SECTIONAL MAPS,
Showing the exact location of
OVER 300,000 ACRES,
SELECTED
Prairie, Timber and Coal Lands
IN NORTHERN MISSOURI,
Belonging to and offered for Sale by the
HANNIBAL & ST. JOSEPH RAILROAD COMPANY
WITH THE
LINE OF ITS ROAD AND ALL INTERSECTING RAILROADS
CORRECTLY LAID DOWN.

THE SHAD ED TRACTS ARE THE LANDS OF THE COMPANY FOR SALE.
The tracts colored black are sold and paid for. Tracts enclosed in black lines have been sold on credit.

TERMS AND PRICES:
LAND IS SOLD ON TWO OR TEN YEARS CREDIT, OR FOR CASH, IN LOTS TO SUIT PURCHASERS, AT PRICES RANGING FROM
$2.40 to $3, $4, $6, $8, $10, $12, to $15, &c.,
AVERAGING ABOUT $10 PER ACRE.

TWENTY PER CENT. IS DEDUCTED
FROM LONG CREDIT PRICE, FOR FULL PAYMENT WITHIN TWO YEARS, WITH INTEREST FROM THE DATE OF PURCHASE.

CIRCULARS
Giving full particulars, are furnished gratis. Persons desiring to form a Colony are liberally supplied with them for distribution.

THIS SECTIONAL MAP IS SENT TO ANY ADDRESS ON THE RECEIPT OF THIRTY CENTS.
ADDRESS OR ADDRESS,
GEO. S. HARRIS,
Land Commissioner H. & St. Js. R. R.
HANNIBAL
NOTES OF COUNTIES AND TOWNS

IN

NORTH MISSOURI,

ON AND NEAR THE

HANNIBAL & ST. JOSEPH RAILROAD.

AS REPORTED TO FEB. 1ST, 1868.

The exact location of Railroad Lands is designated by this Sectional Map.

Railroad Lands remaining unsold and now offered for sale are shaded thus for a whole section:

Lands sold and paid for are indicated thus:

Lands sold on credit are indicated thus:

Fractional Sections are similarly indicated.

RATES OF FIRST CLASS FARE

FROM PRINCIPAL POINTS EAST TO QUINCY, ILL.

The following table of rates of fare from various prominent Eastern cities to Quincy, Illinois, will be of service to many coming to Missouri.

Boston..............$37 25  Niagara Falls........$25 00  Detroit..............$18 50
New York...........34 45  Buffalo.............25 00  Chicago............10 00
Philadelphia.......32 45  Pittsburg...........24 00  Toledo.............16 50
Baltimore...........34 95  Wheeling...........24 60  Columbus........19 70
Washington........31 95  Cleveland........20 00  Crestline........19 55
Harrisburg.........31 45  Dayton..............17 45  Fort Wayne........15 60
Cincinnati.........17 25  Indianapolis......13 50  Lafayette........11 60
Louisville.........15 75  Lexington, Ky....21 25  Milwaukee........13 00
Springfield, Ill...4 55  Terre Haute.......11 25  Mendota..........7 20
Montreal...........33 50  Toronto...........25 50  Logansport.......12 45

The above will probably be the prevailing rates during the summer of 1868. The fare from Quincy to Hannibal is one dollar.

RAILROAD LAND BUYERS

Can procure at C., B. & Q. R. R. Depot in Quincy, Ill., LAND EXPLORING TICKETS over the H. & ST. JO. R. R. at regular fare, and the amount paid will be allowed in first payment for land, if purchased within thirty days from date of issue.—This gives a Free Pass out and back, over the H. & St. Jo. R. R. to buyers of Railroad Lands, with privilege to stop over at any station and to ride on all regular trains.

GEO. S. HARRIS,
Land Commissioner Hannibal & St. Joseph R. R.,
HANNIBAL, MO.
NORTH MISSOURI.

Lands of the Hannibal & St. Joseph R. R. Co.

There are represented, on this sectional map, over 300,000 acres of Railroad lands lying along the line of this Railroad, between Quincy and Hannibal, on the Mississippi river, and St. Joseph and Kansas City on the Missouri. This region extending across the State, and belted by mighty rivers, is as excellent in soil, climate, position, markets, and productions, as any equal area in the whole United States. It has the great additional advantages of being near the centre of the Union, and is not only rich in soil, but in vast coal and other mineral deposits, and is well watered and timbered.

Its products are all the cereals and great staples of the upper valley of the Mississippi. Lying due west of Baltimore and Philadelphia, it belongs to the great fruit producing belt of country, only in which fruit crops are sure. It is emphatically the region for the best of winter wheat and corn, and also for grazing, stock raising, and dairy products, while the ease and profit of wool-growing here will insure for it a great career of success in manufacturing as well as producing the raw material.

DESCRIPTION.

The lands opposite Quincy, upon the west bank of the Mississippi, are low bottom lands. The H. & St Joe R. R. crosses these, and rises to the rich upland, at Palmyra, 13 miles from Quincy. See plate 2.

Palmyra has been noted for its good society and excellent schools. Here the traveler begins to see something of the fine prairie lands of Missouri. Palmyra is the point of junction of the road which extends to Hannibal, another terminus of the H. & St Joe on the Mississippi river. See plate 2.

Hannibal has the promise of Eastern Railroad connections by way of Naples, Ill. This town has a fine, healthful location. Population of 10,000. In many things is fast becoming a place of enterprise and great future promise. Few towns on the river are as finely located. It is flanked North and South by high bluffs. The land slopes gently for a mile or two, to the levee, furnishing admirable building sites on the highlands, and fine level streets near the river for business purposes. See plate 2. Near Hannibal, at Saverton, are the famous Mineral Springs, and whenever enterprising parties get hold of them, and build a comfortable hotel, strangers will visit there, and they will have as wide a reputation as their
waters are efficacious. There is a famous cave in the west bank of the Mississippi river, one mile south of Hannibal. It is claimed that it has been explored for over ten miles, and to pass under the river to the Illinois side. Persons in the cave can hear steamboats passing above. See plate 1.

From Palmyra to Monroe Station is 16 miles. The Company has no lands in this section of the road. The lands here are more level than farther west. It has good farms, and is specially adapted to stock. It is believed that Monroe will grow greatly the present year. It has a population of some 250.

Hunnewell is 37 miles from Quincy, a population of 300, and is a trade centre for a good agricultural district. There are fine farms South and Southeast of the town. The country around is level and well watered. The Railroad Company has town lots for sale in Hunnewell, and some farming lands near. See plate 3.

Shelbina, 47 miles from Quincy and Hannibal, is one of the fast growing towns—has a population of 1,500. It has done much in the way of building, and a number of business houses have been erected the past year. This region is well watered and productive. A good deal of wool is raised. One merchant took in and shipped last year 17,000 pounds. The Railroad Company has some lands Southwest and Northwest of Shelbina, within a few miles, but none in the immediate vicinity. See plate 4.

Between Shelbina and Clarence the country is gently rolling, and lies between Salt River and Crooked Creek, well watered, timbered, and has a rich prairie soil. See plate 4.

Clarence has improved greatly the last year in building and population. The Company has excellent lands for sale in this vicinity. See plate 4.

Carbon is the place where coal mining was first started on the line, but has been abandoned for more extensive operations at Bevier. With plenty of wood and coal for fuel, enough water for steam mills, and cheap and good lands around Carbon, makes it an economical and attractive point for manufacturing purposes. See plate 5.

Macon City, at the junction of the H. & St. Joe and North Mo. Railroads, is situated on high rolling lands, prairie and timber, in the midst of the most extensive coal fields in this State. Laid out in 1856, but its chief growth has been within the last two or three years. During the war it was an important military post. But, in spite of the hostilities which raged around, it continued to grow. It has a population of about 4,000, which is continually increasing, and the prospect is that within five years it will reach 10,000. It is 70 miles from Hannibal and Quincy, 168 from St. Louis, 136 from St. Joseph, and 68 miles from the Iowa line. The North Missouri Railroad is already completed to Atlanta, in Macon county, 12 miles North of Macon, and within the present year will be completed to Iowa, and there make connections with railways of that State reaching the pine regions of the North. The H. &
St. Jo. R. R. extends through the county on its way westward from Quincy and Hannibal to St. Joseph.

There is now building a railroad from Macon to Keokuk. There are very cheap lands in Macon county, North and South of the railroad. Macon county, as a whole, is equal to any portion of Northeast Missouri in improvements.

There are ten religious organizations in Macon, with seven church buildings, four of which were erected last year. At least one-third in value of the buildings were erected in 1867, and much more will be done in the present year. The city is organized into separate school districts. Already, by vote, it has been determined to build a school house at the cost of $15,000. The Library Association promises to be a permanent institution. The Masons, Odd Fellows, and Good Templars all flourish. The Odd Fellows have just erected an elegant hall.

The abundance of coal and wood in the county, its central position in North Missouri, the railroads built and projected, make it one of the best counties in the State for manufacturing. The soil is adapted to the growth of all the great staples of the west, except hemp. An intelligent and industrious population is coming in, which will develop its great agricultural and mineral resources. In this county the H. & St. Jo. R. R. Company have a large amount of excellent lands still unsold, and they are rapidly going into the hands of Eastern settlers. See plate 5.

Bevier, 75 miles from Hannibal, is famous for its extensive coal deposits and their development. Six coal shafts have been sunk, and all in active operation. This healthy, rich, and productive region, having abundance of wood and coal for cheap fuel, and sufficient water for any number of steam mills, guarantee a dense population and extensive mechanical and manufacturing operations in and around Bevier at no distant day. The great quantity of coal dust which accumulates at the different shafts, and is not valuable enough to ship, but affords good fuel to make cheap steam, is an item well worth considering by practical men. See plate 5.

Callao, 79 miles from Hannibal, population 450. This section is heavily timbered, and the soil best adapted to tobacco, and a good quantity of fruit is raised. See plate 5.

New Cambria, 86 miles from Hannibal, is a Welsh town of 150 souls, and its vicinity has 600 of that nationality. It is a thriving neighborhood. See plate 6.

Bucklin, 94 miles from Hannibal, population 700. It is rapidly improving, and is an attractive point. See plate 6.

St. Catherine, 100 miles from Hannibal; a small town, with a woolen mill. It has coal. The land about is equally divided in prairie and timber. Has a number of good buildings recently erected, and two churches. From St. Catharine to Bucklin, on the line, there is a good deal of timber. See plate 7.

Brookfield is in Linn County, and is the Central Station of the H. & St. Jo. R. R.; 104 miles from Quincy and Hannibal, and 102
miles from St. Jo. Population 1,800. Is a fine growing town. The Railroad machine shops are located here. It has four hotels, five religious congregations. The finest church building here is that of the Congregationalists. There are fifty-four stores and business places of all descriptions. It has extensive blacksmith shops and flour mill. About 65 buildings were erected last year within the town limits, and about an hundred farm houses and buildings have been erected during the same time within a verge of five miles, which indicates the rapid settlement and improvement in this vicinity. The prairie on which it stands is beautiful, and rolling, extending North and South 30 miles, but is very narrow and skirted with timber. And on this whole prairie you can hardly be three miles from timber. The soil through this section is rich, producing wheat, and all the other staples. And very superior has been the success of fruit growers. This section is well watered and timbered. At Brookfield there is the extensive nursery of R. O. Thompson, who has thirty-two varieties of raspberries, and has produced splendid and abundant harvest of grapes from vines three years old, set out last spring. See plate 7.

**Laclede**, 109 miles from Hannibal, population 950. It has two fine churches, Methodist and Congregational, and about 30 business places of various kinds.

The lands at Laclede slope gently to the South to Locust Creek and Grand River, ten miles distant, well divided between prairie and timber, and well watered.

Gen. Pratt has a very large farm under excellent cultivation, adjoining Laclede, on the east. He raised, last year, 1,200 bushels of wheat, averaging 25 bushels to the acre. See plate 7.

**Bottsville**, 118 miles from Hannibal, is a small but growing town, and beautiful region. See plate 7.

**Livingston County** contains 530 square miles, coal, lime, and sandstone in abundance, and springs of fresh water. It is also watered by both forks of the Grand River, Medicine Lake, Shoal and Big Creeks, and other small streams. About half the surface is timbered with black walnut, shell bark, bass wood, hickory, ash, elm and maple, four kinds of oak, mulberry and honey locust. Soil—a rich, clayey loam, very productive. The woods furnish pasturage as well as the prairie, and blue grass grows spontaneously wherever cattle tramp. There is good pasturage here for some nine months of the year. Grain and fruits of all kinds, especially apples, grapes and pears, grow to a perfection, unknown in the East. Grape growing in this section is a great success. Latitude and climate the same as Columbus, Ohio, or Springfield, Ills. More than half of the old settlers have left, but new from Iowa, Wisconsin, Michigan, New York and New England are taking their places, and giving some ideas of farming not known here before. Potters and fire clay are found. See plates 8 and 9.

**Wheeling**, recently laid out, lies beautifully on a ridge of prairie, between Medicine and Parsons Creeks. The land slopes easily to the South, and is of first quality. A splendid opening for agriculturists. A natural wagon road leads from Wheeling to Iowa, without
crossing a stream, and is very level. Timber abundant, both East and West of this divide, which is hardly three miles wide at any place. See plate 8.

**Chillicothe** is one of the most important towns in Missouri, whether we consider the results already accomplished, or the splendid promise of its future. It is the county seat; 130 miles west of Hannibal, 76 from St. Joseph. Population nearly 5,000. It is the business centre of the Grand River Valley. It is easy to count from fifty to a hundred teams from the country almost any day. A railroad will soon be built from Brunswick to this place, and perhaps to Council Bluffs. There is a good deal of wholesale business done. Heavy deposits of coal lie between Chillicothe and Brunswick.

There are 1,084 children on the school list, and an average attendance of over 800. The school system is modelled after the free schools of Akron, Ohio, and is much admired. There are two high schools, one grammar, and five free schools, and Wilson's Commercial College. There are about 200 business places in the city. The climate is remarkably healthy. People troubled with pulmonary and throat diseases resort here. Labor is very much needed in this place. Buildings are in great demand. At the present writing, there is but one vacant house in town. There are eight churches here. All the different denominations along the line of the H. & St. Jo. R. R. are busy organizing congregations and building churches. See plate 8.

**Utica,** 135 miles from Hannibal, has a population of about 800. It suffered during the war, but is situated in a splendid agricultural section, and is doing considerable business; has three religious societies, and a free school. It has about twenty business places of all descriptions, and the best water power in North Missouri.

We enter now upon **Caldwell County,** which has considerably more prairie than timber; is a fine agricultural, stock raising section, with a rich soil, and but little waste land. Has an abundance of stone for building, good water and coal. See plate 8.

**Mooresville** is a small village of 100 inhabitants, in the centre of "New Kentucky," as it is fitly called for its strong resemblance to the finest pastoral region of Kentucky. See plate 9.

**Breckenridge,** 146 miles from Hannibal, lies high, on the South bluff of Grand River, with beautiful lands, sloping to the South to Shoal Creek. Finely watered and timbered, and not easily surpassed in advantages—well adapted to all the great variety of products of the West, especially, the great staples. This whole line has but recently felt the influence of good farming.

A few more first class Ohio and Eastern farmers will make this region blossom with richness and teem with abundance. Our Missouri style of farming consists for the most part in lazily scratching the surface, and easily getting a living, without improvement, without enterprise, and without skill. Population 600, and is growing rapidly. Two new churches are building. See plate 9.

**Hamilton,** 156 miles from Hannibal and Quincy, population 800. 75 houses built in 1807, and is now improving rapidly—on the point of building 2 churches,—Presbyterian and Congregational—has
a flouring mill, and agricultural machine factory, also a boot and shoe establishment, 3 hotels, and 3 lumber yards; will become one of the most stirring places on the line, and is an important stage point for towns lying North and South. Its future prospects are very promising, and its rich soil, superb wells of pure water, large sized town lots from 1 to 3, 5, 10, 15 and 20 acres in area, give their occupants and improvers every facility for elegant yards, choice fruits in Apple and Peach orchards, vineyards and nurseries, besides ample room for a garden, corn, sweet and Irish potatoe patches, out buildings and stock yards for a miniature farm in the midst of the attractive social surroundings of a beautiful village, soon to assume the proportions of a city.

It is situated in the centre of fine agricultural lands, easily accessible. You can stand at Hamilton and enjoy a splendid view. On the West, Kidder and Cameron loom up in sight, on the North the forests of Grand River, and beautiful rolling prairies lie between, on the East, the railroad stretches out in view for 10 miles, and Breckenridge in the distance is pictured 'in bold relief against the Eastern sky. The land to the South lies gently sloping to Kingston, 9 miles distant, the county seat of Caldwell, whose Court-House and spires relieve the picture, and give us civilization and nature combined. See plate 9.

Kidder, 163 miles from Quincy and Hannibal. The lands around are prairie, with skirts of timber lying to the North—population 300, founded as a New England village. It has of course a Congregational Church, and will have, growing out of a splendid bequest of Nathaniel Thayer and other Boston gentlemen, a first class institution of learning, called "Thayer Institute." Generous subscriptions are being added to the Boston donation. While this Academical Institution will be under Congregational auspices, it will be characterized in its management by broad and liberal views, which will commend it to all Christian denominations. Kidder is to be a bright spot in Northwestern Missouri, for here on a beautiful prairie, which nature has bountifully blessed, shall the great institutions of religion and of learning stand forth, a blessing to all coming time. A wise man, who has a family of children, should prefer to buy his lands within the neighborhood of church and educational advantages, rather than to accept them, if given, with no hope for the decent education of his children, and no promise or provision for the worship of the God of his fathers.

The Trustees of "Thayer Institute" are about to commence operations with the College enterprise, and hope to have a building ready for a school by the fall of 1868.

It may as well be said here, that the Congregational churches have been rapidly increasing on this line, and a great deal of good work has been accomplished by that denomination in North Missouri.

What has been said of Hamilton, can justly be said of Kidder for attractive homesteads. They are beautiful twin sisters and occupy positions to command general attention. See plate 10.

Cameron, 171 miles from Quincy and Hannibal and 35 from St. Joseph, is an important railroad centre, for here the H. & St. Joe, R. R., forms its junction with the Kansas City and Cameron Division,
The Leavenworth and Fort Des Moines R. R. will intersect here, when built. Cameron, a short time since was but a name, a little Station on the line. Now it has 3 churches, 3 hotels, a number of stores, a various business, and a population of 900.

Fifty houses were built within the last few months. Cameron is in Clinton county. See plate 10.

Osborn, 177 miles from Hannibal and 29 from St. Joseph, is situated on the grand divide between Grand River and the Missouri, on the highest point of land between Hannibal and St. Joseph. It is near the summit of 200 miles of country lying between the Mississippi and Missouri. About Osborn lie an hundred thousand acres, stretching out on every side, still open to the settler.

The climate is as perfect as can be desired. Of course there are times, in the winter, when the winds are bleak and cold, but, the cool breezes sweep away the fever heats of summer, and the crops on this fertile soil, gladden the eyes of their owners.

The land lies too high, of course, for streams of any size, but most excellent water is obtained by sinking wells from fifteen to thirty feet, and better well water is not found anywhere. The lands roll gradually and slope East and West from the summit.

Osborn, now, is but a small village, for its claims have been neglected, but the enterprising settlers now gathering here from "York State," will soon make it the "Empire Colony" of North Missouri. Osborn is located in both DeKalb and Clinton counties. See plate 11.

DeKalb is one of the best stock raising counties in the State. It has a rich soil, no waste land in swamps or marshes, yet there is scarcely a quarter section without living water upon it. Henry E. Glazier, our Local Land Agent at Maysville, the Shire-town, 10 miles north of Osborn, will aid all explorers to make a choice selection from our numerous superb lands in this County. See plate 11.

Stewartsville, Population 700. 185 miles from Hannibal.

The lands from Stewartsville to Easton, are generally prairie, with skirts of timber on the small creeks, tributary to the Platte river. The latter stream rises in Iowa, and flows southwesterly, falling into the Missouri river, south of Platte City, about 35 miles south-east of St. Joseph. The lands about here, are nearly equally divided between prairie and timber for about six miles, well watered, and soil rich. Thinly settled. Grand chance for immigration. See plate 11.

Easton in Buchanan County, is 194 miles from Hannibal, 12 miles from St. Joseph, population 300. A railroad town, and a trading point for the country, north and south. It is needless to say that this whole section of country is hardly surpassed in the United States for fertility of soil, and all that constitutes a first-rate agricultural region. There is no railroad land in the immediate vicinity, but six miles from the line, both prairie and timber is for sale by the company. From Easton three miles towards St. Joseph to the Platte River, the railroad runs through prairie and timber, and bottom lands mostly cultivated. The railroad crosses the Platte and its branches, about ten miles from St. Joseph. Here was the scene of the dreadful massacre of the Platte River bridge, in 1862, by guerillas who sawed and burned the stringers of the bridge, and hurled a passenger train, com-
scene of disaster, have mentioned that an added solemnity was given by the engine bell, though moved by no mortal hand, the rushing waters seemed tolling the requiem of the dead. See plate 11.

St. Joseph, 206 miles from Hannibal and Quincy, 474 miles from Chicago, 306 miles from St. Louis, is rapidly increasing in population and business. Its inhabitants number now 28,000, representing the energy and enterprise of almost every nation. It is planted on the Eastern bank of the Missouri, in Buchanan county. It extends far up over the commanding bluffs, which here assume the size of hills. The low bottoms of the Kansas shores, across the river, spread out before you, while the fertile lands in sight on the Missouri side appear to the Southeast, clothed in rich vegetation, disclosing the unparalleled wealth of the soil. Immediately around the city, the hills are abrupt and bold, and the scenery very fine from the heights. It is the point laid down in Morse's old Geography as the Black Snake Hills. The country for miles East of St. Joseph, is heavy rolling, but very productive for grains and hemp. The forests consist generally of walnut, elm, hackberry, hhone locust, and a variety of oaks. Streams and springs are frequent. The railroad connections of St. Joseph are such that a short time will be sufficient to open up the country in all directions, and maintain rapid communication. The H. & St. Jo. R. R. connects it with the Mississippi at Hannibal and Quincy. The Missouri Valley connects it with Leavenworth, Weston and Atchison on the South, and with Savannah, the County seat of Andrew county on the North. The St. Joseph and Council Bluffs R. R. is now building, and in July '68 will be open for freight and travel. The St. J-seph and Denver Road will soon be open to Troy, Kansas. This Road is designed to tap the Union Pacific near Fort Kearney. The Missouri Valley R. R. connects St. Joseph to the Central Branch U. P. R. R. at Atchison. These connections, with the rich surrounding country, secure to St. Joseph a business for the future that must make it the most important city in this upper valley of the Missouri river. See plate 12.

General Description of the Country for 52 Miles from Cameron to Kansas City.

The Kansas City and Cameron Division of the H. & St. Jo. R. R., completed November '67, is 52 miles in length. The first 20 miles from Cameron, consists of high, rolling prairie lands, with Shoal creek running parallel with the road, on the East side, affording good timber and plenty of water. Another small stream runs South, on the West side of the line. The remainder of the route, 32 miles, is for the most part, wooded, interspersed with narrow strips of smooth lands, occasionally broken, principally occupied with fine farms, and well settled for Missouri. This section of the State has just been opened to the world by the railroad, and offers to immigrant settlers and land buyers, a most choice and valuable location. The first 20 miles from Cameron, lying in Clinton county, is but thinly settled, and large amounts of excellent lands are in the market at prices ranging from $5 to $15 per acre. This region is rapidly settling up. Stations are located, and little towns now starting, will become important centres and markets of trade and exchange. There are al-
ready several new towns building on this Division of the H. & St. Jo. R. R. The principal points are Turney, Lathrop, Holt, Kearney, Liberty, Arnold and Harlem. See plates 10 and 11.

**Lathrop** is the shipping point for Plattsburg, situated 6 miles West. No town in North Missouri ever started under more favorable auspices. It is situated in a fertile prairie, composed of deep black loam, very rich, with no waste acres, finely adapted to stock growing, wheat and hemp. This is a choice location for the cultivation of fruits. (Lathrop is named for the Treasurer of Hannibal & St. Joseph R. R., a gentleman whose long connection with the line, and whose faithfulness to its best interests, permits this brief allusion and justifies the name of the town.) The whole of Section 25, Township 55, Range 31, is embraced in town plat of Lathrop. See plate 11.

**Turney**, 10 miles from Cameron, is situated much like Lathrop in soil and advantages. The whole of Section 25, Township 56, Range 31, is embraced in town plat of Turney. See plate 11.

Both Lathrop and Turney are laid out into wide streets, extra sized lots and blocks, which give to the settler ample room for garden, apple and peach orchard, vineyard, out buildings and yards. These with a soil unsurpassed in productiveness insure, if properly improved, a home seldom equaled in beauty, luxury and practical value, and economy for domestic purposes. Persons looking for a village residence should not neglect the inducements offered in these two new towns. See plate 11.

Most prairie land in North Missouri is easily broken with a single team, and produces when plowed in June a fair crop of corn, and is generally considered surest for an excellent crop of winter wheat—and one good crop of wheat will pay for land, plowing, fencing, seed, harrowing, harvesting, and leave a handsome bonus besides, if the market price of wheat continues as high as it has for several years past.

**Liberty**, Clay county, population 1,500, 6 churches, Baptist, Presbyterian, Methodist, Campbellite, and old school Baptist; a Baptist College is now being repaired, and there is a Female Baptist Academy—2 newspapers, the Tribune, Democrat, and the Union, Radical—one Hotel, and for a wonder a good one, at which a traveler gets his money’s worth. Hotels in Missouri, stand in need of regeneration. The only thing that is first-class generally are the charges. If they don’t reform and furnish good victuals for good money, better men and better hotels will take their places. There are in Liberty a foundry, woollen and flour mills, 2 tobacco factories, 2 banking houses. It is situated on the Kansas and Cameron Division of the H. & St. Joe. R. R., is the county seat of Clay county. A fine country surrounds it, and a good deal of wealth has been acquired. Improved land sells from $30 to $35 per acre—unimproved lands at $12.

**Kansas City** is one of the most enterprising and rapidly growing cities in all the West. It has now about 25,000 population, and has doubled its business every year, and its population every five years. In its public improvements, extensive business, present and promised Railway connections it bids fair to become one of the lead-
ing points West of the Mississippi river. Kansas City is the terminus, as well as St. Joseph, of the Hannibal and St. Joseph Railroad. Here it forms a junction with the great National Union Pacific Railway, E.

D. The H. & St. Joe. R. R. is now building a Bridge, soon to be finished, across the Missouri at this point to complete connection with the Union Pacific, and run cars and take passengers from one line to the other. This Bridge over the Missouri with the one building at Quincy for the same Company over the Mississippi, will soon give unbroken, all rail, connection with all lines East to all points in the far West to the Rocky Mountains and San Francisco. Kansas City is the terminus of the Missouri Pacific R. R., also the West Branch of the North Mo. R. R. is being rapidly extended to this point from St. Louis. The Kansas and Galveston Line will soon be finished to Fort Scott, and very soon this will be the great through route to Galveston and the Gulf of Mexico.

The H. & St. Joe. R. R. is a great link in the grand central railroad trunk line between the Atlantic and Pacific Oceans.
Plate No. 11.
TWO AND TEN YEARS,

OR

SHORT AND LONG CREDIT

AND CASH LAND SALES

COMPARED AND EXPLAINED.

The Hannibal and St. Joseph Railroad sell PRAIRIE LAND on a long credit of ten years, with six per cent. interest, and sell Prairie, Timber or Coal lands on a short credit of two years, with ten per cent. interest on balance unpaid, or for cash. The Short Credit and Cash price is twenty per cent. less than the Long Credit price. To make the terms and practical results of these different plans of sale perfectly plain, let the following examples be considered:

LONG CREDIT ILLUSTRATED.

Say that 40 acres of Land at our average price of $10 per acre—$400, is bought on Long Credit of ten years, on July 1st, 1868. The payments will be due and payable as follows:

<table>
<thead>
<tr>
<th>Date</th>
<th>Interest</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>July 1, 1868, Pay six per cent. Interest on $400,</td>
<td>$24.00</td>
<td>$24.00</td>
</tr>
<tr>
<td>1, 1869, Pay six per cent. Interest as before,</td>
<td>21.34</td>
<td>42.34</td>
</tr>
<tr>
<td>Then, July 1, 1870, one-ninth of principal,</td>
<td>44.44</td>
<td>98.92</td>
</tr>
<tr>
<td>July 1, 1871, do do</td>
<td>44.45</td>
<td>88.90</td>
</tr>
<tr>
<td>July 1, 1872, do do</td>
<td>44.45</td>
<td>88.90</td>
</tr>
<tr>
<td>July 1, 1873, do do</td>
<td>44.45</td>
<td>88.90</td>
</tr>
<tr>
<td>July 1, 1874, do do</td>
<td>44.45</td>
<td>88.90</td>
</tr>
<tr>
<td>July 1, 1875, do do</td>
<td>44.45</td>
<td>88.90</td>
</tr>
<tr>
<td>July 1, 1876, do do</td>
<td>44.45</td>
<td>88.90</td>
</tr>
<tr>
<td>July 1, 1877, do do</td>
<td>44.45</td>
<td>88.90</td>
</tr>
<tr>
<td>July 1, 1878, do do</td>
<td>44.45</td>
<td>88.90</td>
</tr>
<tr>
<td>July 1, 1879, do do</td>
<td>44.45</td>
<td>88.90</td>
</tr>
<tr>
<td>July 1, 1880, do do</td>
<td>44.45</td>
<td>88.90</td>
</tr>
</tbody>
</table>

Total Interest $544.00

SHORT CREDIT ILLUSTRATED.

Say the same 40 acres as above is bought on our Short Credit of two years, the price will be $8 per acre—$320, payable as follows:

<table>
<thead>
<tr>
<th>Date</th>
<th>Interest</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>July 1, 1868, 1/2 of Principal,</td>
<td>$106.67</td>
<td>$106.67</td>
</tr>
<tr>
<td>1, 1869, do</td>
<td>106.67</td>
<td>213.34</td>
</tr>
<tr>
<td>1, 1870, do do</td>
<td>106.66</td>
<td>213.32</td>
</tr>
</tbody>
</table>

Total Interest $220.00

N B.—The terms of a Long Credit can be changed to those of a Short Credit contract, if fully paid within two years from date of purchase.

On final payment of either kind of contract, the buyer is entitled to a general warrantee deed, giving a perfect title.

For Cash in full at date of purchase, the same 40 acres as above can be bought at $8 per acre—$320, and then get a deed.

THESE RAILROAD LANDS ARE LOCATED IN TWENTY COUNTIES IN NORTH MISSOURI, AS FOLLOWS:

<table>
<thead>
<tr>
<th>Counties</th>
<th>Acres</th>
<th>County</th>
<th>Acres</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pike,</td>
<td>1,334</td>
<td>Randolph,</td>
<td>4,335</td>
</tr>
<tr>
<td>Ralls,</td>
<td>1,500</td>
<td>Macon,</td>
<td>65,025</td>
</tr>
<tr>
<td>Marion,</td>
<td>1,375</td>
<td>Chariton,</td>
<td>14,886</td>
</tr>
<tr>
<td>Lewis,</td>
<td>484</td>
<td>Linn,</td>
<td>37,824</td>
</tr>
<tr>
<td>Knox,</td>
<td>240</td>
<td>Carroll,</td>
<td>15,555</td>
</tr>
<tr>
<td>Monroe,</td>
<td>6,571</td>
<td>Livingston,</td>
<td>38,888</td>
</tr>
<tr>
<td>Shelby,</td>
<td>1,214</td>
<td>Grundy,</td>
<td>3,222</td>
</tr>
</tbody>
</table>

GEO. S. HARRIS,

Land Commissioner Hannibal & St. Joseph R. R.

HANNIBAL, MO.

A LITTLE MONEY AND MORE INDUSTRY WILL BUY AND PAY FOR A RICH FARM AND A GOOD HOME.

THE ENTERPRISING, RICH OR POOR, CAN PITCH IN AND OWN A FARM AND A HOME.

TH MISSOURI IS HEALTHY AND HAS GOOD MARKETS.