

Guide map of the great Texas cattle trail from Red River crossing to the old reliable Kansas Pacific Railway

This railroad guide book was produced by the Kansas Pacific Railway to aid cattle ranchers in getting their herds to market.

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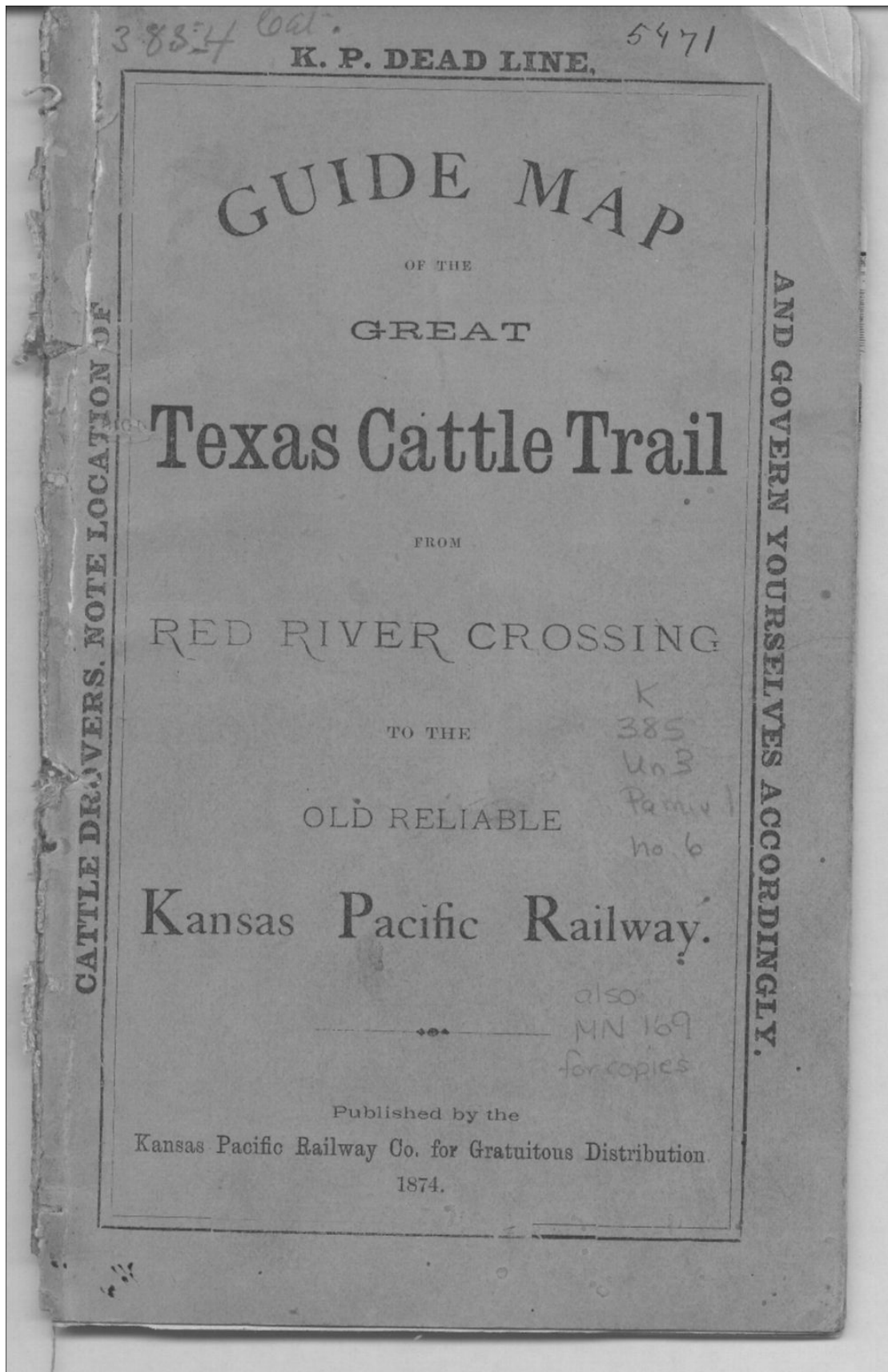
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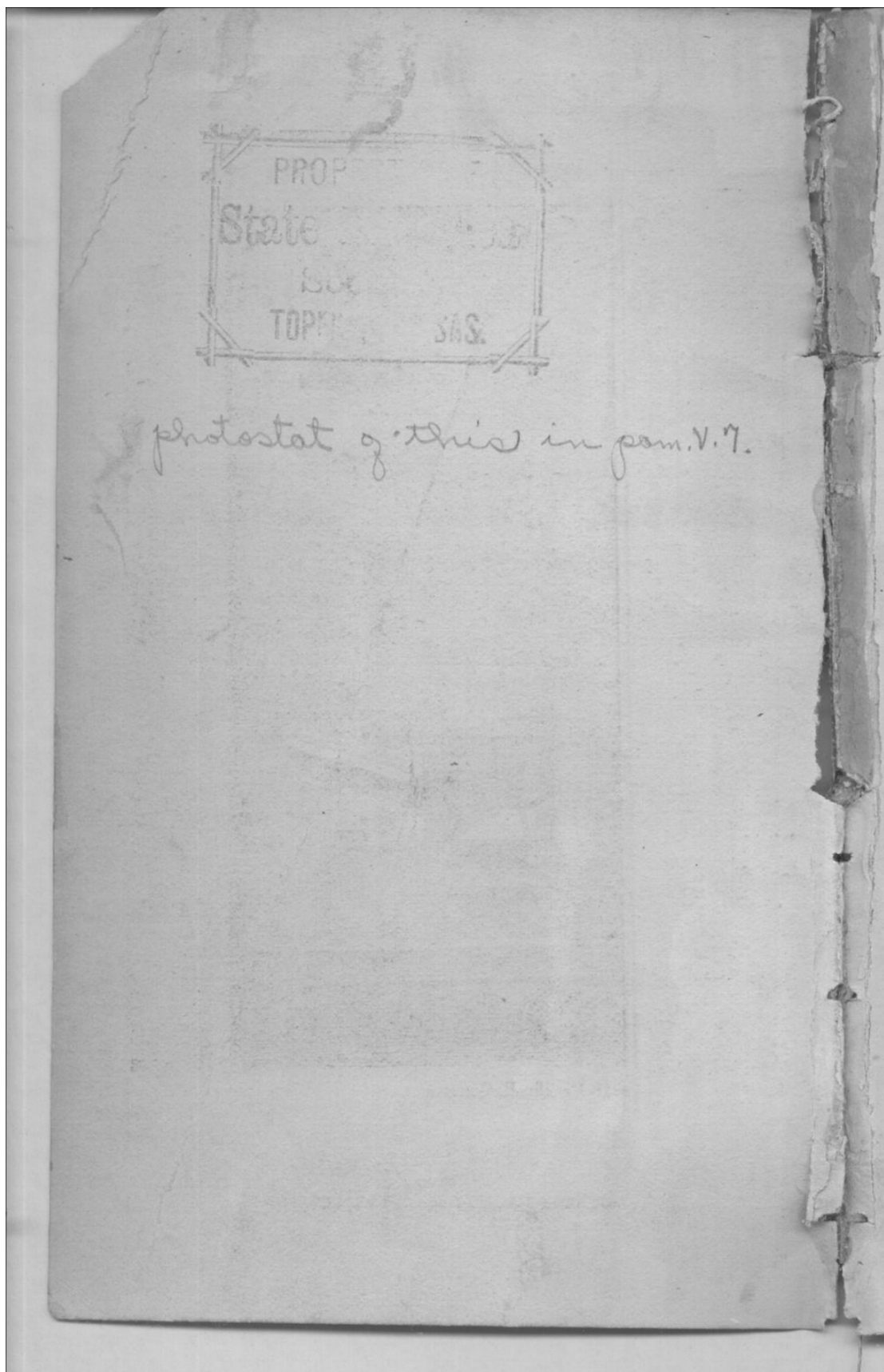
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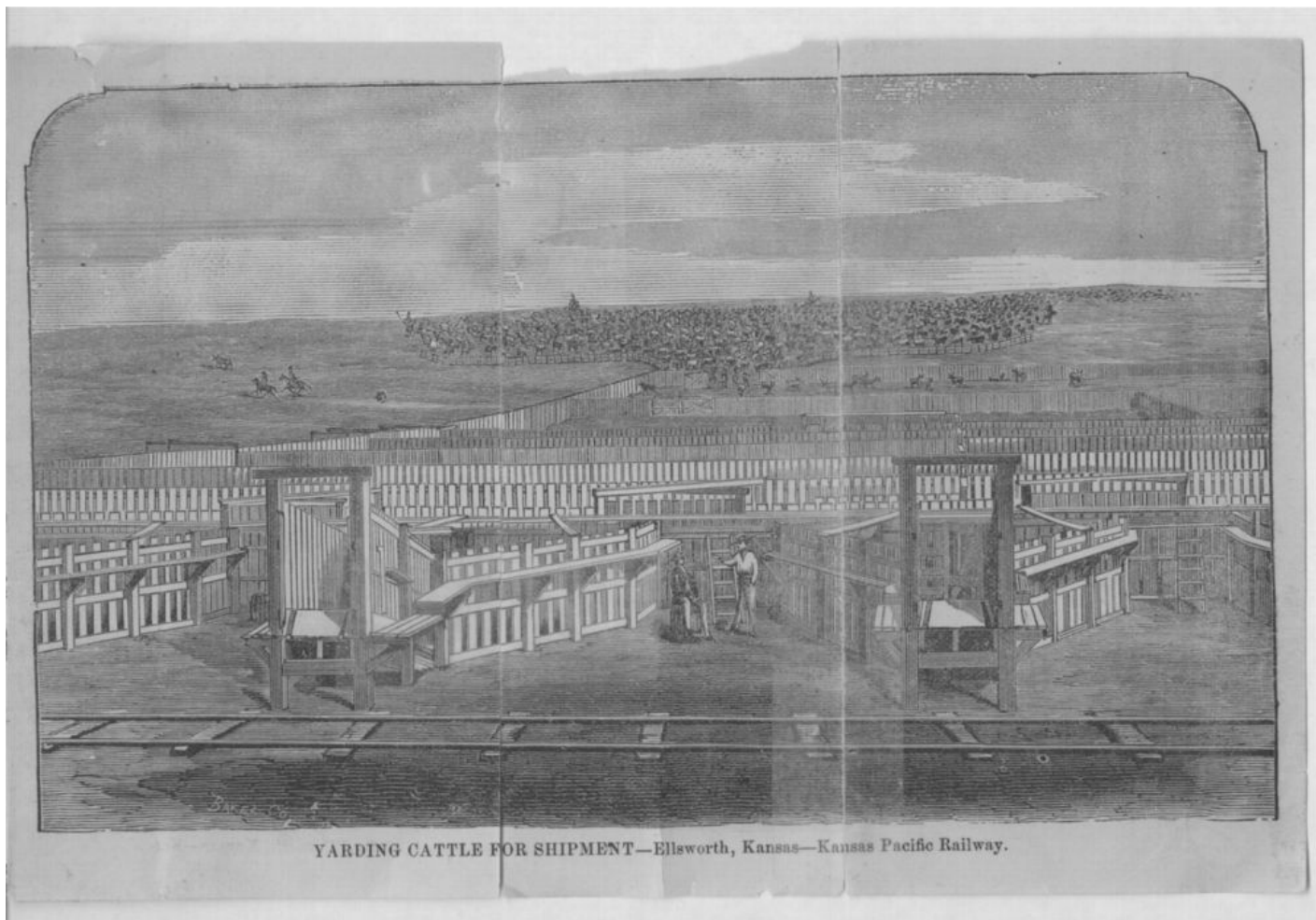
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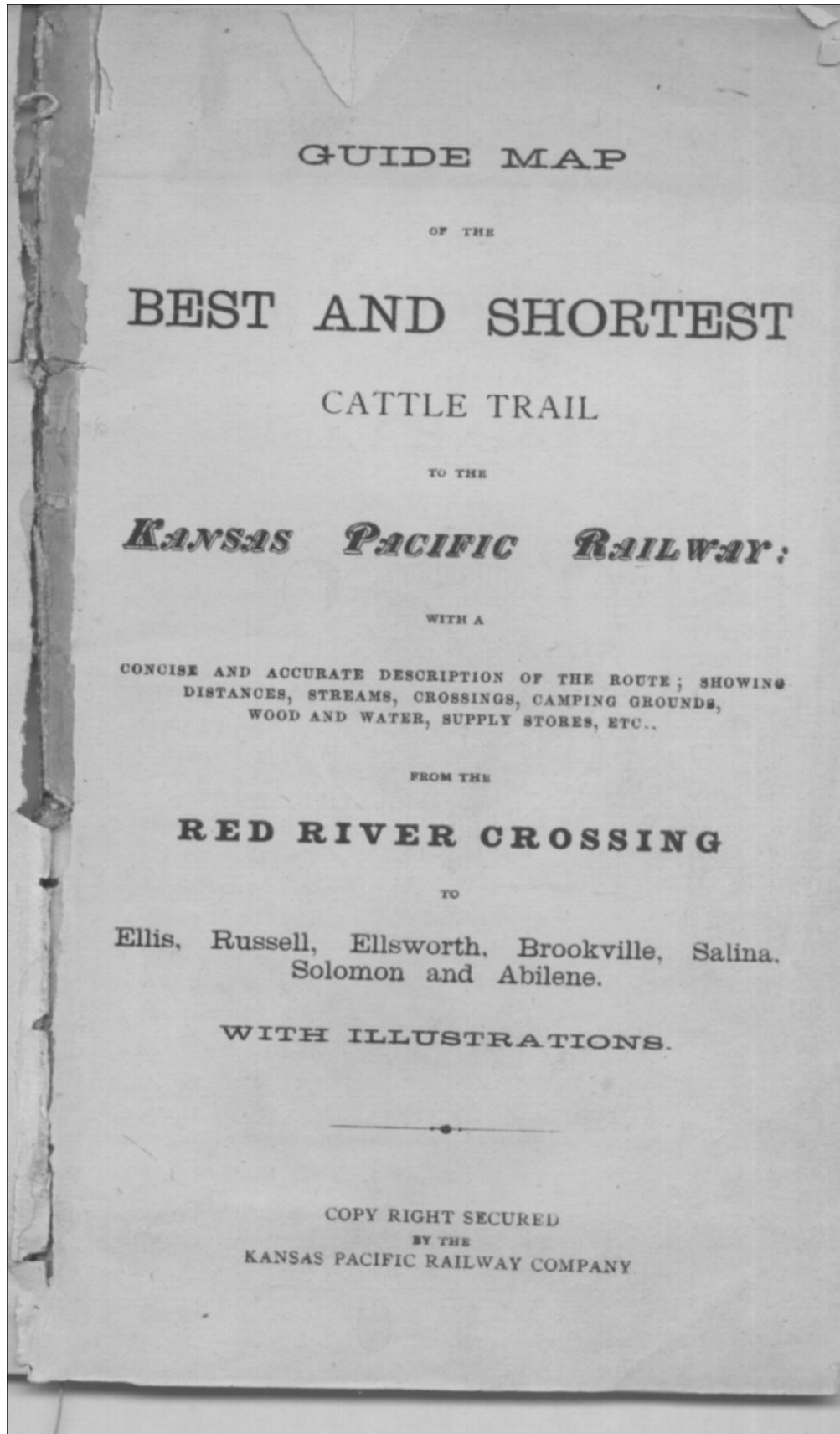
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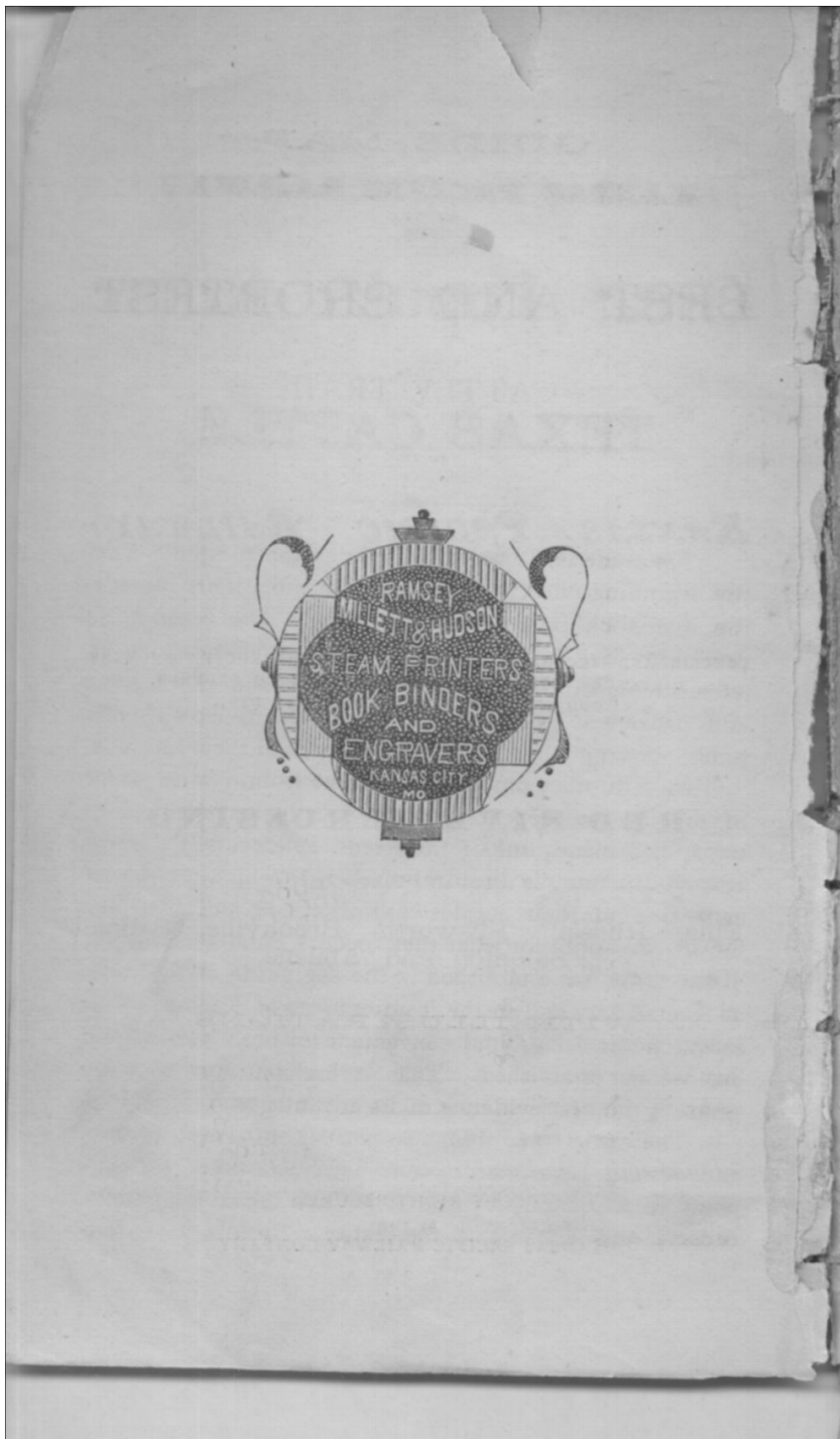
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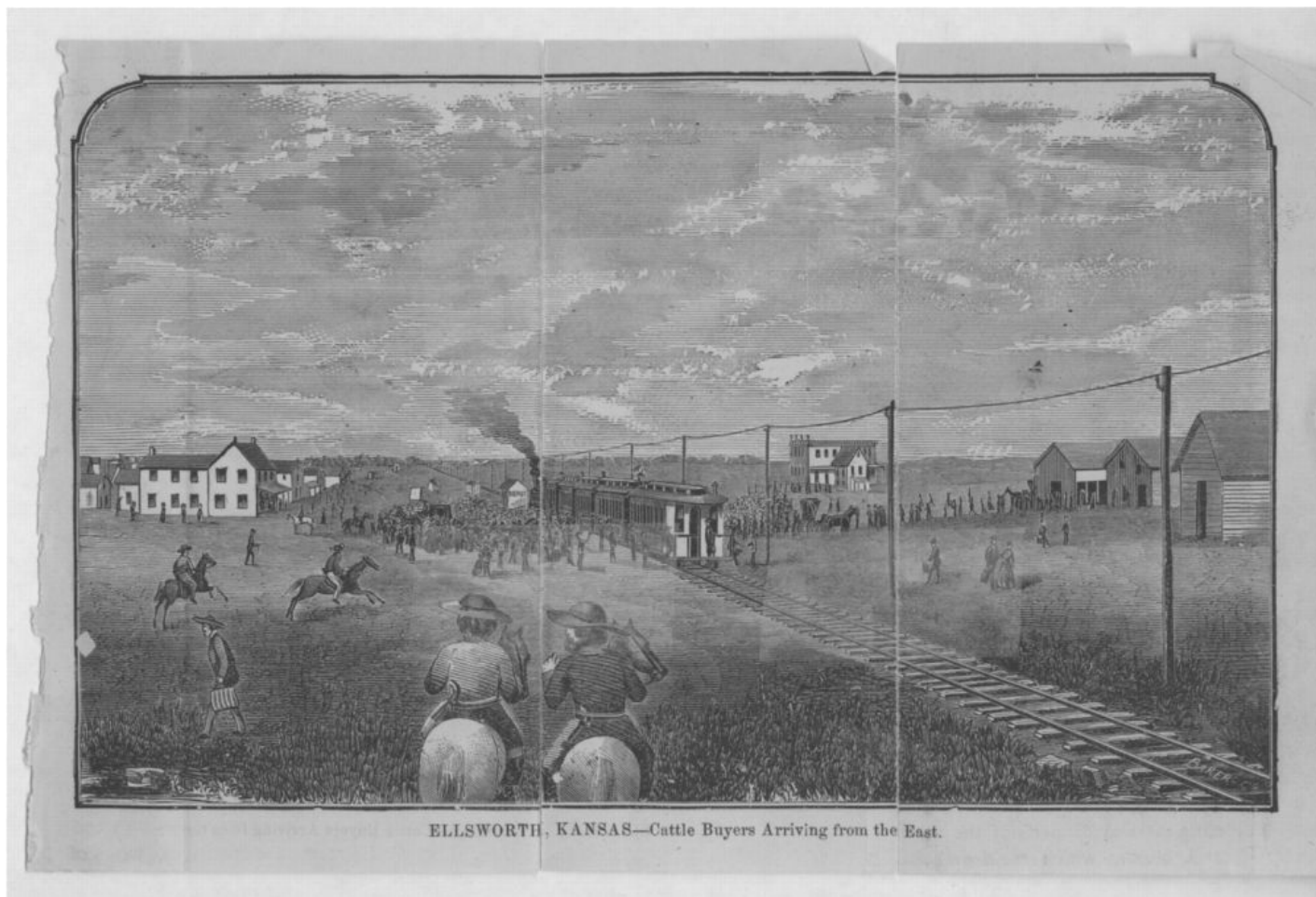
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KANSAS PACIFIC RAILWAY,
THE
Great Popular Route
FOR
TEXAS CATTLE.

The trade in Texas cattle has developed rapidly from the beginning until it has assumed an important place in the live stock interests of the West. The Texas cattle producers find in the western States and Territories an adequate demand for their great surplus, and the feeders and packers of this country have come to look to this source of supply for the cattle required in their business.

As with other products that come from a wide extent of country, and depend upon an equally extended country for a demand, one of the essential elements of the success of this trade is a central market, to which the producers can send their surplus with assurance, and to which buyers can apply for what they need. Such a market for Texas cattle was established in the beginning of the trade, at Kansas City and in the frontier towns of Kansas. This selection has been found convenient for both parties, and has become established. That it has continued so many years, is the best evidence of its advantages.

The cattle come from a large district in northwestern and western Texas, and have to be concentrated at some point to command buyers. They are taken by feeders, packers, and butchers, in the States of Illinois, Iowa, Mis-

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souri, Nebraska, and Kansas, and in the Territories of Colorado, Wyoming, Utah, and Montana, and the market must, therefore, be so centrally located as to concentrate the buyers of this vast section, as well as the cattle, from the wide, extended producing districts in Texas. For this purpose, the selection of Kansas and Kansas City was an exceedingly wise and fortunate one, as it is convenient and beneficial to producers and consumers, and commands the trade of a wider extent of country than any other selection that could have been made. Cattle driven from their native plains in Texas gain in flesh and weight on the way to Kansas; upon arriving there they may be sold immediately to the feeders from the Territories, who continue the drive to their own localities; or they may be held and fattened on the nutritious grasses of Kansas until frost, when they are taken with avidity by the feeders in the western States, and by packers; or they may be held after frost until the condition of the markets favors the drover.

The market having been established at Kansas City and on the frontiers of Kansas, a number of advantages have been developed that offer it unequaled inducements to remain. In the first place, it affords an opportunity for those drovers who desire it, to sell their cattle as soon as they reach Kansas to the feeders in the Territories—a large trade that must be lost the moment the market is transferred to any other locality. The concentration of railroads at Kansas City gives excellent shipping facilities, with competing rates to all parts of the northwestern and western States, besides which the drover has a choice of points to which to drive in Kansas, with at least three railroads competing for the business of carrying his cattle to the Kansas City market. These facts, reducing the cost of handling the cattle after they reach Kansas, enable

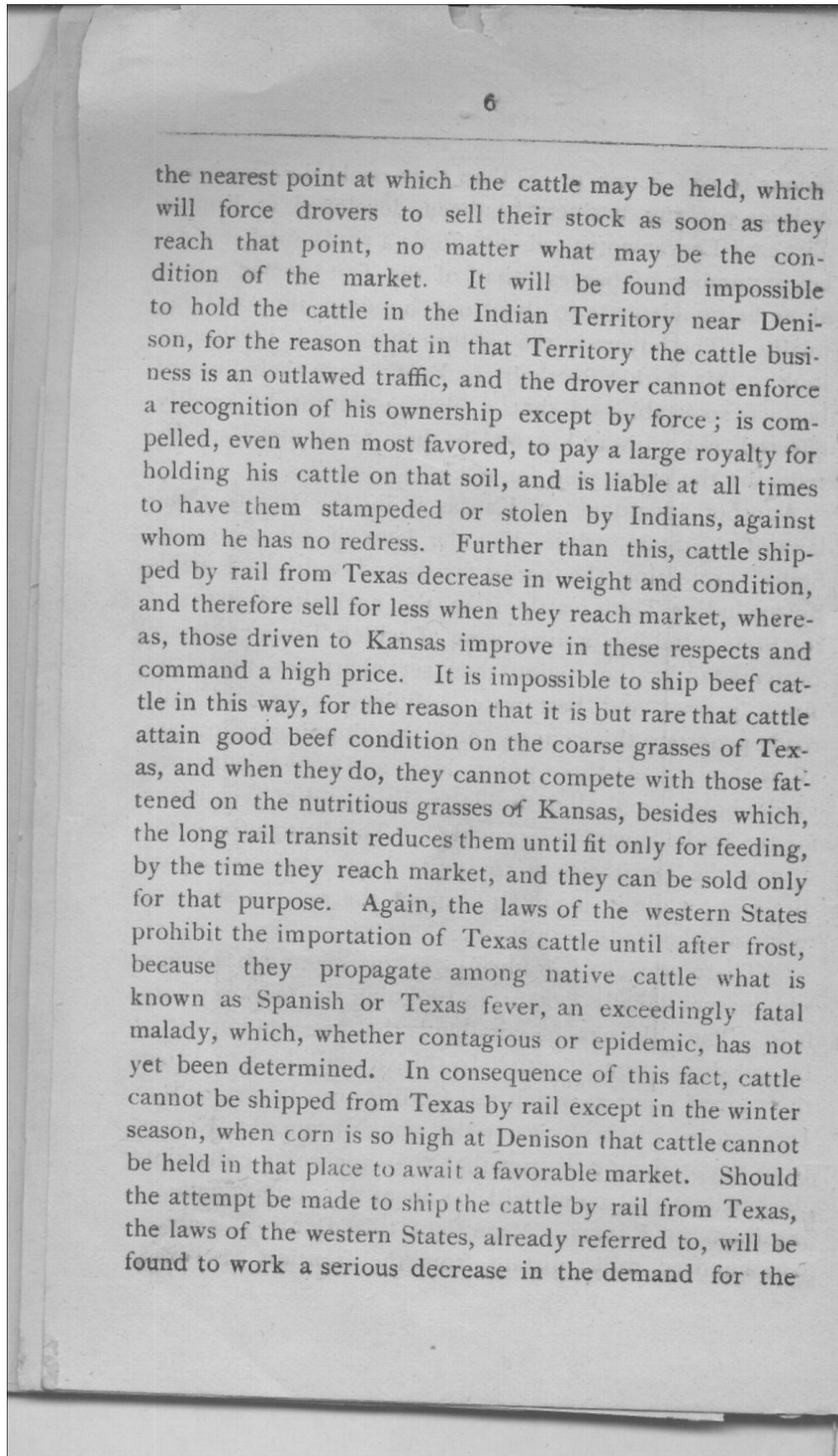
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buyers to pay better prices than they could do elsewhere. A large packing business has been developed at Kansas City and Leavenworth, which affords a ready market for a large number of beeves; that of the first named place alone being adequate to about one hundred thousand annually. The buyers in the western States and Territories look to this market for their stock, and have their lines of business so established that a change cannot be readily effected, nor without loss which they must make up by reducing the prices paid for stock.

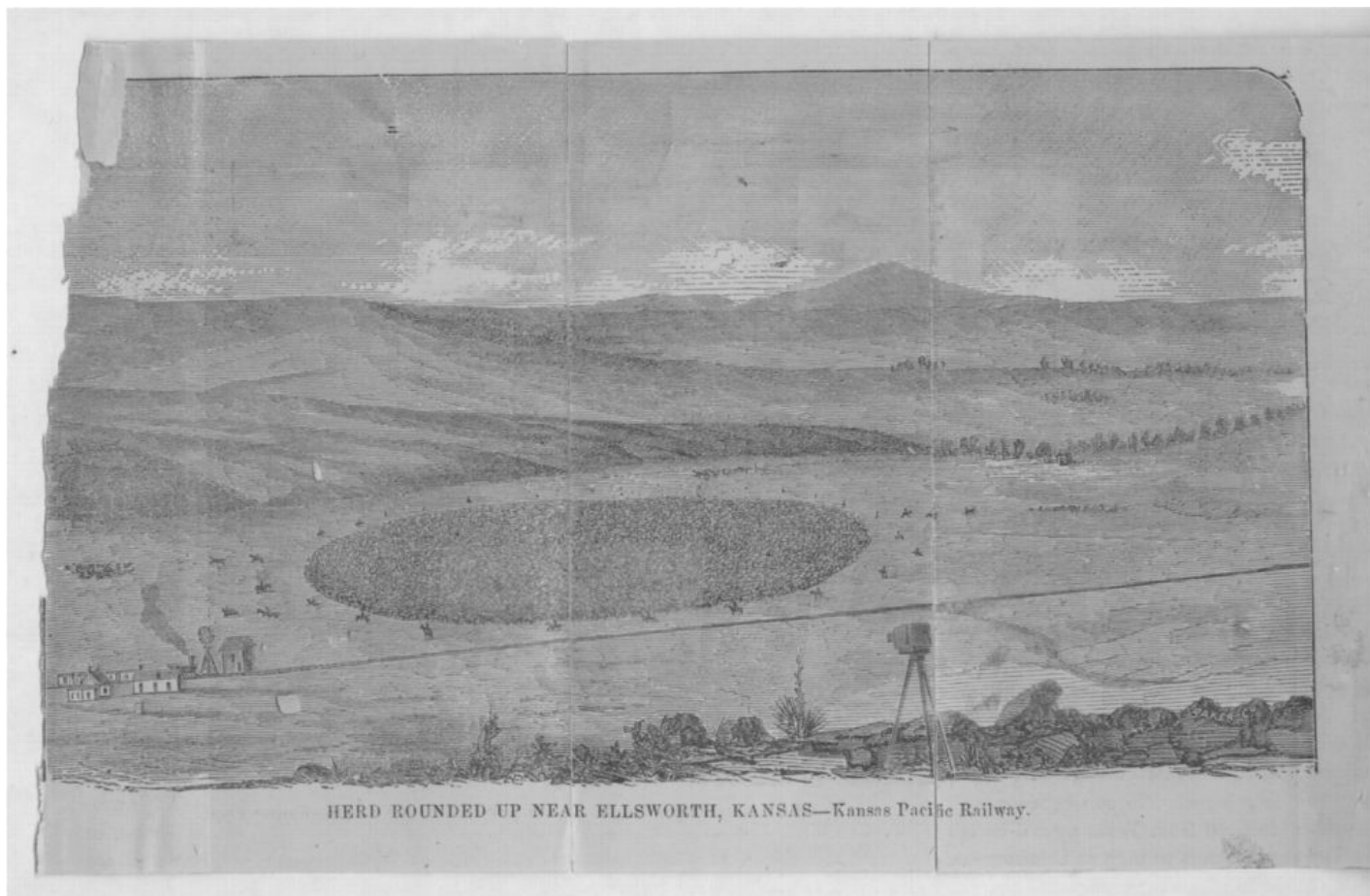
Another advantage in Kansas is in the fact that the laws of the State, while, like the laws of other western States, protecting the native herds and cultivated fields by excluding Texas cattle from the agricultural parts of the State, establish a line, west of which Texas cattle are protected. In the region thus set apart for them the finest grasses and best water privileges exist; the railroads penetrate this country, and the shipping points are all within it. At these points large and convenient stock yards, hotels, and all desirable facilities and conveniences for the trade have been provided. This brings the herds so near the Territories as to invite large trade from that direction, while it is not so far from the western States as to impair the trade with them.

There are also disadvantages in making a change which seem equally potent in retaining the market where it is. The only change possible is that of shipping cattle by rail direct from Texas. In this, it will be found that the nearest point at which rail facilities can be reached is Denison, which is so nearly the same distance as Kansas from the producing district that the expense of collecting the cattle at that point will be about the same as collecting them in Kansas. More than this, Denison is about one hundred miles distant from the frontiers of Texas,

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cattle, as feeders, having to make their arrangements earlier than the time of shipment, will turn their attention to other kinds of stock, besides this the present large trade with the Territories will be entirely lost, for the cattle cannot be driven to them at the season at which they can be shipped through the western States.

A comparison of the cost of shipment by rail and by driving, as heretofore, shows a further disadvantage that drovers will find it important to consider, as will be seen in the following :

Cattle shipped from Denison by rail cost to Chicago	
per car	\$135 00
Feeding twice, per car,	10 00
	<hr/>
	\$145 00

or \$7 25 per head.

To St. Louis, per car,	\$100 00
Feeding twice, per car,	10 00
	<hr/>
	\$110 00

or \$5 50 per head.

To Kansas City, per car,	\$ 85 00
Feeding once, per car,	5 00
	<hr/>
	\$ 90 00

or \$4 50 per head.

This does not include the cost of driving from the plains of Western and Northwestern Texas, where the bulk of the cattle come from, to Denison. The distance from that country to Denison is so nearly equal to that to the line of the Kansas Pacific Railway, and the cost of driving is so nearly the same to either that this item may as well be dropped from the calculation.

Ellsworth is the point where shipments have heretofore been made by the Kansas Pacific Railway. The rates that have prevailed are given below, as the best indication of what may be expected in the future. It is impossible to state what rates may be, but the following calculation is



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based upon the rates at which the bulk of shipments were made during the past year. The year before they were still a shade lower.

Ellsworth to Chicago, per car.....	\$ 80 00
Feeding twice, per car.....	10 00
	<hr/> \$ 90 00

or \$4 50 per head.

Ellsworth to St. Louis, per car.....	\$ 55 00
Feeding once, per car.....	5 00
	<hr/> \$ 60 00

or \$3 00 per head.

Ellsworth to Kansas City, per car.....	\$ 35 00
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or \$1 50 per head.

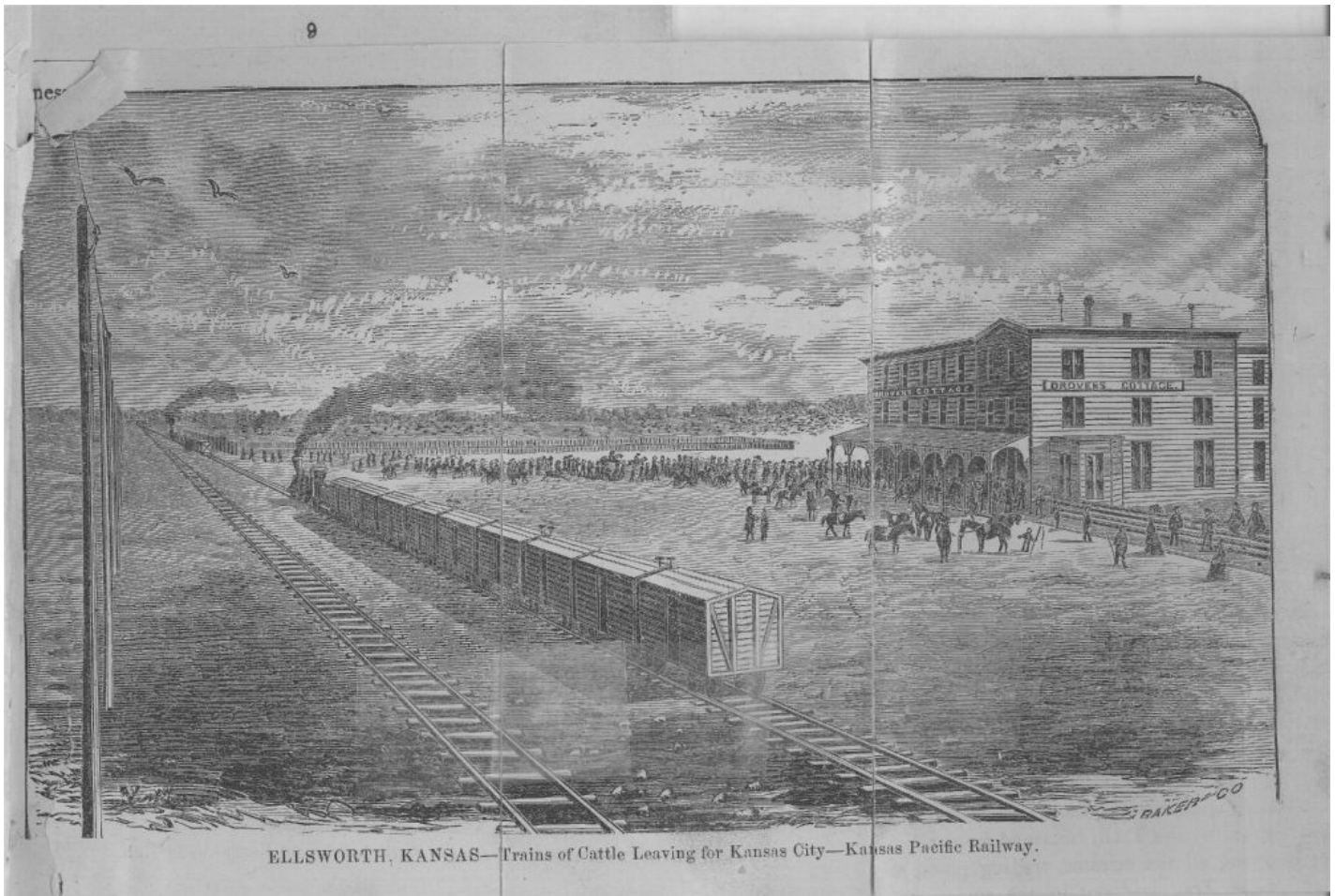
The saving thus shown, in favor of the Kansas Pacific, is, to Chicago, \$2.75, per head ; to St. Louis, \$2.50, per head ; and to Kansas City, \$3.00 per head.

This difference is still further augmented by the shrinkage of cattle shipped by rail from Denison, and the improved condition of those driven to Kansas. No accurate statistics of this difference are available, but it is a considerable item.

In view of the foregoing facts, it seems evident that the trade will continue in the same channels in the future as in the past, and therefore, for the general information and convenience of drovers, we continue the publication of our carefully compiled description of the Trail, denoting camping grounds, wood, water, grass, and other important facts, together with which is given a map of the country traversed by the Trail, obtained from reliable authorities, showing all the streams, trading posts, etc. etc., including the Trail laid out in the spring of 1873, from Sewell's Rancho, on Pond Creek, Indian Territory, by which about fifty miles of driving are saved.

From the inception of the business the bulk of the cattle has taken the Trail for the Kansas Pacific, and its busi-

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ELLSWORTH, KANSAS—Trains of Cattle Leaving for Kansas City—Kansas Pacific Railway.

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ness has annually increased as will be seen by the following statistics, carefully compiled from the records of the Auditor's office:

Total number of head transported	1867,.....	37,400
" " " "	1868,.....	58,800
" " " "	1869,.....	51,320
" " " "	1870,.....	131,360
" " " "	1871,.....	161,320
" " " "	1872,.....	163,140
" " " "	1873,.....	164,820

Grand Total for seven years, 768,160

These figures afford the strongest argument in favor of this route, and aside from its great popularity, show that its conveniences and advantages have been found by experience, sufficient to hold the trade against all competitors.

Drovers are recommended to make Ellis, Russell, Ellsworth and Brookville, the principal points for their cattle for the following reasons: Freedom from the petty annoyances of settlers, arising from the cattle trespassing upon cultivated fields: because there is wider range, an abundance of grass and water, increased shipping facilities and extensive yard accommodations. Large and commodious hotels may be found in all these places, and at Ellsworth, especially, the old "Drovers Cottage," so popular with the trade for years, will be found renovated and enlarged. The banking house of D. W. Powers & Co., established at Ellsworth in 1873, in the interest of the cattle business, will remain at this point and continue their liberal dealings as in the past.

The Company has increased its facilities for handling the trade by improvements and additions to the stock yards along its line and by the construction of new and extensive yards at Russell.

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No other road in Kansas can give as positive assurance of a large and regular supply of stock cars to its patrons as the Kansas Pacific.

The certainty of meeting all the large dealers in stock at Russell, Ellis, Ellsworth, and other points on this road, should be borne in mind by those who may desire to dispose of their cattle and return to Texas early.

The losses in native stock suffered by the farmers of Illinois, Iowa and Missouri, have been so severe during the last two years, that the stringent laws against the introduction of Texas cattle until after heavy frosts, are strictly enforced, which renders it necessary, in order to guard against uncertainty and loss arising from this source, to drive the cattle to Russell and Ellsworth, where they may graze and fatten until the markets in these States open.

Besides the usual demand for packing, for butchers use, and for feeding in the Western States and Territories, a large number of military posts and Indian tribes, have come to depend entirely upon cattle driven to the line of the Kansas Pacific Railway for their annual supplies of beef. These, together with cattle destined for Colorado, Utah, Montana and California, have for several years past been driven over the Great Overland Trail, which runs parallel and contiguous to this Railway. This route offers peculiar advantages to drovers on account of the abundance of grass and water, and the convenience of obtaining supplies at the Railroad stations.

Russell and Ellsworth have been extensively advertised this year through Illinois, Missouri, Iowa, Kansas, Nebraska, Colorado, Wyoming, Utah, and Nevada as the leading markets for fresh Texas cattle. The feeders and shippers from these States and Territories will, therefore, visit these points before going elsewhere, and will be here, as in previous years, to take the cattle of such drovers as

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ELLIS YARDS—302 miles from Kansas C

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may wish to close out and return home without loss of time. Large numbers of cattle are annually disposed of in this way, greatly to the advantage of drovers.

But few drovers have heretofore turned aside from the beaten paths of the trade, and they have, as the record shows, failed to realize their expectations.

Summing up the advantages of this great, popular trail, it will be seen that they are of a character to merit the consideration of all drovers, and may be stated in full as follows :

Parties who drive cattle to the Kansas Pacific Railway have an outlet to New Mexico, Colorado, Wyoming, Idaho, Montana, Utah, Nevada, Oregon, and California, and the benefit of the large demand for cattle to supply the Government posts in those States and Territories, and in the States of Kansas and Nebraska.

They also have the benefit of the demand for the packing houses at Leavenworth and Kansas City. At the latter place are located the largest beef packing houses in America, having facilities for packing, and affording a demand at Kansas City for, at least one hundred thousand beeves annually.

The Union Stock Yards at Kansas City, now in active operation, are conceded to be the best arranged west of Chicago, and have given the utmost satisfaction to shippers.

The experience of Texas cattle men along the line of the Kansas Pacific Railway during the past five years has conclusively demonstrated that cattle can be wintered upon the buffalo or mesquit grasses in and about the vicinity of Ellis, Ellsworth, and Brookville, and in the country west, as economically, and in much better condition than in Texas, so much so, that leading men engaged in stock raising in Texas have established permanent de-

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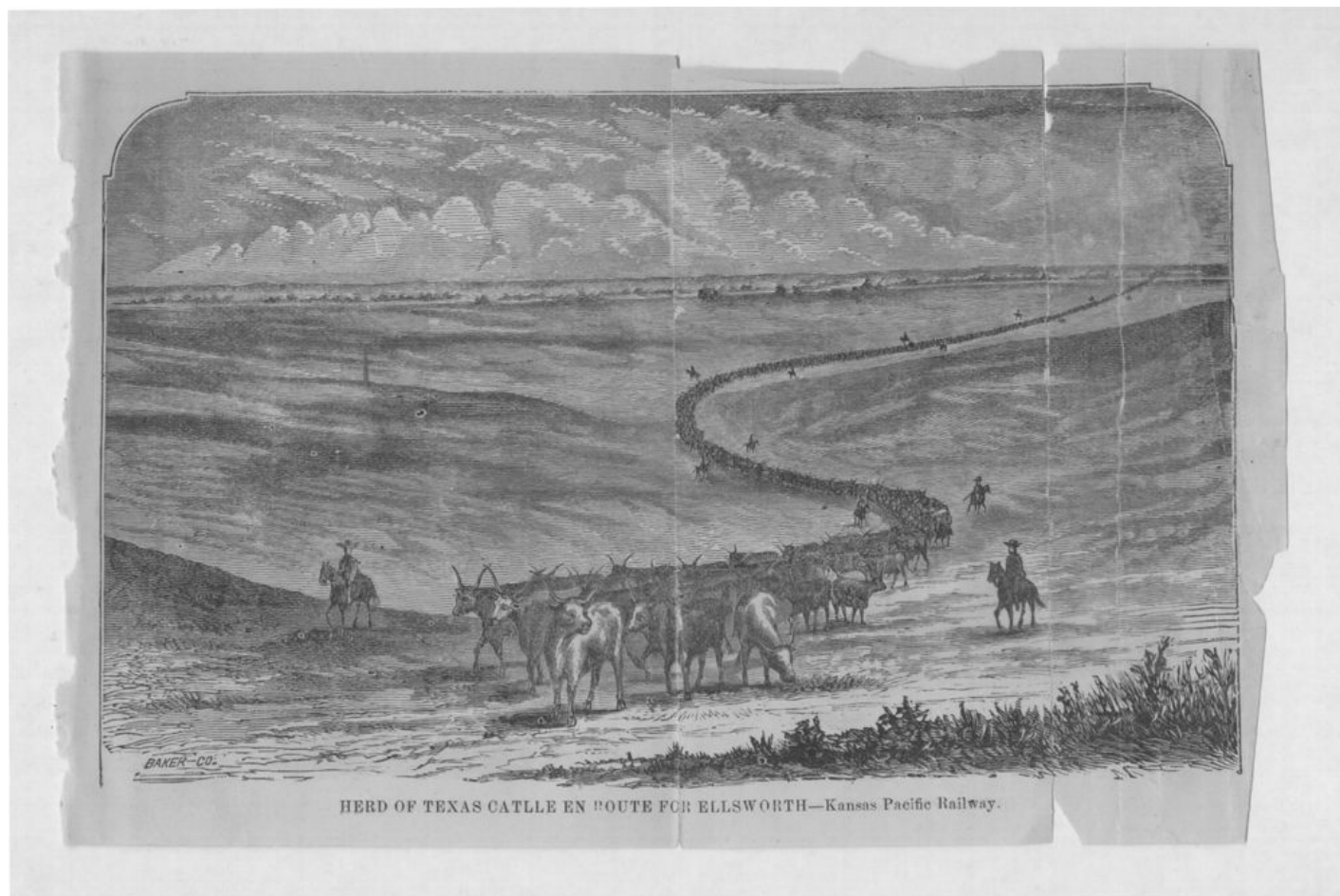
pots or ranches at these places, with a view to holding over annually, during the winter, a certain proportion of their herds. Cattle so held come out in the spring in much better condition, improve more rapidly, command better prices, and can be forwarded to market much earlier than freshly driven cattle from Texas.

Another important feature in connection with this line is, that cattle can be held in the adjacent country, within sight of the track on both sides, a distance of one hundred miles between Brookville on the east and Ellis on the west, within easy access to buyers, without incurring expensive livery bills or other expenses incidental to locations where cattle have to be held thirty and forty miles from a railroad.

Particular attention is invited to the Trail opened to our line last spring. It leaves the old trail at a point about half way between Salt Fork, of the Arkansas River, and Pond Creek, Indian Territory; is west of the settlements in Kansas, and is so well provided with water and grass that it was adopted by the drovers last season as soon as opened, and gave the most perfect satisfaction in these respects besides being 50 miles shorter than the old trail to Ellsworth.

T. F. OAKES, G. F. A.

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THE GREAT			
Texas Cattle Trail.			
<p>TABLE, showing distances, description of route, streams, crossings, camping grounds, wood and water, trading posts, &c., &c., from the crossing of Red River to the</p>			
Kansas Pacific Railway.			
Names of Points.	Dist. bet. Points.	Total Distance.	Description of Trail.
Beaver Creek, Branch of.....	15	15	Trail from Red River follows the divide through an open prairie, with an abundance of wood and water on the tributaries of the Beaver. The stream being small, the crossing is always good and safe. Good camping ground.
Monument Rocks or Stinking Cr'k,	15	30	Trail from Beaver Creek over high rolling prairie; supply of wood and water abundant for camping purposes; small stream with good crossing. Good camping ground.



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Names of Points.	Dist. bet. Points.	Total Distance.	Description of Trail.
Stage Station.....	15	45	Trail from Monument Rocks continues over high rolling prairie, skirting timber on both sides, passing through several groves of oak. Plentiful supply of wood and water. Good camping ground. Station located on east fork of Beaver.
Rush Creek, Head of.....	15	60	Trail to this point over a high rolling prairie, with occasional groves of timber. Good camping ground, with plenty of wood and water.
Little Washita....	13	73	Trail from Rush Creek greater part of the way through an old burnt Jack oak country. No water for nine miles after leaving Rush Creek. Good road and plenty of grass on north side of Little Washita. Good ford and camping ground.
Washita River....	4	77	Trail from Little Washita over a level prairie. Good ford across the river, with rock bottom on north side. Fine camping ground on the north side of river, with an abundance of wood and water.
Hillsof Canadian, or Head of Walnut.....	16	93	Trail from Washita over high rolling prairie, with a plentiful supply of water on both sides. Good camping ground, with wood and water, on Walnut Creek. The Trail heads the stream instead of crossing it.
Canadian River..	10	103	Trail from Walnut over a level prairie, with plenty of water on each side. Good camping

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Names of Points.	Dist. bet. Points.	Total Distance.	Description of
			ground on the south side — river, with an abundance of wood and water. No good camping grounds on north side. Good safe ford.
North Fork.....	13	116	Trail from Canadian over a high rolling prairie. Camping grounds on north side of river, with plenty wood and water. Good ford.
Creek.....	9	125	Trail from North Fork over high rolling prairie. Sufficient wood and water for camping purposes. Good ford.
King Fisher Creek	8	133	Trail from Deer Creek over level upland prairie, with plenty of water. Good camping ground, with sufficient wood and water.
Red Fork.....	10	143	Trail from King Fisher Creek over level upland prairie. Water on west side of trail. Camping ground two miles beyond the ford, north side of stream. Abundance of wood and water.
Turkey Creek.....	6	149	Trail from Red Fork over rolling prairie, with timber skirting east side. Small stream. Good camping ground, with plenty wood and water. Take wood from here for camping purposes. No wood at Hackberry. Supply store at this point.
Hackberry Creek.	12	161	Trail from Turkey Creek over level upland prairie, about five miles through a dog town. Good supply of water, but no wood.

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Points.	Dist. bet. Points.	Total Distance.	Description of Trail.
ee, or Skel- ton Creek.....	9	170	Trail over high rolling prairie. Good supply of wood and water. Take wood from here for camping; none at Nine Mile Creek.
Nine Mile Creek.	6	176	Trail over level upland prairie. Water sufficient, but no wood.
Salt Fork.....	9	185	Trail from Nine Mile Creek over a level prairie, through a dog town. Good camping ground at point of timber east of trail, three miles south of Salt Fork.
Pond Creek. Ranch & Store.	3	188	Trail from Salt Fork over level prairie. Good camping grounds; plenty of wood and water; small stream, with high, steep banks. The only good crossing is west of the Ranche. At this point the route opened last year, known as "Cox's Trail," diverges from the old trail, and is the only route drovers can take and avoid trouble with settlers in Sumner, Sedgwick, and Reno counties, Kansas. Sewell's store is located here.
Head of Pond Creek. Lone Tree	9	197	Trail from Pond Creek Crossing turns to the left and bears a little west of north along side of Pond Creek to head waters. Level prairie, good grazing, and splendid camping grounds; plenty of wood and water.
Bluff Creek, Cox's Crossing. Ranche and Store.	11	208	Trail from head of Pond Creek bears a little west of north to Cox's Crossing of Bluff Creek, about a quarter of a mile west



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Names of Points.	Dist bet Points.	Total Distance.	Description of Trail.
			of mouth of north fork. This is the best crossing on Bluff Creek, and is the only place where wagons can cross for several miles up and down the creek. C. H. Stone's store will be located here. Drovers should lay in supplies here as there is no other store or settlement until Ellinwood is reached. Good camping grounds on north and south side of creek; plenty of wood and water. Take wood here for five or six days' use.
North Fork Bluff Creek.....	10	218	Trail runs northwest and crosses North Fork about ten miles above its mouth, near headwaters. Camping grounds on west side of North Fork; grass and water plentiful.
Shawocaspah River.....	14	232	Trail from crossing of North Fork bears north and crosses two or three spring branches. Good camping grounds. Grass and water in abundance.
South Fork or Main Ninescah River	11	243	Trail from Shawocaspah River over high rolling prairie, good grazing grounds; cross head of Hunter's Creek five miles north of Shawocaspah River. Direction from last camping grounds a little west of north.
Middle Fork of Ninescah River..	11	254	Trail from South Fork over high rolling prairie. Grass in great abundance. Cross four spring branches of Middle Fork, about two miles apart, and all having quantities of water in the dri-

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Names of Points.	Dist. bet. Points.	Total Distance.	Description of Trail.
			est seasons of the year. Cross Middle Fork and camp on north side. Good camping grounds.
North Fork of Ninescah River..	9	263	Trail from Middle Fork over level prairie; good grass. Direction a little west of northwest, and runs parallel with a branch of Middle Fork, crossing same in about four miles from last camp, thence northwest across high rolling prairie to crossing of North Fork. Good camping grounds on either side, and abundance of water and grass.
Antelope Creek..	3	266	Trail from North Fork bears northwest over high rolling prairie; water and grass plentiful. Drovers can have the opportunity here, as in many other places on this trail, of watering at noon.
Indian Run.....	5	271	Trail bears northwest over high rolling prairie. Indian Run, like Antelope Creek, is a small stream, but capable of watering large herds; the grass in the vicinity is the short Buffalo grass and very fine. Good camping grounds can be found anywhere on the creek.
Rattlesnake Creek.....	4	275	Trail from Indian Run bears a little more north than the last twenty miles and strikes Rattlesnake Creek just where it turns in its course to the north. Fine high rolling prairie all the

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Names of Points.	Dist. bet. Points.	Total Distance.	Description of Trail.
Head of Salt Creek	4	275	way from Indian Run, and grass in abundance. The fin- est camping grounds and large supply of water will be found on Rattlesnake. Trail from Rattlesnake bears al- most due north over high sandy prairie; very little grass for herding purposes, but good grass on headwaters of Salt Creek and plenty of water.
Arkansas River, Ellinwood	6	281	Trail from Salt Creek over same sandy plain as from Rattle- snake, course due north. Herds should cross over to north side of river for camp. The crossing at Ellinwood is the best that could be found be- tween Great Bend and Ray- mond, and indeed the best on the Arkansas River; no steep bluffs, all level, open country, river wide, but very shallow even at high water; no quick- sands at this crossing.
Cow Creek.....	9	290	Trail from Ellinwood over high rolling prairie; direction north- east; good camping grounds; plenty of water, and the finest grazing grounds.
Plum Creek.....	10	311	Trail from Cow Creek over high rolling prairie; direction northeast; good camping grounds; plenty of wood and water, and fine herding and grazing country. This creek runs through the heart of the

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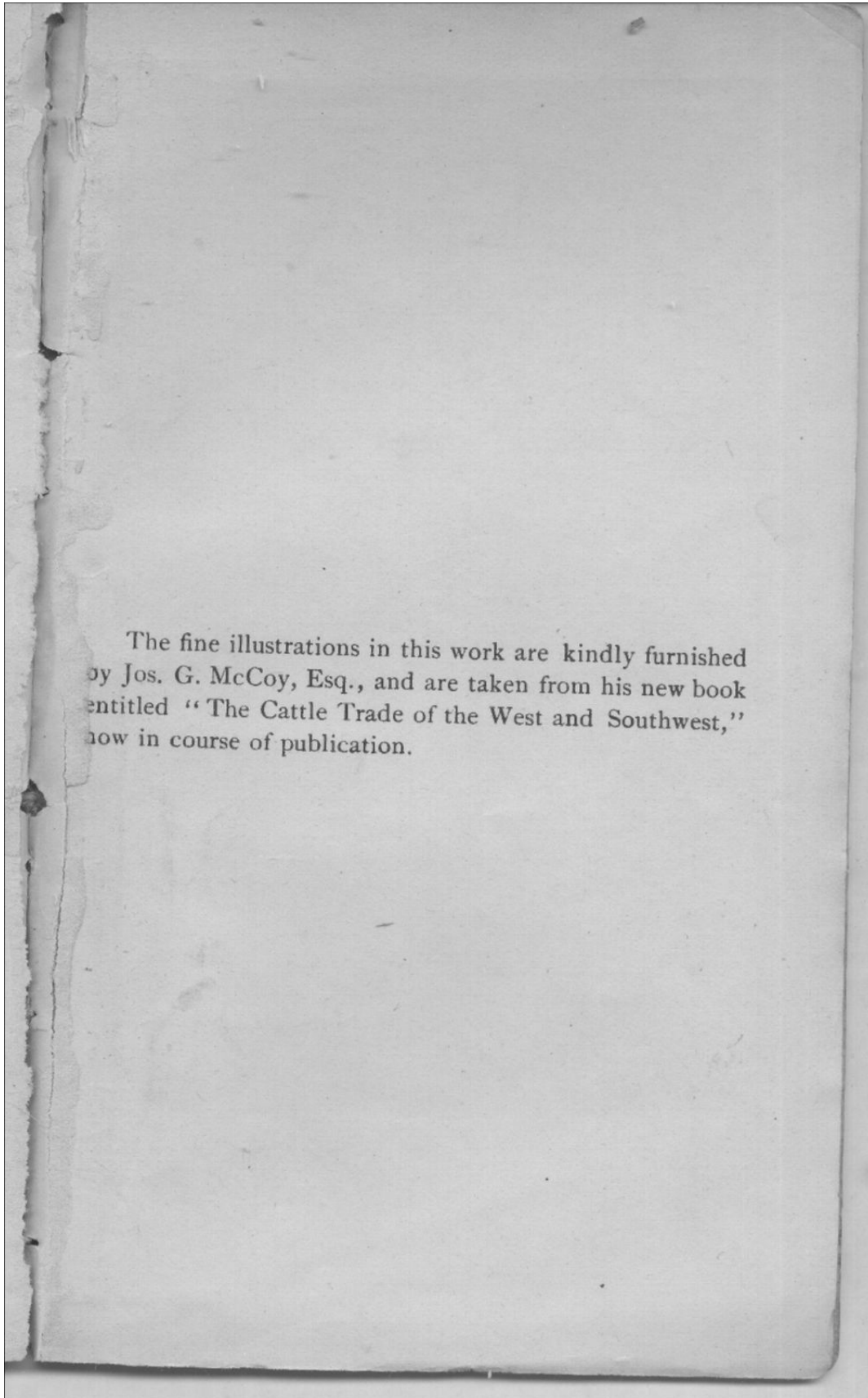
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Names of Points.	Dist. bet. Points.	Total Distance.	Description of Trail.
Head of Ash Creek.....	5	316	Kansas Pacific grazing ground and is never dry. Trail from Plum Creek over high rolling prairie; direction north-east; plenty of wood and water and fine grazing grounds.
Ellsworth.....	6	322	Trail from head of Ash Creek runs northeast to Ellsworth and northwest to Russell over high rolling prairie. Good locations for herds to graze will be found, any where along the trail, (or for miles on either side,) from Cow Creek to the Smoky Hill River, and west on the Smoky, head of Plum Creek, Cow Creek, and through the Walnut Valley. About three hundred thousand head of cattle can be located within easy access of the railroad between Ellsworth, Russell, and Ellis, on south side Smoky River, and full as many more can be located on the north side of the railroad in the valleys of the Saline River and branches.
Russell.....	12	328	
Brookville.....	23	East of Ellsworth. Extensive range. Fine stock yards.
Bosland, Wilson's Creek.....	16	West of Ellsworth. Fine herding grounds north and South of the Smoky Hill River. Stock yards at this point.
Bunker Hill.....	30	West of Ellsworth. Range same as Wilson's Creek. Good stock yards.
Russel, Fossil.....	41	West of Ellsworth. Good herding grounds. Large and com-

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Names of Points.	Dist. bet. Points.	Total Distance.	Description of Trail.
Ellis,	80	modious stockyards were built at this point last year, and contain scales and branding pens. Drovers will find every accommodation at this point. West of Ellsworth. Extensive range. Plenty of wood and water. Large stock yards.

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The fine illustrations in this work are kindly furnished
by Jos. G. McCoy, Esq., and are taken from his new book
entitled "The Cattle Trade of the West and Southwest,"
now in course of publication.

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K. P. DEAD LINE.

KANSAS PACIFIC RAILWAY,
THE OLD ESTABLISHED AND POPULAR

Texas Stock Route

GRAZING GOOD, WATER PLENTIFUL. SHIP-
PING FACILITIES PERFECT, YARDS
FREE, RATES LOW.

2 Fast Stock Express Trains Daily
from Ellis, Russell, Ellsworth,
Brookville, Salina, Solomon and

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SOURI PACIFIC; CHICAGO, ALTON & ST. LOUIS;
CHICAGO & ROCK ISLAND; TOLEDO, WABASH &
WESTERN; HANNIBAL & ST. JOSEPH, AND KAN-
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Drive to the **KANSAS PACIFIC RAILWAY**, and
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CATTLE DROVERS, NOTE LOCATION OF

AND GOVERN YOURSELVES ACCORDINGLY.