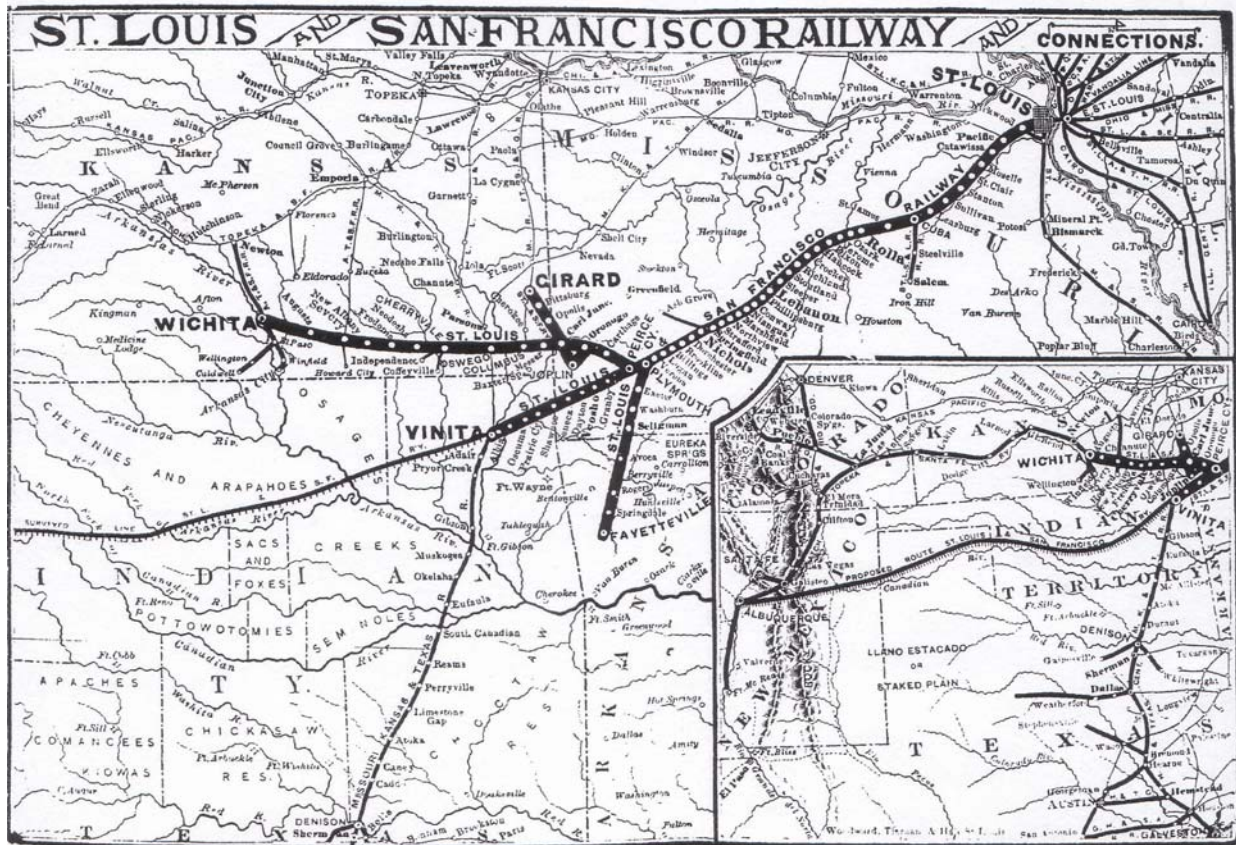




GAZETTER
AND
BUSINESS DIRECTORY
OF THE
NEW SOUTHWEST.

EMBRACING ALL OF THAT REGION OF COUNTRY—INCLUDING COUNTIES,
TOWNS AND CITIES—CONTIGUOUS TO THE ST. LOUIS AND SAN
FRANCISCO RAILWAY, ITS DIVISIONS AND BRANCHES,
LOCATED IN SOUTHWEST MISSOURI, SOUTHEASTERN
KANSAS, THE EASTERN PORTION OF THE
INDIAN COUNTRY, AND THE NORTH-
WEST SECTION OF ARKANSAS.

IN WHICH IS INCLUDED AN
Abridged Directory of Leading Business Houses of St. Louis.

Publishers:
UNITED STATES DIRECTORY PUBLISHING CO.,
Jennings, Hoyt & Co., Managers.
St. Louis, MO.
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INTRODUCTORY

In presenting to the public a Gazetteer of that section of country contiguous to the line of the St. Louis & San Francisco Railway, its divisions and branches, embraced within the eastern, central and southwestern portions of Missouri, the southeastern portion of Kansas, the northeastern section of the Indian country, and the northwestern territory of Arkansas, the publishers have sought to make a statement of facts regarding population, area, products, valuations, churches, schools, industries, date of settlements, and names of those engaged in trades and the industries. In the descriptions of the various counties, cities, towns and stations, the same regard for the truth has been adhered to, and seeming exaggeration will solidify into facts upon exhaustive investigation. The object of the work has been to present as complete a business review of that great section of country as possible, and make it a reliable reference. Again, it will bring into greater prominence those portions of the several States mentioned, and give a clearer and more comprehensive understanding of their situation, resources and capabilities. In this light the Gazetteer will be an essential aid to those in the older States who are making earnest inquiry regarding sections of the New Southwest. It is, therefore, commended to the people of that region of country, the interests of whom we have earnestly endeavored to promote, in the preparation and publication of this work.

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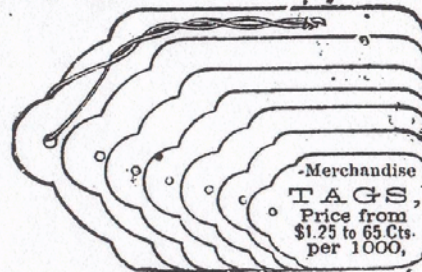
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ST. LOUIS, MO

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**THE
SOUT**

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**NEW
HWEEST.**

One of the grand physical divisions of the United States, and indeed of the continent, is the valleys watered

by the Mississippi river and its tributaries. This vast section of country comprises an area of 1,244,000 square miles, with lines of navigable waters extending a distance in the aggregate of about 18,000 miles, and contains an intelligent and vigorous population of 20,000,000. Central in this great productive region is the situation of the State of Missouri. It embraces 65,350 square miles of territory, so diversified in character as to abundantly supply the wants, the needs and comforts of a population already approaching 2,500,000, with undeveloped capacities sufficient to enrich a population of 5,000,000.

Its industries are as various as those of the whole country, including at once every form of agriculture, every kind of manufacturing, and a comprehensive commercial system which is nourished and enlarged by the motive power of steam and water. Its prairie and valley lands are as rich and fertile as any in the world; its products are more diversified and larger than elsewhere in the country; its woodlands are unsurpassed in variety and value; its coal fields are sufficient in quantity to melt the mountains of iron within its borders; the numerous streams bounding from the side of the Ozark hills furnish water-powers sufficient to move the machinery of the world, and within the interior of her mountain ranges are vast deposits of valuable minerals, which include silver, cobalt, nickel, manganese, fire clays, zinc, lead, copper, iron, granite, lime and sand stones, etc.

To all of these wondrous advantages we may add its commanding geographical position; its mild and healthful climate; its admirable system of public schools, which challenge comparison with that of any other State in the Union; its religious advantages, as is evidenced in its numerous church organizations, and its transportation facilities, which are rapidly piercing every section of the State.

This great subject of transportation alone is a practical solution of the many problems that environ the conquests of civilization and its permanent occupancy of virgin soils. Many of our most learned and astute publicists estimate the value of a railway traversing a new country as enhancing the section contiguous to its line one hundred thousand dollars per lineal mile. At one-half of this estimate the importance of transportation facilities can be appreciated.

Another phase of this matter, and the one that turns every ward in the great commercial lock, may be briefly stated. The transportation of any commodity by teams costs twenty cents per ton per mile, which confines corn within a radius of 125 miles, and wheat within a circle of 225 miles, before their whole value is consumed by freight charges. With railway facilities, transportation has been reduced to one cent per ton per mile, upon the average, enabling the producer to ship his surplus products a distance of thousands of miles to the sea-board cities, upon which he can realize a substantial profit. It will be observed that cheap transportation becomes a necessary in the commercial system as production itself.

These preliminary statements are appropriate as introductory to the matter which claims present attention, and which related to the

St. Louis & San Francisco Railway

By a glance upon the map it will be observed that the mail line of this road traverses the State of Missouri in a southwesterly direction from the city of St. Louis, and reaching Vinita in the Indian Territory, at a distance of 364 miles. In order to definitely understand the comprehensive system of the St. Louis and San Francisco Railway, with its various advantageous connections, we may state that the company are now operating the following lines:

	MILES
St. Louis to Vinita, I. T.	364
Pierce City, Mo., to Wichita, Kas	219
Plymouth, Mo., to Fayetteville, Ark	70
Oronogo, Mo., to Galena, Kas	20
Girard, Kas., to Joplin, Mo	39
Total Miles	712

The Arkansas division is now completed and in operation as far as Fayetteville, 70 miles from the main line at Plymouth, Mo., and is being vigorously pushed forward to Fort Smith, a distance of 50 miles from its present terminal point. This line opens up a rich and fertile section of that State, and adds largely to the general prosperity of Southeastern Kansas, because of the cheap and rapid facilities for an abundant supply of lumber and timber of all kinds from the great forests of Arkansas.

A fresh evidence of the vigor and substantial enterprise of this great corporation is the joint undertaking with the Atchison, Topeka & Santa Fe Railway, in the construction of the Atlantic & Pacific Railroad from

Albuquerque in New Mexico, to San Francisco, Cal., the completion of which is expected to be accomplished within a period of three years. There are already one hundred and fifty miles of this road, west from Albuquerque to Fort Wingate in New Mexico, completed and in operation. In this connection we may call attention to the fact that twenty-five years ago the Atlantic & Pacific Railroad Company (now the St. Louis & San Francisco) proposed the original contemplated line to the Pacific coast, diverging from St. Louis in a southwesterly direction to an intersection with the thirty-fifth parallel of north latitude and thence west along that line to the Pacific coast. The great and controlling advantages of that route are to the Pacific coast. The great and controlling advantages of that route are now fully acknowledged because of climatic influences, easy grades and other manifest considerations, among them the securing of a central terminal point at St. Louis. The extension of the present projected line from Albuquerque, in New Mexico, is practically the original design of a transcontinental railway.

The ample facilities possessed by the St. Louis & San Francisco Railway Company for the transaction of a large and rapidly increasing business, both in the transportation of passengers and freight, in addition to its local traffic, are evidenced in its connection with the Atchison, Topeka & Santa Fe Railway, at Wichita, Kansas, 508 miles from St. Louis, at which point it exchanges the business to and from Colorado and New Mexico, and which is already assuming large proportions. Again, its connection with the Missouri, Kansas & Texas Railway at Vinita, 364 miles from St. Louis, affords it a commanding position for the business from the Indian Territory, and all of that vast productive section of Northern and Western Texas. Nearly the whole of the cattle-carrying traffic from the great regions of country referred to, is enjoyed by this company, and the number of stock cars moving over their road during the past year mounts up into the thousands. It is proper to mention that the company have the finest improved stock cars, constructed with special regard for the comfort and care of stock, to be found upon any line of road in the country. Another consideration is the promptness and dispatch in the handling of stock and all kinds of freight, and the admirable condition in which it is delivered.

This line of road is thoroughly ballasted and the road-bed in splendid condition. Its equipment of engines, box cars, and elegant passenger coaches equals that of any other line in the West, and for safety, comfort and speed it is the favorite route to the great Southwest, while the ability of its management is too conspicuous to be passed without favorable notice. Its active officials are always prompt and courteous in the transaction of business, and cheerfully furnish any desired information relative to the road, or the country traversed by it, and its branches.

Along the lines of this road there are flourishing towns and cities which first felt the touch of enterprise and civilization through its agency. We desire to observe that the obstacles to the construction of a parallel line of road, either north or south of the present route of the St. Louis & San Francisco Road, are practically insurmountable, because of the surface conformation and the difficulty of crossing the Ozark range of mountains. It is, therefore, the one central route through Southwest Missouri, and becomes the most important link in the direct line from St. Louis to the Pacific coast.