the colony.

16. Memberships in this association shall be forfeited by non-arrival in the settlement within one year from the date the location for the settlement of the colony is made, or by the non-payment of any part of the membership fees.

Persons desirous of joining the colony can do so by enclosing the first membership fee of ten dollars, with their name, age, occupation and post office address, directed to the Treasurer, on receipt of which a certificate of membership will be forwarded.

Parties desiring further information can obtain the same by addressing the Secretary of the colony at Russell, Russell county, Kansas, enclosing stamp.



## Emigrants' guide to the Kansas Pacific Railway lands

— 21 —

We would here invite the special attention of persons desiring to settle in colonies to the large area of railway lands for sale, also of Government lands open for homestead and preëmption in Russell county. By referring to the map it will be seen that the line of rail traverses the center of the county, with the Saline on the north, and the Smoky Hill river on the south side of the railroad, running almost parallel with it, at a distance of from two to seven miles. The belt of land enclosed by these two rivers is considered very fertile, and from the abundance of water and proximity to the railway stations is well adapted for farming and grazing purposes. North of the Saline river the country is well watered by Wolf Creek, Salt Creek, and other minor streams, and abounds with rich bottom land and valuable timber. Part of the country hereabouts is very picturesque, and in the vicinity of Salt Creek, from the beauty of the scenery, has been called "Paradise."

Strong indications of coal are to be seen in many places in this district, principally along the Smoky Hill river, and two mines near Wilson's Station are now being worked with tolerable success. As yet, the quality of the coal crop can hardly be said to be developed, but so far it has proved good fuel, and is extensively used by settlers along the road.

### HAYS CITY,

Situated on Big Creek, and on the line of the road, near the centre of Ellis county, is surrounded by a district of well watered country, embracing a large quantity of rich valley and first-rate prairie land. Fort Hays, a large and commanding military post, opposite Hays City, and one mile south of the creek, will probably be the most important point in Western Kansas for distributing Government supplies.

### ELLIS,

A town in Ellis county, near its western boundary, is the end of the third division of the railroad. A large hotel has here been built by this Company, and the erection of repair shops, with other extensive buildings, is now in contemplation. Thirty-two hundred acres, in the neighborhood of this place, have been sold by the Company, upon which extensive farming operations have now been commenced.

### PRICES OF OUR LANDS

Range from \$2 to \$6 per acre, seldom exceeding the latter figure, and are sold on five years' credit, with six per cent. interest, payable in the

## Emigrants' guide to the Kansas Pacific Railway lands

— 22 —

following manner: One-fifth cash at time of purchase, and no more payment for two years, except the interest on the remaining four-fifths, which is paid at the end of the first year; end of the second year, one-fifth of the purchase money and the accrued interest, and so on in like manner each year until all has been paid. A discount of ten per cent. is allowed on cash purchases, or on deferred payments, if all be paid at one time, within sixty days from date of contract. The following example will illustrate the mode of payments on a credit sale:

Example.—Eighty acres at \$4 per acre would require a cash payment of \$64, or one-fifth the total amount at time of purchase, and the remaining four-fifths would be payable as follows:

	Principal.	Interest.	Total.
End of 1st year .....	—	\$15 36	\$15 36
“ 2d “ .....	64 00	15 36	79 36
“ 3d “ .....	64 00	11 52	75 52
“ 4th “ .....	64 00	7 68	71 68
“ 5th “ .....	64 00	3 84	67 84

The same land could be purchased for \$288 ready cash. The Land Grant Bonds of the Company are taken at par of principal and accrued interest in payment for the lands.

When payment in full has been made, a deed of general warranty is given to the purchaser, conveying the land in fee simple, and free of all incumbrances.

### LAND AGENTS

Appointed by the Company, will be found at all the principal places along the road. The duty of these Agents is to show the lands and give our prices, and when a tract has been selected, to fill out the application and attest it. The applicant will then forward his application and first payment to this office by express, at our risk and cost, addressed to JOHN P. DEVEREUX, Land Commissioner, Lawrence, Kansas. Here all applications are subject to approval or rejection. If accepted, the contract is made out in duplicate, and sent to our agent to procure the signature of the purchaser, who retains one copy, and the other is returned to this office.

### WE SELL LAND TICKETS

At our regular rates, which give the privilege of stopping off at any or all stations to look for land, and entitle the holder to a credit of one-half the amount paid for said ticket, provided he buy 160 acres of land from this Company, or a credit of one-fourth its cost, if he buy 80 acres. These tickets can be purchased at any of our ticket offices along the



## Emigrants' guide to the Kansas Pacific Railway lands

— 23 —

road as far west as Salina, and are sold either for single or return trip.

All persons desiring to look at the lands of the Kansas Pacific Railway Company should not fail to procure their tickets to Lawrence. If tickets have only been purchased to Kansas City or Leavenworth, buy a Land Ticket to Lawrence, and call at the office of the Land Department, where you can get it renewed to any place on the road, and also be furnished with a letter of introduction to our Local Land Agents, who are familiar with the quality of the lands in their districts, and are generally men of long residence there.

### ADVICE TO EMIGRANTS.

We would not advise persons with young and dependent families to come west without some means to start them on a farm, nor could we advise young men to come who are entirely dependent upon clerical employment, without a fair prospect of a situation on their arrival. There is generally a good demand for manual labor, and the man who can work and will work can always find employment with good wages.

It requires but a small capital to begin a farm on these lands. Sixty-four dollars will make the first payment on 80 acres at \$4.00 per acre. Good prairie land can be got for this price in well-settled districts, and in the less populated parts rich bottom lands can be purchased at the same rate.

Emigrants coming west should not bring heavy or bulky material with them. Farming implements and household goods can be purchased here as cheaply as in the eastern and middle States, after adding the cost of transportation, and if brought long distances the cost here is less. Cattle and horses should not be brought, unless of superior quality, as ordinary breeds can be purchased for less than they could be landed here.

### TIME TO COME.

Persons of limited means should come early in the spring; first of March is not too soon. Those having means enough to house themselves comfortably for the winter, and make preparations for the coming spring, should come in the fall. Farming operations usually begin in February. Spring wheat is sown in March and corn in May; but fall wheat is largely grown, and increasing in breadth of acres. To Colonists coming in a body, transportation is furnished over this road, and secured over any of its many eastern connections, at very low rates.

## Emigrants' guide to the Kansas Pacific Railway lands

— 24 —

### COLORADO;

#### ITS LANDS, CLIMATE, SOIL. AND MINERALS.

Of the lands granted by Congress to this Company, about 2,500,000 acres are situate along the line of the road in Colorado, and embrace within their limits some of the finest agricultural and grazing lands in the Territory. Half a million acres have lately been examined and appraised in quarter sections, and placed in market at prices generally ranging from two to seven dollars per acre, and are sold on the same terms as our lands in Kansas, with the exception that interest on credit sales is payable in advance. According to the last census Colorado has a population of 39,681, which, no doubt, will rapidly increase in consequence of the opening up of the country by railways. In extent it is almost as large as the States of New York, New Jersey, Massachusetts and Pennsylvania combined, or as the united kingdom of Great Britain and Ireland.

It has two grand natural divisions—plain and mountain. The eastern one-third consists of rolling prairie and valley land, while the western two-thirds are occupied by the Rocky Mountains, beneath whose rugged sides inexhaustible mines of gold, silver and other valuable metals lie buried, awaiting the development produced by population, science, and enterprise; and which will eventually make Colorado a bright star in the great West.

#### SOIL AND CLIMATE.

The soil on the plains, which has for ages been increasing by the deposit of mountain streams, is of unsurpassed fertility; and wherever irrigation has been resorted to, the results have been extraordinary. The numerous streams flowing from the mountains offer abundant facilities for this assistance to agriculture, and where it is made use of the farmer is always sure of a rich reward for his labor.



## Emigrants' guide to the Kansas Pacific Railway lands

— 25 —

Bunch, gramma, and other grasses grow so luxuriantly that cattle graze upon them the entire year, and fatten without any extra food: in this respect Colorado and Kansas are very much alike. The climate is dry, the air light and free from miasmatic vapors, and very salubrious: persons with a tendency to pulmonary and bronchial diseases are greatly benefited by its exhilarating influences, and, unless deeply affected, are often permanently cured.

### PRODUCTIONS.

The average yield of grain to the acre is much above that of the older States, while the labor of cultivation is less. The estimate of crops for several years back has been 28 bushels of wheat per acre, 35 of barley, corn 25, oats 35, and potatoes 100. In many instances where more than ordinary attention has been bestowed, double these quantities has been raised: 75 bushels to the acre of wheat, 125 of corn, 125 of oats, and 300 of potatoes, have been known to be produced. Garden vegetables can be raised in abundance. Owing to the supply falling far short of the demand for provisions in the mining regions, large quantities are imported from the States.

### DENVER CITY,

The terminus of this road, and the capital of Colorado, is one of the most beautiful and thriving towns on the continent. It is situated 12 miles from the foot of the Rocky Mountains. Its population is 8,000 of as thrifty and orderly people as can be found in any of the Eastern towns. One year ago, this attractive city was inaccessible, save by the slow and uncomfortable stage coach. Now four railroads converge here, and the building of several others is in contemplation.

### COAL.

Coal is known to exist in many places, along the line of this road, in Colorado, in large deposits, and the absence of wood for fuel on the plains is amply supplied by this useful article. The coal of Colorado is better than that of Kansas, and it is estimated that in that portion of the territory north of the Arkansas river there are 5,000 square miles of coal, in veins varying from five to fifteen feet, overlaying each other. Eastward from Denver, a shaft has been sunk, and at a depth of 116 feet a vein of four feet in thickness has been found. The total area of the explored coal fields of the whole world, exclusive of America, is

## Emigrants' guide to the Kansas Pacific Railway lands

— 26 —

less than 20,000 square miles, while it is estimated that the deposits of this mineral in Colorado cover an area of 30,000 square miles. Overlying these coal veins, are fine beds of Leonite ore, from which a fine quality of iron could be made. Seven coal veins have been discovered on the plains, varying in thickness from one to fifteen feet.

### TIMBER.

Eighty miles east from Denver, and not far from the line of track, are large groves of pine trees, from which the ties used in building the road were supplied. In the mountain country, good lumber is in sufficient abundance to meet the wants of the plains for years to come, and there will be no necessity for importing it from the States.

### STOCK GROWING, DAIRYING, &C.

Reliable statistics give the increase of sheep at over 100 per cent., and cattle over eighty per cent. per annum. This branch of business is of late years beginning to attract a good deal of attention, and men of capital from the East are investing in it largely. We quote from the report of the Commissioner of the General Land Office, Washington, D. C. "The Surveyor General of the territory, estimates that of the wool clip of 1870, at least 2,000,000 pounds have been shipped to the Eastern markets alone. The amount required to supply the local demand would probably increase this amount by several hundred thousand pounds. The rich indigenous pastures afford an abundant supply of food throughout the year. Shelter is not generally needed during the winter, so that sheep can be kept at a trifling cost. In this congenial climate they multiply with great rapidity, and the fleeces exceed in weight and quality those of similar breeds in other localities. Besides, the various diseases incident to the crowded pastures and folds of the East, are rarely met with. These circumstances cannot fail to place this region, at no distant day, among the first wool-growing districts of the United States. The raising of horses, cattle and mules, is attended with the same facilities as sheep growing, and each of these interests is daily increasing in importance."

As a cheese and butter country, Colorado has unsurpassed natural advantages. The pureness of the atmosphere, and the richness of the grasses, the cool nights and pure water, make a place where butter, in the opinion of good judges, can be made better than anywhere in the world, commanding, by its excellence, the markets of the East and the Mississippi Valley.



## Emigrants' guide to the Kansas Pacific Railway lands

— 27 —

Swiss and German emigration is turning its attention here, tempted by the great facility of producing these articles with no other expense than labor. The average production of a number of dairies was found to be \$46.50 for each cow milked; the reports ranging from \$27.22 to \$67.50 per cow. The cows lived mainly upon the prairie, having partial feed in the winter when the range was restricted.

### MINES.

For more than 200 miles in length and on an average of 30 miles in width, is a belt running along the Rocky mountains, embracing one of the richest mining regions in the world, where are to be found gold, silver, copper, lead, and iron. Although mining is as yet comparatively in its infancy, the mills and machinery employed represent a large amount of capital, and wherever it is skilfully managed is followed with profitable results. Until lately the population of Colorado has almost exclusively been attracted by its mineral wealth. During the year ending June, 1870, the product of bullion was about four million dollars. New developments, improved machinery, and a better experience in the reduction of ores will increase the production. Ores are now shipped to Jersey City and even to England for reduction. Mining is now being carried on by a successful method of tunneling.

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### COLORADO AS A WATERING PLACE—THE SWITZERLAND OF AMERICA—SUMMER TRAVEL.

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“That the Highlands of the Hudson should lose their fame, and the White Mountains their present glory, when brought into competition with the mountain peaks and snowy ranges of Colorado, would, ten years ago, have seemed a dream. The completion of this road will not only make this dream an assured fact, but it will make Colorado the watering place of America—the Switzerland of the American continent. No other State or Territory presents such fine mountain views, and even the Alps lose in magnificence when compared with the ranges and peaks of the Rocky Mountains, so remarkable for depth and height, and variety and beauty. A delightful prospect is everything to the tourist

## Emigrants' guide to the Kansas Pacific Railway lands

— 28 —

in search of rest and comfort, or the invalid needing health and repose; and the mountain scenery of Colorado is, for two hundred miles from a single point of view, an ever-varying picture of natural beauty. Unmatched in grandeur and unequalled in climate, these mountain peaks are alike gladdening and inspiring—whether dancing in the sunlight or bathed in clouds—whether white with the snow that caps their summits, or dark with the rocks and trees which clothe their sides. Berne cannot boast such a magnificent prospect as Denver, and the sea coast of the South American Pacific presents no such display of scenic beauty as the approach from the Plains of Colorado.

“These Plains form a high rolling plateau, nearly 5,000 feet above the level of the sea, watered by the mountain streams, and capable of successful cultivation. This is the first natural subdivision of Colorado, comprising the entire width of the State eastward from the mountains. Adjoining it on the west is the great mountain region, one hundred and fifty and two hundred miles in width; range following range, and peak crowning peak, in this future summer home of the Continent. In the lap of these mountains, under the shadows of peaks from eleven to seventeen thousand feet in height, are the great Natural Parks of Colorado. The best known of these are the North, Middle and South Parks. The first being the most elevated, is the coldest and least attractive, and the last is the most beautiful. Middle Park which lies between them, encircled by snow-topped mountains, is fifty miles wide by seventy long; but south of all these lies the San Luis Park, the largest and perhaps the most varied of this wonderful series of pleasure grounds with which Nature has enriched the Switzerland of America.

“There are a number of other smaller and less noted, but not the less beautiful and enchanting, parks in this wonderful mountain region. But, to large and small alike, summer skies and summer scenes blend in harmony with the refreshing verdure of spring and the cool breath of autumn. A wealth and variety of flowers bloom among these mountains, at a height of ten thousand feet even, scarcely surpassed in form and shading, and unequalled in strength, by the exquisite flora of the tropics. The colors are more deep and delicate than in the richest garden flowers of New England; and though frost and snow may stiffen the blossoms every morning, yet such is the extreme dryness of the atmosphere that they continue to bloom in undiminished freshness and beauty until winter absolutely freezes them out. Vegetation ceases in the White Mountains at an elevation of less than five thousand feet, but those who will delight in the future but not distant watering places of the West, may carry home with them harebell and painter's brush from a height of eleven and twelve thousand feet above the sea.

The summer traveler can find nothing either at Newport or Long Branch to equal, for instance, an excursion to the summit of Berthoud Pass, where the waters of the Atlantic and the Pacific roll off on either



## Emigrants' guide to the Kansas Pacific Railway lands

— 29 —

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."

## Emigrants' guide to the Kansas Pacific Railway lands

— 30 —

### 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.



## Emigrants' guide to the Kansas Pacific Railway lands

— 31 —

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,

## Emigrants' guide to the Kansas Pacific Railway lands

— 32 —

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.



## Emigrants' guide to the Kansas Pacific Railway lands

# Kansas Pacific RAILWAY.

## SMOKY HILL ROUTE.

### KANSAS CITY to DENVER & SAN FRANCISCO.

DIST'S.	STATIONS.	Eleva- tion ab. tide.	DIST'S.	STATIONS.	Eleva- tion 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.....	693	302	Ellis.....	2,019
22	Lenape.....	683	312	Ogallah.....	2,209
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.

## Emigrants' guide to the Kansas Pacific Railway lands

*Wilson*

**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.

E. MUND 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.