

The Trade in Texas Cattle.

The Cincinnati Gazette.
ALBINE, Kansas, Nov. 21.—The trade in cattle became a vexed question in Kansas four years ago. A large number of the citizens became interested in business of importing this wild stock in the Indian territory, direct from their pastures. An equally large number of men on the southern border were engaged in stock-raising.

With the Texas cattle came that terrible scourge called the Spanish fever, which swept by the Kansas stock as a hard frost kills grasshoppers in that region. These stockmen had emigrated into this wild part of State to secure the advantages of its mild climate and extensive grass ranges for their cattle, in which their entire wealth is invested. In unfortunate hour a drove of Texas cattle did pass through the country, and a settler whose cows ranged where the drove had passed would, in a few days, in many instances, half his cows. A violent contest, therefore, arose between those conflicting interests.

HOW ABALINE BECAME A CATTLE MART.

Both parties appealed to the Kansas State legislature. That body enacted laws prohibiting drivers on the one hand from bringing cattle within ten miles of the range occupied by any settler for his cattle, under severe penalties. On the other hand, for the convenience of drivers, and some extensive stock dealers, who were specially engaged in this trade, the legislature provided at Texas stock might be brought by a certain path to this depot, on the Union Pacific Railway (Eastern Division), to be transported to the market.

On a beautiful level prairie bottom of the rocky Oak river, less than two years ago, the first house was put up which designated the location of Abaline, a point 163 miles east of the Missouri river. Within six months just passed, nearly one hundred thousand head of cattle have been brought here and shipped eastward in cars. Abaline has, therefore, become a place overflowing with life and greenbacks. As may be imagined, whisky and greys have also plenty. The place, the business, the people, and the excitement sprang up as suddenly, as greasy, and as similar as some of the petroleum oil places in Pennsylvania or West Virginia.

HOW THE TRADE IS CARRIED ON.
Just now Abaline is comparatively quiet, for the business season has drawn almost to a close. Perhaps one hundred cattle cars stand in the extensive side track, waiting the arrival of any belated herds. Cold winds, now, and dead grass have suspended the business. As soon as grass has started enough for cattle to feed on in the spring, the drivers gather their purchases together in Northern Texas and the Indian Territory, some five to eight hundred miles south of this place, and commence the journey. They begin to arrive here about the 1st of June.

A large number of those who bring up these cattle dispose of them at once for cash to the dealers here. The drivers don't take drafts. It must be ready money, and he puts his from \$1000 to \$20,000, the proceeds of his drive, into his pockets, he hitches around his revolvers, convenient for instant self-defense. He spends a portion of his small change, perhaps, in the various institutions in Abaline, and then starts back. Others ship their cattle to a market themselves. The packing houses at Kansas City, Leavenworth, Chicago, and St. Louis get a large share, while some are sent through to New York. Others are taken into Illinois to be fed or wintered before marketing. Cattle cars cost \$50 to Kansas city, and \$55 to St. Louis. The cars hold from fifteen to thirty-five head each, according to size, and there is very little standing room wasted by those who are obliged to pay such high prices for transportation. In fact, it is a mystery how they manage to stow away so many and such large horns in so small a compass as a small cattle car.

PECULIARITIES OF TEXAS CATTLE.

One of the striking peculiarities of the Texas stock is what a Texan calls "the right smart spring of horns." These appendages are long and slim, and spring from the head in nearly opposite directions from each other. As the horns of many of the Texas steers are more like a moose or elk than Eastern stock, so their horns are sometimes more like antlers. Though sometimes more, they generally measure less than seven feet in a straight line between the tips of their horns. The sight of such an armed quadruped suggests the fact that the lance has always been one of the favorite weapons of those people inhabiting a level country. With many of the Indians on the plains it is. It is also apparent that length of horns is a matter of pride among Texas cattle. One of these most common colors is a mouse color, though every variety of tint is found among them. Their liability to stampede renders the driver's occupation precarious. A large percentage of every drove is lost in this way. Drivers use swift horses for their business. Several of the horses and mules are always kept saddled, day and night, for instant service. A sudden snort, and a herd of a thousand spring as though they were but one animal, while the earth trembles under them as they dash away with all the speed a frightened animal can attain. The cause is invisible, or they had no cause, except in their own imaginations. Then those on guard mount in hot haste and chase the frantic herd, to get ahead of them and circle them around. But with fleet horses they can be gradually recovered their sober senses, and after having had sufficient exercise, can be brought back to the starting point. They are also a savage animal. It is dangerous to go among them about. As an illustration of their ferocious nature, I may mention that some of the poor and weak ones frequently get down and cannot rise. You go and help him up, and the first act of the animal, again set on his legs, is to make an attack on you, and perhaps run until he falls again from exhaustion.

THE DROVERS' TROUBLES.

The Indians along the line have obtained a custom, since last year, of levying a tax of \$1 per head, or of some cattle for beef, on the drovers, as they cross Southern Kansas. They also stampeded the drovers in the night, to scatter them, and either steal some or get paid for aiding to find and collect them. There are also a parcel of desperados who follow the business of stampeding for the purpose of theft.

They select a dark night, put on a buffalo robe, or, more frequently, tie something white to their pony's tail that will flutter in the air as they ride through or in the vicinity of the cattle herd. This is dangerous business, for the herders would shoot him at sight. Yet there are plenty of desperados men whom such an adventurous life suits, judging from the numbers who follow it. But the drovers are men whom nothing deters; who would prefer this wild life to luxury and ease.

THE PROFITS.

The cattle are purchased in Northern Texas and the Greek Indian country for from five to twelve dollars per head. After being brought through to this place many of them are quite poor, and few of them good beef. They will average in weight from five hundred to one thousand pounds each. Wintered

over in Kansas, they make excellent beef the following summer, and will bring in the Chicago market within three-fourths of a cent of the price of Illinois fed steers. Drovers who sell in Abaline get from \$25 to \$50 per head. In estimating the profits, the fact that gold is required to buy them, while they are sold for greenbacks, must be considered. Drovers and dealers are well satisfied with their past summer's work.

THE SUPPLY.

The vast numbers of these cattle accumulated during the war, and the ease with which they are raised in Texas, render their supply almost inexhaustible. The trade will probably be larger than ever next year. The extension of the railroads southwest from Kansas City and St. Louis will, by shortening the route from Northern Texas eastward, in a year or so deprive Abaline of this trade. In reality but a small portion of the Texas cattle sent East now comes this way. Abaline, so flourishing now with its large hotel, telegraph office, and Jew clothing stores, will soon be left to depend on its own resources.

LUMBER.

FALL, 1868.

F. H. WILLIAMS,

Seventeenth and Spring Garden Streets.
Calls the attention of Builders and others
to his Stock of

SEASONED LUMBER.

CONSISTING OF

Hemlock and Spruce Joists,
Carolina Flooring, all grades,
White Pine Boards, all qualities,
Shingles, Plastering Lath,
And all kinds of Building Lumber. [No. 8720m]

AT LOWEST PRICES.

1868.

1868.

SEASONED CLEAR PINE,
SEASONED CLEAR PINE,
CHOICE PATTERN PINE,
SPANISH CEDAR, FOIL PATTERN,
RED CEDAR.

FLORIDA FLOORING,
FLORIDA FLOORING,
CALIFORNIA FLOORING,
DELAWARE FLOORING,
ASH FLOORING,
WALNUT FLOORING,
FLORIDA FLOORING,
RAIL PLANK.

WALNUTS AND PLANK.
WALNUT END PLANK.
WALNUT DOORS.

UNDERTAKERS LUMBER.
RED CEDAR.
WALNUT AND PINE.

SEASOSED POPLAR.
SEASOSED CEDAR.

WHITE OAK PLANK AND BOARDS.
HICKORY.

CIGAR BOX MAKERS'
SPANISH CEDAR BOX BOARDS,
FOR SALE LOW.

CAROLINA SCANTLING,
CAROLINA B. & S.,
NORWAY CANLING.

CEAR SHINGLES,
CYPRESS SHINGLES,
BAULE, BROTH & CO.,
NO. 200 SOUTH STREET.

T. P. GALVIN & CO.,
LUMBER COMMISSION MERCHANTS,
SAKAMAXON STREET WHARF,
BELOW SLOA'S MILLS,
PHILADELPHIA.

AGENTS FOR SOUTHERN AND EASTERN MANUFACTURERS OF YELLOW FAIR AND SPACETIME
LUMBER, AND LUMBERMEN, AND
MANUFACTURERS OF CEDAR, BIRCH, SPRUCE,
RED CEDAR, PINE, PINEKINS, BIRCH,
SPRUCE, BIRCH, SELECT MICHIGAN AND
CANADA PLANK AND BOARDS, AND
CANADA SHIP-KNEES.

ALL OF WHICH WILL BE DELIVERED
AT ANY PART OF EASY PROMPTLY

ENGINES, MACHINERY, ETC.

PENN STEAM ENGINE AND
BOILER WORKS, N. J. LEVI
AND JAMES F. SMITH, MANUFACTURERS
OF BOILERS, MACHINERY, & C. & C.
SMITH, AND FOUNDERS, having for many years
been in successful operation, and been extensively used in the public works throughout the
country; having sets of patterns of different sizes
prepared to execute orders with quick despatch
and economy. Price lists, and full descriptions
of their works. High and Low-pressure
Boilers and Cylinder Boilers, of the best Pennsylvania
and Lancaster forgings, of all sizes and kinds
and descriptions. Castings, Foundry Work, Steel
Tubing, Steel Casting, and all other work connected
with the above business.

Drafts, Estimates, and specifications for all work done
in the establishment of charge, and work guaranteed.

The subscribers have ample warehouse room
at their place, where they can be in perfect position
and are provided with shovels, blocks, rails, etc., etc.
for raising heavy or light weights.

JOHN P. LEVY,
BEACH and FALLENBURG.

J. VAUGHN MORRIS, WILLIAM R. MORRIS,
JOHN E. COPE, JOHN E. COPE,
SOUTHWAIRK, PHILA., FIFTH AND
WASHINGTON STREETS.

PHILADELPHIA,
MERRICK & SONS,
MANUFACTURERS OF
HIGH AND LOW PRESSURE STEAM
BOILERS, FIRE AND MARINE SERVICE,
BOILERS, GAUGES, TANKS, IRON BOATS, ETC.

IRON FRAMES FOR GAS WORK, WORKSHOPS,
RAILROAD STATIONS, ETC.

Every description of Plantation Machinery, also
Sugar, Saw, and Mill, Vacuum Pans, Ovens,
Scales, etc., Gas Machinery, of the latest and
most improved construction.

Apparatus for Dr. B. B. Wilson's Patent Steam Hammer
and G. W. Wooley's Patent Centrifugal Sugar
Dressing Machine.

FIRE AND BURGLAR PROOF SAFES.

C. L. MAISER,
MANUFACTURER OF
FIRE AND BURGLAR-PROOF SAFES,
LOCKSMITH, BELL-HANGER, AND DEALER
IN BUILDING HARDWARE,
NO. 434 RACE STREET.

WIRE GUARDS,
FOR STORE FRONTS, ASYLUMS, FAC-
TORIES, ETC.

Patent Wire Rolling Iron Bedsteads, Ornaments
of Wire Work, Paper Makers' Wires, and every variety
of Wire Work, manufactured by

M. WALTRUP & SONS,
No. 11 North Sixteenth Street.

WILLIAM S. GRANT,
COMMISSION MERCHANT,
No. 58, DELAWARE AVENUE, Philadelphia.

AGENT FOR
Imports Chocolates, Biscuits, Charcoal, Etc.

Dr. C. H. & Co.'s Chocolate, Cocoa and Biscuits,
C. H. & Co.'s Yellow Metal Shaving
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RAILROAD LINES.

1868.—FOR NEW YORK.—THE CAMDEN
AND AM. & OY AND PHILADELPHIA
AND THE PENNSYLVANIA RAILROAD COMPANIES' LINES
FROM PHILADELPHIA TO NEW YORK AND
WAY PLATES.

FROM WALNUT STREET DEPOT.

At 6:30 A. M. via Philadelphia and New York and
the Pennsylvania Railroad, via New Jersey City, E. and W.
At 8 A. M. via Camden and Jersey City E. and W.
At 2 P. M. via Camden and Albany Express... 30¢
At 6:30 A. M. via Philadelphia and New Jersey City E. and W.
At 8:30 A. M. and 2:30 P. M. for Reading.

At 6:30 A. M. and 10 A. M. 2:30 P. M. for Trenton
and 10:15 A. M. 4:30 P. M. for Bristol.

At 7:30 and 11:30 A. M. 2:30 P. M. for Morrisville
and 10:15 A. M. 4:30 P. M. for New Hope.

At 7:30 and 11:30 A. M. Lines leave from Market
Street Ferry (via Jersey City).

From KENSINGTON DEPOT.

At 11 A. M. via Camden and Jersey City, New
York and Line, fare... 30¢
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