

A New Home in an Old Settlement: Come and see the "New Land in an Old Country"

This paper advertises for sale land, formerly owned by the Pottawatomie Nation, from 1837 to 1868, and then purchased by the Atchison, Topeka and Santa Fe Rail Road Company. On the reverse side of the paper is a sectional map showing the area and identifying those lands that were still for sale by the Atchison, Topeka and Santa Fe Company. The text gives brief descriptions of the cities and towns in the area; the railroads available; fuel and lumber that are native to the area; and, descriptions and prices of the land.

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KANSAS
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AN OLD SETTLEMENT.

Come and see the "NEW LAND in an OLD COUNTRY," and you will buy a farm as cheap as on the border of settlement, and yet with all the advantages of and surrounded by a high civilization.

THE POTTOWATTOMIE RESERVE.

The POTTOWATTOMIE RESERVE is located in the eastern part of Kansas, and in the center of the oldest settled part of the State; is thirty miles square, lying westerly and northwesterly from Topeka, the southeast corner lying three miles west and four miles south of this city. These portions of the reserve now belonging to the A. T. & S. F. R. R. Co., lie in the northwestern part of Shawnee county, in the northeastern part of Wagoner county, in the southeastern part of Nowata county, and in the southwestern corner of Jackson county.

The Pottowattomie Nation, in 1837, by treaty with the United States, agreed to move west of the mouth of the Missouri river, and in the next year spent in examining all over this country, assisted by their smart, intelligent and experienced traders, their zealous business-like friends (their missionaries) and the agents of the government, they finally selected for their future home the celebrated tract of land now so well known as the "Pottowattomie Reserve." The nation, since then, having ceded to the United States their former homes, the best parts of the States of Illinois and Indiana, they purchased and moved upon it, and continued to occupy it until recently.

The United States, in accordance with the treaty of 1868 with the Pottowattomie Nation, sold to the A. T. & S. F. R. R. Co. the Pottowattomie Reserve, and the Company has paid for it in full, and patents have been issued to the Company for said lands. These are now on record in the different counties in which the lands lie. Early in 1869 they were placed upon the market by the Company, and they continued to sell rapidly until 1870-71, when the Company had completed its railroad southwesterly into the land-grant lands. As yet there were few settlements in that country, and little business for the railroad to do; hence it became the policy of the Company to devote its energies to the settlement and development of that country, in order to create business for its road; and, incidentally, it drew all attention from the Pottowattomie Reserve lands, and virtually withdrew them from the market.

The trustees who now have the disposition of these lands for the Company, have determined to AGAIN place them upon the market, and dispose of them as rapidly, and close up the business as soon as possible; and to this end, they have placed them at such low prices that they think that persons wishing to purchase land in the West, will upon seeing them and their advantages, avail themselves of the opportunity to buy such desirable tracts for so little money.

The Indians have, for the last four or five years, been "passing away" down south, into the Indian country, where they have selected their new homes, and now all have gone, except a few "quidnuncs," and in turn their places are being rapidly occupied by intelligent, enterprising, industrious, moral citizens, who not only have the advantages of the wealth of rich soil, healthy air, pure water, and lasting fuel, that nature has lavished upon the Reserve, but they have also the advantages of the railroads, the schools, the churches, and the society that have been brought into and about the Reserve by the enterprise and energies of the people who have been for twenty years settling and accumulating around it.

Hardly, indeed, has the light step of the Indian ceased to fall upon the grass, until the pressure of the present new-comer is felt upon the soil; yet he is within easy reach of old and well established churches and society, and almost within sight of the largest and most flourishing colleges and seminaries in "the rising State of the West." He is, at once, an honored citizen, and a station on one of the great railroads of the country, and within one to five hours' drive of the depot of another as great, and within one to five hours' drive of the center of railroad competition in all the West.

Thus, while the settler on the Reserve is emphatically in a NEW COUNTRY, he is decidedly WITHIN the fully-developed civilization of an OLD COUNTRY. With these advantages the new occupants will soon fill the reserve with thrifty, happy homes, especially as they can buy the land at least as cheap, and make their improvements cheaper than they can much farther west, where they have no railroad competition, no schools, no churches, no society.

CITIES AND TOWNS.

TOPEKA.

The Capital of Kansas. It is situated on both banks of the Kansas river, sixty-five miles west of the Missouri river, and two and one-half miles east of the Pottowattomie Reserve. It contains a population of nearly ten thousand people. It is increasing rapidly, and is today the best and liveliest city in the State.

It is approached by two grand trunk lines of railroad, both passing on for a hundred miles into the heart of the far west. The Kansas Pacific, runs from Leavenworth and Kansas City, along the north bank of the Kansas river, two trains east and west daily. The Atchison, Topeka & Santa Fe runs from Atchison and Kansas City, the former crossing at Topeka, and the latter along the south bank of the Kansas, and likewise running two trains east and west daily.

Of newspapers, it has the *Commonwealth*, daily and weekly; *Times*, daily; *Blade*, daily; and weekly; *Kansas Democrat*, weekly; *Kansas Farmer*, weekly; *Investor's Guide*, monthly; *Kansas Agriculturalist*, monthly; and the *American Young People*, monthly.

Notable among her public institutions are the College of the Sisters of Bethany, and Washburn College. The former is under the supervision of the Right Rev. Thomas H. Vail, Bishop of Kansas; the grounds cover twenty acres; the buildings are large, commodious, and complete, costing \$85,000. The latter is located one mile southwest of the city, and is under the auspices of the Congregational church, but wholly unsectarian. It is a large and imposing structure, built

of native stone, and cost over \$60,000. In addition to these, it has a theological college and a Catholic seminary, besides eight public schools, the largest of which, erected in 1869, cost \$65,000. The aggregate value of the property devoted to educational purposes in the city is nearly half a million dollars.

The State House, located on a twenty-acre lot, in the central part of the city, will cost nearly two millions of dollars; the east wing is completed, and the beautiful architecture is unsurpassed by any in the country.

Next in importance are its manufacturing institutions, comprising a rolling mill, supplying railroad iron for most of the railroads in the west; the King bridge manufactory (not now in operation), an immense building, covering five acres of ground under one roof; a large foundry, carriage and wagon manufactory, steam cracker bakery, two steam flouring mills, the machine shops of the Atchison, Topeka and Santa Fe railroad, giving steady employment to a large corps of laborers and mechanics.

Large and substantial church edifices have been erected by most of the religious denominations. One of the subjects of special pride of the city is its public library.

The social standing of the city will compare favorably with the highest culture and most exalted of eastern society.

Our local agents here are J. P. ENNIS & CO., and PARMEL & HAYWOOD.

WAGONER is situated on the north bank of the Kansas river, 37 miles west of Topeka. It is the headquarters of the Kaw Valley Division of the Kansas Pacific Railway, which company has built here a fine stone round house. The town now contains about 1,000 inhabitants. It is the principal railway station for a large portion of Pottowattomie and Wagoner counties, and is the center of a fine country.

An iron bridge, 900 feet long, spans the Kansas river at this place, opening up to Wagoner a large trade route. Wagoner county has a population of 8,000, and has been expended for a new school house, which affords the best of educational facilities. Many religious denominations have organizations and regular services, and some have good church buildings. It has grain, stock and pork buyers, and many dry goods, grocery, hardware and other stores and shops to supply all the wants of a large trade, which it has. The citizens are eminently civilized and moral.

ST. MARY'S

is situated near the center of the Reserve, on the line of the Kansas Pacific Railroad, in the center of a splendid agricultural country. Here the Kansas river is spanned by a substantial iron bridge, from which good roads radiate to different settlements on the south side of the river, drawing the trade from long distances to St. Mary's. Grain, stock, and all kinds of farm products find a market here. In return the farmer can supply all his wants from the stores, shops and mechanics of this town.

Here is located St. Mary's College, probably the largest in the State. It is under the charge of Rev. F. H. Stuenkel, S. J., President. And here, too, is published the very fine paper, the *St. Mary's Times*.

ALMA

is a prosperous little town, situated near the southwest corner of the Reserve, and the county seat of Wagoner county. Its population is composed principally of Germans. They have a fine water power, which they work at when they make good, and Alma is on the line of the proposed extension of the K. C. T. & W. railroad.

LOUISVILLE

the county seat of Nowata county, is situated just on the western border of the Reserve, three miles north of Wagoner; is well supplied with churches and schools, and has a large and complete flouring mill, driven by one of the finest water-powers in the State. The *Kansas Reporter*, a good, large weekly paper, is published here.

WAGONER

the former county seat of Wagoner county, is a small town situated on the south bank of the Kansas river, one mile west of the Reserve.

ROSBURG AND SILVER LAKE

are stations on the K. P. R. R., and are comfortable little villages, and supply the farmers around them with many of their necessities and comforts. They are connected with the south side of the river by ferries.

KINGSDALE

has large facilities for shipping cattle, and many fine cattle are purchased at and shipped from this point.

BELLEVUE

is a new station and town on the railroad.

NEWBURY

is a small town, surrounded by a beautiful, healthy and rich country, and is at the junction of the proposed extension of the Kansas Central Railroad, and of the Kansas City, Topeka & Western Railroad.

RAILROAD

Competition to the Markets.

CHEAP TRANSPORTATION FOR FARMERS' PRODUCTS.

For the FARM PRODUCTS OF KANSAS there are TWO GREAT DEMANDS—FIRST, THAT OF THE VAST MARKET OF THE EAST, and SECOND, THAT OF THE VAST MARKET OF THE SOUTH. The first of these is met by the Kansas Pacific, the second by the Atchison, Topeka & Santa Fe, and the third by the Kansas Central.

THE FARMER ON THE POTTOWATTOMIE RESERVE is so close to Topeka that, whatever the market may be there, or whatever facilities it may have for transportation, or whatever that railroad competition there may be, he will have the advantage of them.

What, then, are those facilities, markets and competition? Why, from Topeka to the East there are several competing lines of railroad to the cities on the Missouri river, that is:

To ATCHISON, (The Atchison, Topeka & Santa Fe.)

To LEAVENWORTH, (The A. T. & S. F., through the Kansas Central.)

To KANSAS CITY, (The K. C. T. & W., operated by the A. T. & S. F., and the Kansas Pacific.)

At which places they connect with all the competing lines to the East, thus affording to the farmer on this Reserve, at all points East, giving him about as cheap transportation through to the Eastern market through ANY point east of here in the State, and cheaper than the most of them. And, as there are no competing lines to the East from points west of him, what he raises finds an EASTERN MARKET at a very much less cost than that raised by the farmer twenty or more miles west of him.

As will be seen, portions of the Reserve are supplied with its own coal, and that from Carbondale, Burlington, Oange, and other points can always be procured at the railroad stations in the Reserve, at from \$4 to \$6 per ton, or 16 to 24 cents per bushel. In the last three years the highest price in Topeka has been \$5 per ton delivered to the consumer, and the lowest \$3.

For lumber but little native timber is used, except for posts. It is generally of white pine, from the lakes or upper Mississippi. The farmers are very anxious at which the lower to the highest grades can be had here at retail:

Species	Price per M. (1000 ft.)
White Pine	\$10.00
Yellow Pine	\$8.00
Red Pine	\$6.00
Black Pine	\$4.00
White Oak	\$12.00
Yellow Oak	\$10.00
Red Oak	\$8.00
Black Oak	\$6.00
White Birch	\$4.00
Yellow Birch	\$3.00
Red Birch	\$2.00
Black Birch	\$1.00
White Elm	\$3.00
Yellow Elm	\$2.00
Red Elm	\$1.00
Black Elm	\$0.50

Usually the bottom lands are separated from the upland by an abrupt level of from 6 to 20 feet high. There is generally cropping out from this miniature bluff a bed of limestone rock of from 1 to 3 feet thick, and made up of separate and distinct layers of from 4 to 14 inches in thickness. Each of these layers is almost always broken or divided into separate rock, from 1 to 3 feet wide, and from 2 to 10 feet long, and the same thickness as the layers which they underlie. They are very easily quarried, being found already in convenient sizes to move, and often ready to use in building. Similar beds are found cropping out along such ridges or depressions, and often along the steeper slopes, and occasionally near the foot of a long, gentle slope. Generally a section of 400 acres of upland will contain a section of this rock, or it can be had within a mile or so of it.

STONE

These beds interfere very little with the cultivation of the ground, for the surface of the land soon rises from 6 to 20 feet above the rock.

THE HEDGE

The Oange orange hedge is now proved to be the best for this country. If good plants are properly set out, and cultivated well the first year, and the woods kept out the second year, and plashed down the third or fourth year, and then cut back once a year, an efficient and perpetual fence is assured.

THE DESCRIPTIONS AND PRICES.

These lands have been examined thoroughly and critically by two parties of appraisers, who were specially qualified for that task, and who have been paid for each 40 or 160-acre tract, wrote out a description of that tract. The party who last examined them consisted of five persons, a farmer, a carpenter, and three appraisers or examiners, who made their examination and descriptions years after, and entirely independent of the first. These two distinct descriptions have been compared, and when they differed materially the lands have again been examined and described, and these descriptions have been literally transcribed into a book, and always open to the inspection of persons desiring to buy; and when practical, substantial copies of these descriptions or tract-books, or truthful abbreviations of them, are furnished to agents. These descriptions are believed by this office to be substantially, and for the most part strictly, correct. Two persons would rarely, upon examining a tract of land, be able to give a more accurate and complete description in the same language, and more rarely would they, upon reading a description, receive exactly the same impression as upon about it; and if it has been so, or if the descriptions were guaranteed to be correct, it would undoubtedly lead to many misunderstandings. Hence, these lands are not sold with it in the office, nor are agents authorized to sell them, as upon the descriptions; nor are the descriptions in any event to be guaranteed to be correct. While a purchase would get a general idea of the land by the description, and might get an exact correct one, yet it is always better that he or some one for him should look at the land itself before purchasing. It was upon a careful examination and study of these descriptions, together with explanations from the appraisers in person, that the trustees determined and fixed the prices upon each tract, and they now stand upon the tract-books of the company.

FUEL AND LUMBER.

It is found mostly along the Kansas river and all the creeks; in some places in large tracts, in others only in borders or strips along the banks. It consists of oak, walnut, ash, hickory, maple, cottonwood, elm, cotton, bean, box elder, hickory, etc. There are many tracts of good timber on the Reserve; but the railroad company has disposed of its best timber lands, and of those now owned by it the larger and better tracts have been removed. There are many small tracts of young timber on the land, along the river, now owned by the company, which furnish fine shelter for stock and supply good fuel, and answer for many necessities in a farm; and this young timber, if cared for, will become valuable for lumber and other purposes.

THE COAL FIELDS

along the A. T. & S. F. R. R., commencing at Carbondale, only 15 miles from Topeka, as well as those in Eastern Kansas and Western Missouri, along the line of railroads that are in competition from the coal fields to Topeka, assure the settler on the Reserve of a constant supply of fuel for his household and for the operation of the railroad station. Better still, coal has been for years profitably produced at several different points on the Reserve itself, and as veins are being discovered every year. In fact, there is probably plenty of it, either coal or wood on the Reserve to supply with fuel, perpetually, a dense population all over it.

COOK OR FUEL

Good FUEL-WOOD can be had at any point on the Reserve, delivered to purchaser, at from \$2.25 to \$4 per cord, according to the distance it is hauled.

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Presented by C. P. BOLMAR, Agent.
NORWAY, P. O. Chester CO., PA.

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