



GUIDE TO THE UNION PACIFIC RAILROAD LANDS

12,000,000 ACRES

BEST

FARMING, GRAZING AND MINERAL LANDS IN AMERICA,

IN THE

STATE OF NEBRASKA AND TERRITORIES OF
COLORADO, WYOMING AND UTAH.

FOR SALE BY THE

UNION PACIFIC RAILROAD COMPANY,

IN TRACTS TO SUIT PURCHASERS AND AT LOW PRICES.

I hear the tread of pioneers
Of nations yet to be;
The first low wash of waves, where soon
Shall roll a human sea.—Whittier.

OMAHA, NEBRASKA.
LAND DEPARTMENT: UNION PACIFIC RAILROAD BUILDING,
CORNER NINTH AND PARNAM STREETS.

1873.

OMAHA HERALD BOOK AND JOB OFFICE.





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Colonies can obtain Special Terms at Reduced Rates.

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INTRODUCTION.

PREVIOUS to the building of the Pacific Railroad, the vast territory through which it passes was comparatively unknown, and the opinions entertained respecting its resources and utility were vague and uncertain. These erroneous opinions have already, to a great extent, been dissipated. Although less than three years have elapsed since its completion, the influence of the Railroad upon the development of the resources of the West has been felt as a mighty power of civilization. A more accurate knowledge of this immense region has established the fact that it possesses all the essential elements of material wealth and greatness. The westward movement of immigration has received a new impulse, and thousands from the Eastern States and from Europe are seeking new homes on the line of this great road. The sales of the Land Department have thus far been restricted to the Valley of the Platte, in the State of Nebraska. By a liberal system of advertising, its remarkable agricultural advantages have been made known, and a very large immigration attracted to this section of the country. It is estimated from reliable information, that at least 40,000 people were added to the permanent population of Nebraska during 1871. At this date, Nov. 1, 1872, the Land Sales of this Department have reached 650,000 acres, amounting to

\$2,757,309.21. At the same time, the intervening sections of rich government lands are rapidly settling; about 1,592,652 acres were entered under the Homestead and Pre-emption laws in Nebraska during the past year. Thousands of industrious, enterprising people have thus availed themselves of the splendid opportunities presented to men of limited means to acquire homes in a rich, productive country, on the line of a great Railroad, where in connection with cheap lands are found all the advantages of civilization. The extraordinary inducements offered have also attracted the attention of Colonists, and several flourishing communities have been successfully located on the line of the Union Pacific Railroad. Universal satisfaction has been manifested by the individual members of these Colonies, and additions to their numbers are constantly made. Other localities, equally favorable for this purpose with those already selected, are still to be found, and representatives of Colonies are respectfully urged to give these lands and the inducements they present, a careful and candid examination before making a definite location elsewhere.

A large additional amount of land, embracing tracts in Western Nebraska, Wyoming and Utah, have been placed in market, greater facilities offered the purchaser, and the terms of payment rendered still more favorable. The present edition of the Descriptive Pamphlet has been thoroughly revised, and enlarged. The operations of the Land Department to the close of 1871, and the present condition of the lands, prices and terms of payment, are stated. New maps are inserted, and much valuable information given designed to assist persons contemplating immigration.

GENERAL DESCRIPTION.

THE UNION PACIFIC RAILROAD, Starting at Omaha, on the Missouri River, traverses the State of Nebraska, passes through the north-east corner of Colorado, crosses Southern Wyoming, and at Union Junction in the valley of the Great Salt Lake in Utah, connects with the Central Pacific for Sacramento, San Francisco, and all points on the Pacific Coast.

By the completion of the great Missouri Bridge at Omaha, the last link has been supplied, and an unbroken chain of Railroad connections established from Ocean to Ocean.

The grand project of uniting the Atlantic and Pacific Oceans by a line of Railroads, was first brought prominently before the American people by Asa Whitney of New York. At a meeting held under his auspices in Philadelphia, on the 23d day of December, 1846, a movement was inaugurated for the purpose of interesting the public mind, and securing the aid of the Government in the accomplishment of this great enterprise. Earnest discussions followed, in which the ablest minds in the nation participated, extending over a period of nearly twenty years, during which various plans were urged, extensive explorations made and the practicability of different routes thoroughly canvassed.

These efforts culminated on the 1st of July, 1862, in the passage by the United States Congress, of an Act incorporating the Union Pacific Railroad Company, and the adoption of the Central Route. The organization of this Company took place October 29th, 1863, ground was broken with appropriate ceremonies December 2d, 1863, the first contract for construction was let early in 1864, and the great work formally commenced.

The progress of the work was characterized by an exhibition of energy, enterprise and engineering skill, and by a rapidity of construction with-

out a parallel in the annals of Railroad building, and on the 10th day of May, 1869, the junction of the Union and Central Pacific Railroads was effected, near the head of Great Salt Lake, in the Territory of Utah.

The wisdom of the selection of the Central route has been fully demonstrated in the comparative ease with which this line is operated through the entire year. The boldest predictions of its early and persistent advocates have been more than realized in the rapidly accumulating business it has been required to transact. The rich commerce and travel of the East, and of the islands of the Pacific, are fast being diverted from the channels through which they have hitherto passed, into that which insures the safer and more expeditious transit. But immense as is the through business of this great road, it is destined, at no distant period, to be surpassed by the local business springing up at every station on the long line. Its accumulating business furnishes employment to thousands of officials, mechanics and laborers, the supplying of whose wants creates a demand for the farmer and merchant, developing a reciprocity of interests and increasing the business and the income of the road. Already long trains, heavily freighted with the agricultural products of the Platte Valley, are moved westward, distributing their contents among the pastoral and mining districts of Colorado, Wyoming and Utah, and return bringing the ore, bullion, coal and cattle of these regions to Eastern markets, thus developing a traffic which will soon become of great importance.

LAND GRANT.

To aid in the construction of this great National Road, the United States Government conferred upon the Union Pacific Railroad Company a magnificent Land Grant, amounting to Twelve Million Acres, or nineteen thousand square miles—a domain equal in area to the States of Massachusetts, Rhode Island and Vermont, in the United States, and to Denmark, or the combined territories of Saxony and Hanover, in Europe.

LOCATION OF THE LANDS.

These lands are contained in alternate sections of one square mile each, within a breadth of twenty miles on either side of the Railroad, and extend along the entire line. They are located in the central

portion of the United States, on or near the 41st degree of North Latitude, the central line of the Temperate Zone of the American Continent, and of the great agricultural and commercial belt, towards which the East and West lines of the World's travel and trade are rapidly tending, and which is each year assuming a larger control of its business and population. They extend through Central Nebraska, Southern Wyoming, and Northern Colorado and Utah, and include within their limits the fine agricultural lands of the Platte Valley, the great natural pastures of Laramie Plains, and the rich iron and coal fields between the Black Hills and Wahsatch Mountains. The sections designated by odd numbers belong to the Railroad Company, the even numbered sections, within the same limits, are reserved by the Government for actual settlement, and can only be obtained under the provisions of the Homestead and Pre-emption laws. By this means they are kept out of the grasp of the speculator, and preserved for the settler and his children.

THREE CLASSES OF LANDS.

The lands on the line of the Union Pacific Railroad may be divided into three classes, each class having its peculiar advantages, and receiving its designation from what seems likely to form its predominant business, viz.: Agricultural Lands, embracing the State of Nebraska within the first three hundred and fifty miles west of the Missouri River; Grazing Lands, extending from the Forks of the Platte through the Laramie Plains in Wyoming, and Mineral Lands, comprising the territory between the Black Hills and Wahsatch Mountains.

LANDS IN MARKET.

A portion of these lands, extending through Nebraska, and embracing parts of Wyoming and Utah, including the lands in the vicinity of Cheyenne, the celebrated Laramie Plains, and the Valley of Salt Lake, have been placed in market by the Company, and are offered to purchasers at low prices and upon very favorable terms of payment. Equal facilities for obtaining pleasant homes, and acquiring competence and independence, have never before been presented to the immigrant and settler.

NEBRASKA—AGRICULTURAL LANDS.

GEOGRAPHICAL POSITION.

Nebraska is included between the 40th and 43d parallels of North Latitude, and the 95th and 104th degrees of Longitude West from Greenwich, and occupies the most favorable geographical position on the North American Continent. It extends from the Missouri River Westward to the base of the Rocky Mountains, with an extreme length of four hundred and twelve, and a width of two hundred and eight miles. It has a total area of about seventy-six thousand square miles, or nearly fifty million acres of the best farming and grazing lands in America. There are no mountain chains nor lofty hills in the State. The entire surface consists of undulating prairie, extensive tables and rich bottom lands in the valleys of the numerous streams. The principal river is the Platte, a wide, shallow stream, which crosses the State from west to east, dividing it geographically into two nearly equal parts.

The northern portion is watered by the Niobrara, Loup Fork, Elkhorn, and smaller streams; the southern portion, by the Big Blue, Nemaha, Republican and their many tributaries. The whole State rises from the Missouri River to its western boundary, with a gradual ascent from one thousand to five thousand feet, giving a perfect drainage, a dry, clear, bracing atmosphere, and a climate remarkably temperate and healthful.

HISTORY.

Nebraska was organized into a Territory in 1854, under the famous Kansas and Nebraska Act, and in the Spring of 1867 was admitted into the Union as the thirty-seventh State. Since its admission as a State its progress in population and material prosperity has been rapid and substantial. Twelve hundred miles of railroads are already in operation, and many more in progress of construction or

projected. The effect has been to greatly enhance values, and to stimulate growth, enterprise, production, immigration, commerce, trade, and business of every kind. The State is free from debt, and is endowed with a grand patrimony of public lands, to be devoted to internal improvements, and the educational interests of the people.

POPULATION.

No State has shown a more rapid growth than Nebraska since its admission into the Union. Already it has the appearance of an old settled country. Well cultivated farms, school-houses, and villages meet the eye in every direction. The interest taken in tree-planting is covering the once treeless hillsides and prairies with thrifty artificial groves, and the time is not far distant when it will become widely noted for the picturesque beauty of its scenery. The population in 1860 was 28,641, in 1870, 122,993, showing an increase of 330 per cent. during a period of ten years. Reliable statistics clearly prove that the greater portion of this increase accrued during the last three years. From information carefully collected by the county officers throughout the State, it is estimated that an increase of nearly 40 per cent. was added to the population during 1871.

CLIMATE.

The climate of this State is the most delightful and healthful of the Temperate Zone. It is milder than in the same latitude in the Eastern States, and the atmosphere is dry and pure. Statistical tables carefully compiled from a series of observations extending through many years, show the following mean temperatures: Spring, 49°; Summer, 74°; Fall, 51°; Winter, 31°. Mean annual temperature, 51°.

The heat of Summer is tempered by the prairie winds, and the nights are cool and comfortable. The Autumns are like a long Indian Summer, reaching into the latter part of December. The Winters are usually short, dry and invigorating, with but little snow. Cold weather seldom lasts beyond three months, with frequent intervals of mild, sunny days. The fall of snow is generally light, always dry and remains but a short time upon the ground.

The roads in Winter are hard, dry and smooth. The prevailing

winds are from the South and West. The greatest amount of rain occurs during the agricultural months, affording sufficient moisture for the growths of the soil. During Fall and Winter the weather is usually dry.

RAIN FALL.

The following table, which is compiled from the Reports of the Department of Agriculture at Washington, shows the rain fall in Nebraska, compared with the rain fall in other States, for the years 1863-'69, inclusive, a period of seven years. It will be seen that while the mean annual rain fall in Nebraska is only 30½ inches, during the six months beginning with April and ending with September, it is nearly as great as that of each of the five leading States with which the comparison is made, and actually exceeds that of the State of Illinois.

	Nebraska 1863-1869.	Missouri.	Illinois.	Indiana.	Ohio.	New York.
WINTER MONTHS.						
January.....	1.04	2.01	2.66	3.11	3.15	2.95
February.....	2.08	2.27	1.55	1.56	2.26	2.27
December.....	1.70	2.91	2.60	3.33	3.29	3.32
	4.82	7.19	6.81	8.00	8.70	9.04
SPRING AND FALL.						
March.....	1.56	3.99	3.11	4.28	3.94	2.84
October.....	1.35	2.85	2.58	1.97	2.26	3.45
November.....	1.36	1.98	1.70	3.17	2.58	3.69
	4.67	8.82	7.39	9.92	8.78	9.98
AGRICULTURAL MONTHS.						
April.....	3.01	3.55	3.20	3.05	3.39	3.21
May.....	4.11	3.66	3.34	3.73	3.24	4.31
June.....	4.54	2.77	2.73	3.01	4.07	3.50
July.....	3.21	4.11	4.15	4.28	3.39	3.06
August.....	3.01	3.06	3.10	4.22	4.05	4.29
September.....	2.99	4.35	3.74	5.48	4.79	4.14
	20.87	21.50	20.26	23.75	22.93	23.51
Total inches.....	30.36	37.51	34.46	41.67	40.41	42.53

HEALTHFULNESS.

Among the most attractive characteristics of Nebraska is the wonderful salubrity of its climate. This fact is universally admitted by

all who are conversant with its history, and fully sustained by the medical statistics of the State. From its central location, it escapes at once the severe cold and long winters of the Northern, and the hot, relaxing influences of the Southern States. Distant from the oceans and the great lakes of the interior it is exempt from the chilly, damp winds and the mists and fogs so prevalent in the countries bordering on these large bodies of water. There are no swamps nor stagnant pools to send forth poisonous exhalations and generate bilious complaints. Fever and ague and other disorders resulting from miasmatic influences, so common in many of the fairest portions of the West, are here almost entirely unknown. No part of the United States is less affected with epidemic diseases. The high altitude, the dry and bracing character of the atmosphere, and the universal purity of the water, render this State peculiarly favorable to persons predisposed to pulmonary and rheumatic diseases. Many thus afflicted have been greatly relieved or entirely cured by a residence here.

SOIL.

The surface of the country is divided into bottom, table land, and rolling prairie. The soil of the bottom land is of a rich alluvial character, of great depth, and of inexhaustible fertility. It is slightly impregnated with lime, free from stones and gravel, of easy culture, and may be plowed to any depth required. Under the plow it becomes remarkably loose and mellow, and can be worked to advantage within a few hours after a long rain. From the absence of hard pan and other impervious substances, it possesses the singular property of resisting both unusual wet and continued drouth; a failure of crops from either of these causes is an unheard-of event. It does not bake after rain, and deep mud is never known. The soil, although easily penetrated with a spade to any depth, has a tenacity that renders the walling of cellars and wells unnecessary. The table lands are undulating, consisting of a series of divides. Upon some of these divides separating the larger streams, the crests are flattened out into level plains, frequently of many miles in area. The soil of the uplands is similar to that of the bottoms, but not so deep, producing

with very little labor an abundance of all kinds of cereals, vegetables and root crops, and of all kinds of fruit and forest trees grown in this latitude.

PRODUCTIONS.

Nebraska is pre-eminently an agricultural State. With its fifty million acres of rich arable land, the great fertility and productive power of its soil, and its genial, salubrious climate, it is destined at no distant period to occupy the front rank among the great food-producing sections of this country. The increase in acreage of the great staples during 1870 over that of 1869, as shown by the Reports of the Department of Agriculture at Washington, was forty-two per cent. A still larger per centage of increase was made in 1871. In the production of Wheat it especially excels; the average yield per acre during the ten years from 1856 to 1866, as exhibited by the same Reports, was $26\frac{1}{2}$ bushels. The grain is of a superior quality, commanding at St. Louis from five to ten cents per bushel more than any other wheat in the market. Corn is also cultivated with great success, particularly in the Platte Valley, along the line of the Union Pacific Railroad. During last year (1871) the yield on ground broken in the Spring (sod ground) was from twenty to forty-five bushels per acre, and on old ground from fifty to seventy-five bushels; in some cases, where the cultivation was more than usually thorough, the result was still more favorable, averaging one hundred bushels per acre. Oats, Rye, Barley, Potatoes, and other crops usually raised in the Eastern and Middle States, do remarkably well, and large returns are realized. Sweet Potatoes, Sorghum, Tobacco, etc., are easily and profitably grown. Root crops yield very largely, and it is believed that by soil and climate the Platte Valley is peculiarly adapted to the cultivation of the Sugar Beet, which forms so large and important a product of France and other countries of Europe.

FRUIT.

The freedom from severe frosts during the months of May and September, in connection with the dry winters, and warm, quick soil, renders this State eminently adapted to the cultivation of fruit. Apples, Pears, Peaches, Plums, Cherries, Grapes, Currants, Berries, etc.,

have been sufficiently tested to prove that they can be produced with ease and profit. The intelligent attention bestowed upon this branch of Horticulture by the leading Agriculturists of this State, has been amply rewarded. In no section of the West are found finer or more thrifty orchards, and the fruit displayed at recent State and County Fairs has been especially remarked for its excellent quality, large size and healthy appearance. At the annual meeting of the American Pomological Society, convened at Richmond, Virginia, in September, 1871, Nebraska exhibited one hundred and forty-six varieties of apples, fifteen of peaches, thirteen of pears, one of plums, and one of grapes, and was awarded the first premium of one hundred dollars for the best collection of different species of fruit. Wild fruits, plums, grapes, berries, etc., grow luxuriantly in the groves along the streams, and on the prairies, and are a valuable product to the early settler, supplying the place of the cultivated varieties before these have had time to grow.

STOCK RAISING.

No section of the United States furnishes facilities for grazing and stock raising, superior to Nebraska and the lands on the line of the Union Pacific Railroad. The rich bottom lands of the valleys of the Platte, Elkhorn, Loup Fork, Papillion, Maple, Shell, Logan and Pebble Creeks, Wood River, Wahoo, and Big Blue, are included within these limits, and present extensive tracts of the finest meadow land in America.

The boundless unfenced prairies, covered with nutritious grasses, with abundance of sweet, pure running water, and groves to shelter from heat and storms, will for years to come furnish wide ranges of free pasturage. The mildness of the climate, dryness and purity of the atmosphere, and the excellent market advantages afforded by the Union Pacific Railroad and its branch roads, render this region peculiarly adapted to this branch of business. The grasses of the bottom and table lands are extremely nutritious. They consist of the varieties known as blue joint, red stem, bunch and buffalo grasses, and are fully equal for hay and grazing purposes to the timothy, clover, and other cultivated grasses of the older States, and for winter grazing far excel any grasses grown at the East. The wild grasses cut from one and a half to three tons per acre. The following statement was

received from Moses Stocking, Esq., of Saunders County, one of the most successful Agriculturists in the West:

"Steers between two and three years of age grazing on the Wahoo Valley, have been known to gain at the rate of three pounds per day during a long period, as shown by stated weighing on a Fairbanks' Scale. For instance, a thrifty two-year-old steer, worth in the spring \$30.00; run him six months on grass exclusively, then six months on grass, hay and corn. At the end of the year he will weigh 1,600 lb. which at 6 cts., amounts to \$96.00. For milk cows the grasses are also adapted, producing a full flow of very rich milk. Sheep do remarkably well, always healthy; wool strong, soft and lustrous, with a steady increase in the weight of fleece."

The winters are dry, and the fall of snow usually light; very little shelter is required for stock, and the diseases so common in the Eastern States are here almost entirely unknown.

The raising of horses, mules, cattle, sheep and swine has engaged the attention of our farmers, many of whom are giving special care to the introduction of superior breeds, and meeting with eminent success. With its wide range of rich pasturage, clothed in luxuriant grasses, its numberless streams and springs of clear, pure water, its mild, dry and healthful climate, and its unsurpassed market facilities, Nebraska is destined to become one of the finest stock countries in the world.

GAME.

The Valley of the Platte abounds in game. Prairie chickens and quail exist in great numbers and increase with the settlements. Wild geese and ducks are abundant along the water courses, and wild turkeys, though less numerous, are found in the thinly settled portions of the State. Antelope and deer are plenty, and large herds of elk and buffalo still graze on the nutritious grasses of the valleys and bluffs.

MARKETS.

In commercial position Nebraska is peculiarly favored. The Missouri River flows along its entire eastern border, affording excellent water transportation, and four competing trunk lines of railroad connect it with Chicago, St. Louis and other great Eastern markets. On the west are vast mining and pastoral districts, rapidly filling

with a population that must almost exclusively draw their supplies from this State. The Union Pacific Railroad intersecting these mining and pastoral regions, and extending through the whole length of Nebraska, offers facilities for the disposal of its surplus productions scarcely equaled by any other section of the United States. In the early history of other Western States, great inconvenience and many hardships resulted from the want of markets where the products of the farm could be sold, and the necessary supplies obtained. Settlers were compelled to haul their grain many miles over bad roads and unbridged streams, and then to sell at very low prices, until relieved by the construction of railroads. Settlers on the lands of this Company will find a great Railroad already constructed, and long trains, conveying the travel and commerce of the world, daily passing within convenient distance from their homes, bringing the advantages of civilization, and furnishing at every station a market for their surplus productions, where the highest prices may be demanded and obtained, and from which grain and stock may be conveyed *without breaking bulk* to the great markets East and West.

TIMBER.

Nebraska is almost exclusively a prairie State. It contains no dense forests, requiring the toil of a lifetime to remove in order to open a farm. Her beautiful valleys and undulating plains are ready at once for the plow, and to reward the first labors of the husbandman with abundant crops; yet there is no scarcity of timber for immediate uses. In the towns of the interior, and along the line of the Railroad, wood for fuel is sold at prices often lower than in many towns of the same size in the older and timbered States. Along the margin of nearly every stream, on the bluffs and in the ravines, more or less timber is found, often expanding into extensive groves. Among the settlements where the fires are kept out, trees spring up spontaneously and grow with great rapidity. Large tracts which but a few years since contained not a single shrub, have thus become thickly covered with a thrifty growth of young timber.

The principal indigenous trees are the cottonwood, elm, ash, box elder, soft maple, the different varieties of oak, black walnut, hackberry, hickory, willow and cedar. Hackberry is a half hard wood,

unknown at the East. Cottonwood is a light, porous, yellowish-white wood, of remarkably quick growth. It grows everywhere and under all circumstances. It is much used for building purposes, and as a fuel makes a quick, hot fire. It should be the first care of the settler in this State to set apart a portion of his farm for the growing of trees. Ten acres of cottonwood, hackberry and black walnut, planted eight feet apart each way, and cultivated five years, will thereafter supply all the fence posts and fuel required for an ordinary farm. Many farmers in different parts of the State are now reaping the fruits of their foresight and care in this respect, and are abundantly supplied with timber from groves of their planting. Nebraska has the honor of being one of the first States to encourage the planting of trees by Legislative enactment.

Arrangements have been effected with some of the most intelligent and successful nurserymen at the West, by which extensive nurseries for the propagation of the European Larch, and other choice varieties of forest trees and evergreens, will be established at different points on the line of the Union Pacific Railroad. By this means settlers will be protected from the imposition of tree peddlers, and will be able to procure, at comparatively little expense, reliable seedlings of trees adapted to this soil and climate, and the best information in regard to the proper method of their cultivation.

FENCING.

Efficient herd laws have been enacted, rendering fencing unnecessary. The farmers, however, are turning their attention to the cultivation of the Osage Orange hedge, and meeting with great success. This plant is easily cultivated, grows rapidly and will in three years make a hedge sufficient to turn stock. These hedges form a shade and shelter for stock, and give a most delightful appearance to the farm.

LUMBER AND BUILDING MATERIAL.

The native lumber is chiefly Cottonwood. It can be obtained at moderate figures and answers a very useful purpose in building. Pine and other prepared lumber are shipped directly from the great lumber markets of the East *without breaking bulk*, and are sold at convenient

THE TOWN LOT DEPARTMENT

Embracing more than

ONE HUNDRED TOWNS

Between OMAHA, Nebraska, and CORRINNE, Utah, is now offering for sale an unlimited number of

Choice Business and Residence Lots

AT VERY LOW RATES to actual settlers, desirous of building up permanent towns and cities along the line of this great thoroughfare.

NEBRASKA, COLORADO, WYOMING, MONTANA AND UTAH

Are rapidly filling up with a permanent population who are settling upon the rich agricultural lands on either side of the Road, covering the magnificent pasture lands with flocks and herds and developing the gold, silver, copper, lead, iron and coal mines of the most extensive and richest mining districts in the world. All these people, as well as those of interior mining camps and towns, must depend on the nearest towns located on the Union Pacific Railroad for their supplies of dry goods, clothing, groceries, drugs and medicines, farming implements, machinery, tools, etc., etc. Already the demand for trade far exceeds the supply, and is increasing every year. These towns have been located with a view to

Health, Business Capacity and Scenic Beauty,

and many of them are rapidly assuming public importance. As an index of their prosperity, it may be stated that, during the year 1871 twelve hundred and seventy-three buildings were erected in these towns at a cost of \$1,798,810, and during the first six months of 1872 seven hundred and two buildings were erected, costing \$777,173.

SELECT YOUR LOCATION.

And then choose your business, and grow with the town.

For full information apply to Agents on the ground, or address,

O. F. DAVIS.

Land Commissioner,
Omaha, Nebraska.

IMMIGRANT HOUSE

AT OMAHA,

(Near the Depot.)

The Union Pacific Railroad Company have erected

A LARGE, COMMODIOUS IMMIGRANT HOUSE,

Fitted up with Kitchen, Sleeping Apartments, Wash Rooms and other conveniences, where settlers with their families and baggage can be

COMFORTABLY ACCOMMODATED

At a small expense until they can select their land, or make other arrangements.

THE LAND DEPARTMENT HAS AN OFFICE IN THE SAME BUILDING,

Where Maps showing the location of the lands may be examined, and full information respecting the quality of the land, prices, terms of payment, &c., obtained.

points on the line of the Road at prices but little in advance of Chicago rates. Quarries of excellent building stone have been opened at different points, and good brick material is found in every portion of the State.

AGRICULTURAL IMPLEMENTS.

Agents for the sale of agricultural implements, reapers, mowers, plows, wagons, and all kinds of farming tools, are located at the principal stations on the line of the Railroad, and at convenient points in the interior, where all the supplies needed by the farmer can be readily obtained at fair prices.

MANUFACTURING ADVANTAGES.

The development of the manufacturing interests of this State has not received the attention its importance demands. Nowhere are grander opportunities presented to persons with capital and skill to engage in manufactures, without competition, and with a certainty of realizing large profits. That portion of the State which is most thickly settled, is intersected by hundreds of clear, running streams, with ample fall, affording abundance of water power and many fine mill privileges. Although coal in paying quantities has not thus far been developed in this State, yet that portion which is tributary to the Union Pacific Railroad is abundantly supplied with cheap fuel for all manufacturing purposes from the exhaustless mines on the line of this road. Foundries, manufactories of agricultural implements, tanneries, paper, woolen and flour mills, cheese factories, and many other branches of manufacturing industry, are demanded to meet the constantly increasing wants of the State. The packing of meat and the manufacturing of beet sugar also invite serious attention. The peculiar location of Nebraska, as the point of concentration of the immense stock business rapidly developing at the West, the wonderful adaptability of its soil and climate to the production of the raw material, its great market facilities and favorable commercial position, offer unrivalled inducements to the capitalist and manufacturer.

EDUCATIONAL PRIVILEGES.

In no State in the Union has more ample provision been made to meet the educational wants of the people than in Nebraska. A vast landed estate, consisting of Two Sections—1,280 acres in each Township, or *one-eighteenth of its entire area*—has been donated to the State by the General Government, and set apart as a *permanent endowment* of the Public Schools. It is estimated that these lands will amount in the aggregate to more than 2,500,000 acres. The Legislature early passed an Act designed to save this munificent gift, and make it of inestimable value to the children of this and future generations. The minimum price at which these lands can be sold is fixed by law at \$7.00 per acre. The School Lands sold thus far have invariably brought a higher price than could be obtained for other lands surrounding them, yielding on an average \$9.00 per acre. The principal thus accruing is guarded by Constitutional guaranty against diminution, and forms an irreducible School Fund. The income derived from this source, already considerable, will soon be amply sufficient to maintain the Public Schools and render taxation for school purposes entirely unnecessary. In addition to the Public School lands, the State has received a grant of 130,000 acres to establish and endow a University and Agricultural College, the buildings for which have been erected at Lincoln, the State Capital, and the institution opened under exceedingly favorable auspices. A State Normal School for the instruction and training of teachers is in successful operation at Peru, in Nemaha county, and an Institution for the education of the Deaf and Dumb has been established at Omaha, and is in a flourishing condition. Tuition in all these schools is free, and the blessings of a good education are offered to all the children of the State, without discrimination on account of sex, color, or race. The organization of the school system of Nebraska is similar to that of Ohio, and is characterized by an efficiency scarcely excelled in the older State. The formation of school districts and the building of school-houses keep equal pace with the settlements, placing the means of obtaining an education, upon which rests the foundations of our free institutions, within the reach of every child in the State.

GOVERNMENT.

The laws of Nebraska are of the most liberal character. No discrimination is made between native and naturalized citizens. Immigrants from other countries having declared their intentions to become citizens, and resided in the State for one year, are entitled to all the privileges of citizenship. Imprisonment for debt is unknown, and every opportunity is given the unfortunate, but honest debtor to redeem his credit and recover his fortunes. The homestead and the necessities of life are exempt from forced sale and execution, and improvements under the value of one thousand dollars are exempt from taxation.

SYNOPSIS OF TAX LAW IN NEBRASKA.

Taxes are assessed the first of March each year, and *become a lien from that date*. They are levied the first of July, become *due* the first of December, and *delinquent the first of May* following. If not paid *before* the first of May, a penalty of one per cent. on the tax is added on the first day of each month until paid, or the land advertised and sold. Delinquent tax land is advertised in August, and offered for sale in September. Land sold for taxes may be redeemed any time within two years from date of sale, by paying the original tax with interest at one per cent. a month till date of sale, ten cents for each parcel advertised, and forty per cent. on total of these items from date of sale until redeemed.

LANDS.

Nebraska presents the last opportunity to obtain "Cheap Farms and Free Homes." West of this State begin the mountains, east of it the land is already occupied or held at prices beyond the reach of the poor man. Now, in Nebraska, Government land may be obtained free under the Homestead Act, and Railroad land purchased at low prices, on long credit at a moderate rate of interest. Soon the public lands will be exhausted, and the prices of other land will constantly advance in the future. Before many years have elapsed "free land for the landless" will become only a record of History.

PASTORAL LANDS—WINTER GRAZING.

West of the 100th Meridian for a distance of nearly four hundred miles the Union Pacific Railroad passes through the center of the great Pastoral Belt of this Continent. This vast region, embracing Western Nebraska, Southern Wyoming and Northern Colorado, forms one of the most remarkable grazing countries in the world. It is watered by myriads of clear, running streams, and interspersed with broad fertile valleys and beautiful parks, which with the aid of irrigation may be made to yield excellent crops of small grain and vegetables. From a series of observations taken at the military posts, at different points within this territory and extending over a period of many years, it is found, that notwithstanding the great altitude of these plains, the climate is milder than it is in the same latitude east of the Missouri River, and its healthfulness is proverbial. This fact, in connection with the dryness and purity of the atmosphere, and the nutritious quality of the native grasses, upon which stock will subsist in excellent condition during the entire year, is destined to render these plains the pasture grounds of innumerable flocks and herds, and the source of untold wealth. The grasses of these high plains and mountain slopes, when ripe, dry upon the stalk, forming uncut hay superior to that prepared by the most careful curing in the agricultural States. Among the bluffs, skirting the numerous valleys, are canons or hollows frequently timbered, which furnish protection and shelter to the stock during storms. There are no rains during the cold months, and the snow fall is usually light. The snow is always dry, never freezes upon the stock, and is soon evaporated or blown away. It has been found by experiment that the per cent. of annual loss of stock herded upon the plains *without hay, grain, or artificial shelter*, is less than among the carefully fed and sheltered animals of the agricultural States. Epidemic diseases among the stock are entirely unknown. The meat is rich, sweet and tender, and the wool improves in quality and increases in quantity. Within this pastoral district immediately upon

the line of the Union Pacific Railroad, it is estimated that 140,000 cattle, 75,000 sheep and 5,000 horses are grazing during the present winter (1871-72), and notwithstanding the exceptional severity of the season, exceeding that of any winter during the past twenty-five years, the stock have done remarkably well. The losses, except in a few instances, where the herds were brought to the grazing grounds late in the season and in poor condition, have been comparatively small. The results thus far have fully justified the most sanguine expectations of its advocates, and established beyond controversy, the practicability of winter grazing.

Stock raising on the plains is yet in its infancy. This magnificent region, once the home of countless herds of buffalo, elk, and deer, and capable of subsisting, summer and winter, many millions of stock, has become available by means of the great Railroad that now crosses it from east to west, and is attracting the attention its great importance demands. It is safe to predict, that before the end of another decade, a large proportion of the beef and wool consumed in this country will be produced upon these plains. The land in the agricultural States is too valuable, and the cost of providing food and shelter too great to offer serious competition to stock raising on the plains. Here is a grand opening to the stock man, wool grower, and dairy farmer to follow their chosen business, with comparatively little labor and the certainty of realizing immense profits, on the line of a great Railroad where exist facilities for the shipment of stock and supplies unknown in any other pastoral country.

A work on Pasture Lands and Winter Grazing, accompanied by a very fine map of the country, is in course of publication at this office, and will be furnished to parties wishing to investigate this subject, on application in person or by letter.

MINERAL LANDS.

West of the Grazing Belt, through a distance of four hundred miles, extending from the Black Hills to the Wahsatch Mountains, the Union Pacific Railroad traverses a region wonderfully rich in coal, iron and other mineral deposits. Immense beds of excellent coal and iron ore of great thickness are found in the Laramie Plains and the

mountains at the West. These mineral lands are included in the Land Grant of the Union Pacific Railroad Company, and are of inestimable value, both to the Company and to the entire country along the line of the road. The Union Pacific Railroad, extending through these vast fields of coal and ore, affords a ready means of transportation for the products of the mines both east and west, and offers facilities for building up an extensive and profitable mining interest, unsurpassed by those of any other section of this continent. The development of the mines of this region will add vastly to our national wealth, encourage immigration, and lay the foundation for great commercial and manufacturing enterprises. Already, at Carbon, Black Buttes, Hallville, Van Dyke, Rock Springs, Evanston, and Echo, coal mining is in successful operation. These coal fields are distinguished on account of the thickness of the veins, the excellent quality of the coal, and the facility with which it is mined. At Carbon a vein of sixteen feet in thickness is being worked, and a large quantity of excellent coal taken out daily. At Evanston a vein of thirty-two feet, of a superior quality, has been opened. This coal is used in the locomotives of the Union Pacific, Central Pacific and Utah Central Railroads, and it is universally conceded by the Railroad master mechanics and engineers, to be the best and most economical coal for steam purposes in America. It is semi-bituminous, burns readily with a bright yellow flame, is clean, with no disagreeable odor or smoke, and forms no clinker. It is easily lighted, generates heat freely, and is very popular as a fuel. From the coal fields to the Missouri River the grade is descending, rendering transportation comparatively easy. A special tariff of freight for coal has been established by the Union Pacific Railroad Company, by which coal is delivered to settlers at stations on the road at reduced rates. The existence of these large deposits of mineral fuel, in connection with vast quantities of iron ore, in close proximity to this great national thoroughfare, is destined to exert a powerful influence in the development of the resources of this region, and of the entire country west of the Missouri River. In addition to these extensive coal and iron fields, it is known that gold, silver, lead, copper and other mineral deposits exist in rich abundance, and are only waiting a judicious investment of capital, directed by science and skill, to develop a mineral wealth of fabulous proportions.

BUILDING MATERIAL AND TIMBER.

Everywhere throughout the mountain regions superior marbles, granites and limestones are found in immense quantities, and timber, consisting of pine, spruce and hemlock, exists in great abundance. The vast forests on the Black Hills, the Medicine Bow, Elk, and other mountains east of the main divide, as well as those on the west, on the head waters of Green River, are of enormous extent, and afford some of the finest timber in America. These regions are watered by the Laramie, Medicine Bow, North Platte, Sweetwater, and Green and Bear Rivers, and during the high stages of the water, lumber may be rafted down to the Union Pacific Railroad and placed within reach of market, thus affording another source of revenue and offering the greatest advantages to that portion of the West deficient in building material. These mineral regions, like the grazing districts, are intersected by numerous streams, many of them furnishing abundance of water power, and interspersed with rich basins and valleys, like those of Bear River and Salt Lake, susceptible by means of irrigation of a high state of cultivation, and may be made to produce excellent crops of small grains, vegetables and fruits.

GENERAL INFORMATION.

A GOOD INVESTMENT.

To the Capitalist, the lands of this Company offer a safe and paying investment. A rapid enhancement in their value is inevitable, and large profits are certain to be realized. It is a well established fact that the wealth of this country is largely due to the rise in the value of real estate. Many persons have acquired fortunes within the course of a few years, by judicious investments in Western lands. Never was there a more favorable opportunity for such investments than the one now presented. The Union Pacific and branch railroads already intersect these lands, and other railroads are projected and in progress of construction. Emigration from the Eastern States and from Europe is largely in advance of any previous year, and is steadily increasing in numbers and improving in the character of the emigrants. Money invested in lands at the present low rates can not fail to produce, in the course of three or four years, a profit of from one to five hundred per cent. To the mechanic or laboring man, who by a careful economy is able to lay by a small annual saving, the long credit system presents a rare opportunity to secure a home and make provision for the future support of himself and family. The money placed in land is not affected by "revulsions" nor liable to the fluctuations of "stocks." The credit system gives the man of limited means an equal chance with the capitalist to avail himself of the present low prices, and by the payment of a small annual sum to become in five years the owner of a farm, and the possessor of a competence and independence for all future time.

COLONIES.

The advantages of settling in communities are many and important. By moving in large numbers reduced rates of fare and freight can be

secured from Railroad and Transportation Companies. Teams and expensive farming implements can be purchased jointly, and mutual aid rendered in erecting buildings, opening farms, etc. A neighborhood grows up at once, a certain and rapid enhancement in the value of the land purchased is secured. Good society, schools, churches, post offices, mills, stores, good roads, and all other conveniences of life enjoyed in older communities, are created far earlier than is possible where one settler is located at a time, and the growth of population is slow and precarious.

These advantages, which are fully realized among the Colonies already successfully located at various points in the West, are attracting the attention of emigrants throughout this country and in Europe. The result is, that a large proportion of the emigration of the present season is being accomplished by means of organized colonization. To all such organizations the lands of the Union Pacific Railroad Company offer inducements in quality of soil, desirableness of location, facility of access, and prices and terms of payment, unequaled by the lands of any other section of the United States, and representatives of Colonies will find it greatly to their interests to give these advantages a thorough examination before fixing upon a definite location elsewhere.

Heretofore it has been impossible to obtain lands in a compact body, within accessible distances from railroad communications. Half the lands were withheld from the market for the benefit of the road, and the remainder were subject to entry under the Homestead and Pre-emption laws only, and could be obtained in but limited quantities, and then only by actual settlement upon the identical tract. This difficulty is now obviated. The offering for sale of the Railroad Land opens for occupancy one of the most desirable and inviting sections of country on the Continent. This region, lying upon the Great Trans-Continental Railroad, in easy communication with all parts of the world, intersected by numerous streams, whose margins are skirted by timber, where mill-sites can be found, and all the various forms of industry successfully pursued, offers inducements never before presented to any people. Excellent selections can be made where the even-numbered sections may be obtained under the Homestead and Pre-emption Laws, and the odd-numbered sections purchased from the Company at low rates and upon favorable terms of payment, enabling

communities to lay out town-sites, erect mills, build churches and school houses, and make other improvements in the most eligible locations.

INFORMATION ABOUT HOMESTEADS.

A Homestead is a farm given away by the United States Government, on condition that the settler live upon and cultivate the land for five years. It consists of eighty acres, if within the Railroad limits of twenty miles on either side of the track, and one hundred and sixty acres, if outside of those limits. Any citizen of the United States, who is the head of a family, or unmarried person over the age of twenty-one years, is entitled to a Homestead. Persons of foreign birth may avail themselves of the benefits of this law by declaring their intentions to become citizens; and this they can do immediately after their arrival in this country.

A person wishing to enter a Homestead must go to the United States Land Office of the District in which the land he wants is located, and file his application and affidavit in accordance with the legal forms which will be furnished him by the Land officer in charge. A fee of \$14 is charged, to cover the expense of surveying and entering the land. Within a reasonable time after making his application at the Land Office, the settler must commence living upon and improving his land, and thereafter for five years he must make the tract his actual home. At the expiration of the five years, or within two years thereafter, on making proof at the Land Office, by two competent witnesses, that he has complied with the requirements of the law, and paying an additional fee of \$4, he will receive a complete title to the land from the Government, and may thenceforth do with it what he pleases.

SOLDIERS' HOMESTEADS—QUESTIONS ANSWERED.

By the amended Homestead Acts of July, 1870, and June, 1872, any person who served at least ninety days in the Union Army or Navy during the late war, is entitled to enter as a Homestead *one hundred and sixty acres* on the alternate reserved sections of public land within Railroad limits.

SIX MONTHS are allowed after making the entry, in which to commence living upon and improving the Homestead.

THE TIME SERVED IN THE ARMY, or if he was discharged on account of wounds received, or disability incurred in the line of duty, then the TERM OF ENLISTMENT is *deducted* from the time a soldier is required to live upon and cultivate his Homestead.

A Soldier must, however, live upon and cultivate his Homestead for a period of at least *one year* before he can acquire full title to the same.

A soldier who has heretofore taken a Homestead of less than one hundred and sixty acres, is entitled under this Act, to enter such an additional contiguous tract as will with his former entry not exceed one hundred and sixty acres.

A person having taken a Homestead while actually serving in the Army or Navy, and whose entry was cancelled because of absence from said Homestead during said service, may have his Homestead entry restored and confirmed to the original tract, if still vacant, or if said land has been otherwise disposed of, he is entitled to enter another tract, and his right to receive a patent therefor shall be determined by proof of his residence upon and improvement of his former Homestead, and his absence from the same in the service of the United States.

No one can secure a Soldier's Homestead on the discharge papers of another person. A Soldier's Homestead right cannot be sold or transferred to another party. No rights are acquired by purchasing the discharge papers of other persons.

A Soldier having two or more discharge papers is not thereby entitled to more than one Homestead of 160 acres.

These Homesteads may be entered by an agent, but the Soldier must in person, within the prescribed time, commence settlement and improvements upon the land, and thereafter fulfill all the requirements of this Act.

This Act applies to the widows and minor orphan children of Soldiers.

The fees to be paid at the U. S. Land Office are as follows :

Making entry of Soldier's Homestead (cash down).....	\$18.00
Making final proof of Soldier's Homestead (at the end of five years) .	8.00

The Railroad limits extend twenty miles on each side of the track.

Outside of these limits all Homestead settlers are entitled to one hundred and sixty acres.

Homesteads are *free from taxation*, and cannot be taken away or sold for debt, but are absolutely secure to the settler so long as he *occupies and cultivates the land*.

Should a Homestead settler desire to get a full title to his land before the end of the five years, he can do so by making proof of settlement and cultivation up to date, and paying the Government price of \$1.25 or \$2.50 per acre for the land.

Along the line of the Union Pacific Railroad, side by side with the lands of the Company, are millions of acres of rich Government lands, that may be obtained under the provisions of the Soldier's Homestead Act.

IMPORTANT TO EMIGRANTS.

Persons with families should not come West entirely destitute of means to brave the hardships of pioneer life. Many have done so, and have succeeded, and in a few years have been numbered among the most influential and well-to-do citizens of the State; but it more frequently leads to disappointment, homesickness and discontent. A capital of \$200 or \$300 after the land is secured, with which to commence operations, would be of very great advantage. An expenditure of \$50 will complete a cabin in which a family can be comfortably sheltered. A neat one-story frame house with from two to four rooms, can be built at a cost of from \$200 to \$600. Good stabling for stock can be constructed with but little expense by the use of a few posts and poles covered with straw or hay.

Settlers coming West, and having a long distance to travel, should dispose of their farming implements and heavy or bulky furniture. Bedsteads, tables, chairs, mattresses, crockery, stoves, etc., etc., stock, teams, wagons, tools of all kinds, and farming implements better adapted to this country than those left behind, can be purchased here at reasonable rates, frequently at less than would be the cost of transportation. Clothing, bedding, table linen, books, pictures, and other small articles, may be brought with advantage. It is also well to bring choice graded stock, such as horses, cattle, sheep, swine, poultry, etc.

Prices at the West, as in older States, are regulated by the supply and demand. As a general rule, groceries, dry goods, and articles of domestic use that can be dispensed with, are dearer, the common necessities, meats, flour, grain, potatoes, &c., are cheaper, than in the Eastern States. The following may be taken as average prices at this date, November, 1872:

Work Cattle, per yoke.....	\$ 75 00	to	\$125 00
Horses and Mules, per pair.....	150 00	to	350 00
Driving Horses, each.....	100 00	to	250 00
Farm Wagons	80 00	to	100 00
Harness, double set.....	35 00	to	40 00

NATIVE CATTLE.

Yearlings.....	\$12 00	to	\$15 00
Two years old.....	18 00	to	22 00
Three years old.....	30 00	to	40 00
Cows.....	25 00	to	50 00
Calves.....	5 00	to	10 00
Sheep.....	2 00	to	5 00
Hogs, per pound.....	03½	to	05
Beef cattle, per pound.....	03	to	04½

TEXAS CATTLE.

Yearlings.....	\$ 7 00	to	\$ 9 00
Two years old.....	10 00	to	12 00
Three years old.....	16 00	to	18 00
Four years old and upwards, averaging 1,000 lb.....	20 00	to	30 00
Cows.....	15 00	to	18 00

AGRICULTURAL IMPLEMENTS.

Threshing Machines.....	\$700 00		
Harvesters	220 00		
Reapers	170 00		
Mowers	120 00		
Drills and Seeders.....	75 00		
Corn Planters.....	60 00		
Cultivators	30 00		
Breaking Plows.....	30 00		
Stirring Plows.....	\$15 00	to	20 00

LUMBER.

1 inch Finishing, surfaced, per M.....	\$40 00	to \$60 00
1½, 1½ and 2-inch Finishing, surfaced, per M.....	60 00	to 70 00
Flooring, dressed and matched, per M.....	25 00	to 45 00
Siding, per M.....	20 00	to 27 00
Ceiling, ½-inch, beaded, per M.....	25 00	to 35 00
Common boards, per M.....	25 00	to 30 00
Joists, Scantling, etc., 18 feet and under, per M.....	24 00	to
Fencing, per M.....	25 00	
Shingles, A sawed, per M.....	4 25	
Shingles, No. 1, per M.....	3 50	
Lath, per M.....	3 00	

WAGES.

Carpenters, per day.....	\$ 2 50	to \$ 4 00
Masons, per day.....	4 00	to 5 00
Painters, per day.....	3 00	to 3 50
Blacksmiths, per day.....	3 00	to 4 00
Carriage makers, per day....	3 00	to 4 00
Day laborers, per day.....	1 50	to 2 50
Shoemakers, per week.....	18 00	to 20 00
Teamsters, per month.....	30 00	to 60 00
Farm hands, per month (board included).....	15 00	to 25 00
Clerks, per annum.....	600 00	to 1500 00
Teachers, per annum.....	500 00	to 2000 00

FARM WORK.

Spring work is usually commenced in February. Wheat is sowed in March and corn planted in May. Prairie should be broken between the middle of May and the middle of July.

TITLE.

By Act of Congress the grant of lands is made directly to the Company. They have been entered at the United States Land Offices, and are recorded on the Plats and Tract Books of the same. These entries have been approved and the title vested in the Company is absolute and in fee simple. When a purchase is made conveyances are executed vesting in the purchaser a *complete and perfect title, free from all incumbrances.*

PRICES AND TERMS OF PAYMENT.

The lands are sold for cash or on credit. The prices vary from \$2.00 to \$10.00 per acre. A deduction of ten per cent. from the credit price is made to those who purchase for cash.

EXAMPLE.

Eighty acres at \$5.00 per acre on credit. The principal, one-fifth cash down, balance in two, three, four and five years, equal payments. Interest on deferred payments at six per cent. per annum. No payment, except the interest due, required at the end of the first year.

	Principal.	Interest.	Total.
Cash payment, down.....	\$80 00	\$.....	\$80 00
Payment in one year.....	19 20	19 20
Payment in two years	80 00	19 20	99 20
Payment in three years.....	80 00	14 40	94 40
Payment in four years	80 00	9 60	89 60
Payment in five years.....	80 00	4 80	84 80

Or on long credit of ten years, given to Colonists and actual settlers only, as follows :

EXAMPLE.

	Principal.	Interest.	Total.
Cash payment, down	\$40 00	\$40 00
Payment in one year.....	\$21 60	21 60
Payment in two years.....	40 00	21 60	61 60
Payment in three years.....	40 00	19 20	59 20
Payment in four years.....	40 00	16 80	56 80
Payment in five years.....	40 00	14 40	54 40
Payment in six years.....	40 00	12 00	52 00
Payment in seven years.....	40 00	9 60	49 60
Payment in eight years.....	40 00	7 20	47 20
Payment in nine years.....	40 00	4 80	44 80
Payment in ten years.....	40 00	2 40	42 40

The same land can be bought for \$360, cash down. The Land Grant Bonds of the Company are taken at par in payment for the lands.

The land is sold in tracts of forty acres and upwards. When sold on time, contracts are made out in duplicate, one of which is delivered to the purchaser and the other retained in the office of the Land Department. Agents will be found at the principal stations on the road, prepared to give information, aid parties in making selections, and forward their applications and money to the office of the Land Department at Omaha. All applications are subject to the approval of this office, and here the contracts are made out.

LAND EXPLORING TICKETS

Are issued, which give the parties the privilege to stop off at any or all of the stations along the road within the limits of the lands offered for sale, and entitle the holder to a credit of the full amount of the ticket, if he purchases one hundred and sixty acres or upwards, or to a credit of half its amount if he purchases eighty acres. The tickets are sold only at the office of the Land Department in Omaha. Good hotels will be found at all the principal stations on the road, where those in search of lands will be accommodated at reasonable prices.

HOW TO REACH THE U. P. R. R. LANDS.

Emigrants, and all others coming West, whether alone, as members of a Colony, or in parties of a few families or friends, are especially *cautioned* to be on their guard against the runners, imposters and unauthorized agents that infest the Railway stations in the towns and cities through which they pass. It is always best to go directly to the Railway offices. They can there obtain correct information, make the best arrangements possible, and secure the lowest rates allowed by the Companies.

To avoid all annoyances, detentions, and other inconveniences on the way, parties should be *particularly careful to purchase*

THROUGH TICKETS DIRECT TO OMAHA, NEBRASKA.

These tickets may be obtained at all principal Railway and Steamship offices in the United States, Canada and Europe.

The following Great Through Railway Lines start from the Atlantic seaboard cities, and connect with the

UNION PACIFIC RAILROAD, at Omaha, Nebraska.

The fare is the same by each route.

Passengers from New York City can take the

PENNSYLVANIA CENTRAL RAILROAD, through the States of New Jersey, Pennsylvania, Ohio, Indiana, Illinois and Iowa, to Nebraska;

NEW YORK CENTRAL, LAKE SHORE & MICHIGAN SOUTHERN RAILROADS, running along the Hudson River, and thence through Central New York to Buffalo, Cleveland, Chicago and Omaha; or the

NEW YORK AND ERIE RAILROAD, through Southern New York, via Dunkirk, Cleveland and Chicago, to Omaha.

Passengers from Baltimore take the

BALTIMORE AND OHIO RAILROAD, through Washington, the Capital of the United States, or direct via Wheeling and Chicago, or St. Louis to Omaha.

Passengers from Portland, Montreal and Quebec take the

GRAND TRUNK RAILWAY, running through Canada, and connecting via Detroit and Chicago with the Union Pacific at Omaha.

Also, the following Railroads from Chicago, viz.:

CHICAGO, BURLINGTON & MISSOURI RIVER.

CHICAGO, ROCK ISLAND & PACIFIC.

CHICAGO & NORTHWESTERN.

HANNIBAL & ST. JOSEPH, via Kansas City, St. Joseph and Omaha.

ST. LOUIS & PACIFIC.

All these are first-class roads, furnished with all the modern appliances for comfort and safety.

Maps are in course of preparation, showing the lands still for sale, and the general prices of the same. The first one embraces the district contained in the first one hundred miles west of the Missouri River; the second map contains the district included in the second one hundred miles of the grant. These maps will be corrected up to the latest date, and furnished gratuitously to persons desiring to examine the lands, on application in person at the office of the Land Department, in the Union Pacific Railroad building, corner of Ninth and Farnam streets, or by letter addressed to

O. F. DAVIS,

Land Commissioner U. P. R. R. Co., Omaha, Nebraska.

DESCRIPTION OF COUNTIES.

THE GREAT PLATTE VALLEY.

The great valley of the Platte, through which the Union Pacific Railroad extends for nearly five hundred miles, is included in the Land Grant of this Company. It is from five to fifteen miles in width, and consists of gently undulating bottom, skirted with low, rounded bluffs and intersected by timber-bordered streams. This valley has long been known as one of the most fertile and beautiful regions in the West. It is the natural avenue to the mountains and was the route of the overland travel and commerce long before the Pacific Railroad was constructed. It was formerly the favorite abode of numerous tribes of Indians, the ruins of whose villages are scattered at frequent intervals throughout its whole extent. And millions of buffalo and other grass feeding animals subsisted summer and winter upon the nutritious grasses that cover its surface. The building of the Pacific Railroad through this valley has opened to settlement and brought within four days' distance from New York, Philadelphia and other great Eastern cities, one of the most delightful and desirable localities in the United States. Already the tide of immigration is rolling into this valley. Towns and villages are springing up and rapidly growing in size and influence, and extensive and well cultivated farms are found on every hand.

DOUGLAS COUNTY.

Douglas county, situated between the Missouri and Platte Rivers, covers an area of about three hundred and twenty square miles and contains a population of twenty-five thousand people. It is intersected by the Elkhorn and Papillion Rivers and their branches. The general face of the country is undulating prairie, with bottom and table lands along the valleys of the rivers. The soil is a deep rich loam with clay subsoil. Corn, wheat and other small grains, vegetables and fruits are cultivated with ease and yield largely. It is well

timbered and contains fine quarries of excellent building stone. This county was among the first settled in the State. The lands were early taken up, and have been made into fine, large, highly cultivated farms. The lands of the Union Pacific Railroad Company, comprising about five thousand acres and ranging in price from \$6.25 to \$10.00 per acre, are located in the western portion of the county, between the Elkhorn and Platte Rivers. They consist of bottom and level table lands, admirably adapted to the purposes of dairy, hay-making, and fruit and vegetable gardening. Their nearness to the stations on the Railroad gives convenient access to the Omaha market, where productions of this character are always in good demand at remunerative prices. This county is crossed by the Union Pacific, the Omaha & Southwestern and the Omaha & Northwestern Railroads.

OMAHA.

Omaha, the capital of Douglas County, is the initial point of the Union Pacific Railroad. It is located on the west bank of the Missouri River, on a beautiful plateau, gradually rising into bluffs. The city is regularly laid out, the fine broad streets crossing at right angles, and numbering from the river westward. The level portion of the city is chiefly devoted to business, while the overlooking bluffs are occupied by elegant residences with tastefully arranged grounds. The population, which in 1865 was but four thousand five hundred, now numbers upwards of twenty thousand and is rapidly increasing. Blocks of fine business houses attest the commercial prosperity of the city, and stately churches and beautiful private residences display the enterprise, taste and refinement of the citizens. The public schools of the city are a credit to the State and a subject of just pride to the citizens. Large elegant brick school houses, with all the modern improvements calculated to promote the health, comfort, and convenience of the pupils, have been erected in the different wards; and upon an eminence commanding a view of the city and surrounding country for many miles, is a magnificent High School building—among the largest and most imposing free school structures in the United States. These schools are free. The children of rich and poor here meet upon terms of perfect equality and alike receive the blessings of education “without money and without price.” The city is lighted with gas, and the

Horse Railway extends through the principal streets. The extensive foundry, machine, blacksmith, car and paint shops and other works, and the General Offices of the Union Pacific Railroad Company, are located in Omaha. The office of the Land Department is in the Railroad building on the corner of Ninth and Farnam streets.

Florence, on the Missouri River, six miles above Omaha, is a small town. Elkhorn and Valley stations on the Union Pacific Railroad are situated in the midst of thriving, farming communities, and are important points for the shipment of grain and other products.

SARPY COUNTY.

Directly south of Douglas lies Sarpy county, with the Missouri River for its eastern and the Platte for its southern and western boundaries. It is an exceedingly well-watered and well-wooded tract, and contains some of the most extensive and best stone quarries in the State. The soil is of a rich alluvial character; the surface away from the river bottoms, is rolling prairie. This county is thickly settled, fine, large, well cultivated and highly improved farms are on every hand, and splendid crops of grain and vegetables are raised. It is crossed by the Union Pacific and Omaha & Southwestern Railroads and contains four thousand two hundred and forty acres of the Company's lands, which are offered at prices ranging from \$6.25 to \$10.00 per acre.

Bellevue, the oldest settlement in the State, is the county seat. Plattford and Forest City on the Platte are small towns, and Gilmore and Papillion stations are on the Railroad.

WASHINGTON COUNTY.

This county also lies on the Missouri River and is one of the oldest settled and best farming districts in the State. It is crossed by the Sioux City & Pacific, which connects with the Union Pacific at Fremont, and by the Omaha & Northwestern Railroads. It is well watered and abundantly supplied with timber. The greater portion of the county is in a fair state of cultivation. The lands of the Company in this county are among the most desirable in the State. They amount to twenty-three thousand eight hundred and forty acres, and range in price from \$5.00 to \$10.00 per acre.

Blair, the county seat, Bell Creek and Kennard are on the Sioux City & Pacific Railroad. DeSoto, Cuming City, Fort Calhoun, and Fontenelle are thriving towns.

DODGE COUNTY.

This county lies north of the Platte River in the second tier of counties west of the Missouri, and embraces about four hundred and fifty square miles. The northern portion of the county is watered by the Elkhorn, Logan and Pebble Creeks and their branches, and Maple Creek crosses the county from west to east. Timber is found along the streams. The surface is bottom land, gradually rising into bench and table land and fine rolling prairie. The soil is a deep sandy loam of inexhaustible fertility, admirably adapted to the raising of grain and to grazing purposes. The average yield of crops is not excelled by any portion of this great grain-producing section. The Union Pacific, Sioux City & Pacific, and Fremont, Elkhorn and Missouri Valley Railroads cross this county, and other roads are projected. The streams are well bridged and excellent wagon roads extend through every portion of the county. The population exceeds six thousand and is rapidly increasing. Flourishing towns and villages are springing up on the lines of the Railroads and other parts of the county. Fine, well cultivated farms with good comfortable buildings, are found on every hand, and school houses at convenient localities. Several mills are now running, and the various streams offer many mill sites and water privileges to others desiring to engage in this profitable business. To parties with some capital, who desire to purchase farms and enjoy the advantages of a well settled community, this county offers superior inducements. There are no vacant Government lands in this county. Those of the Union Pacific Railroad Company amount to forty thousand nine hundred and twenty acres and are offered at prices ranging from \$5.00 to \$10.00 per acre.

FREMONT,

The county seat of Dodge county, is on the Union Pacific Railroad, forty-six miles west of Omaha, at the junction of the Sioux City & Pacific, and Fremont, Elkhorn & Missouri Valley Roads. It is also connected by stage lines with Lincoln and West Point, at which places

United States Land Offices are located. The town is situated on a beautiful, gently sloping bottom at the junction of the Platte and Elkhorn valleys, which, in this vicinity, are from three to ten miles wide. A fine bridge across the Platte River at this point connects Fremont with Saunders county and the Southern portion of the State. The city contains about two thousand inhabitants. All classes of business are represented and well sustained. There are many stores of different character, one flouring mill, brick yards, lumber yards, plow and wagon manufactories, blacksmiths, photograph galleries, livery stables, grain houses, the pioneer elevator, three hotels, two public halls, a fine brick court house, six church organizations, viz: Methodist, Baptist, Congregationalist, Presbyterian, Episcopal and Roman Catholic; four schools, two weekly newspapers, two banks, and the legal and medical professions, real estate and insurance offices are numerously represented. Elegant private residences grace the suburbs and the surrounding country is exceedingly fertile; much of the land is well cultivated and improved.

NORTH BEND.

Fifteen miles west from Fremont is North Bend, a telegraph and passenger station on the Union Pacific Railroad. It is a thrifty town of about four hundred people, situated near the river bank and surrounded by a fine agricultural country, where abundant crops give evidence of the fertility of the soil. It contains three stores, two hotels, one lumber yard, two churches and a good school house. The Platte bottom in this vicinity is about five miles wide. Excellent brick material is found in abundance.

Timberville is a post office station near Ketchum side track, on the Union Pacific. Logan, containing a flour mill, saw mill, blacksmith shop and store; Pebble, with store, hotel, flour and saw mills, two blacksmith shops, and school house; Jalapa, Monroe, Oak Springs and Galena are post office stations in the midst of flourishing communities.

COLFAX COUNTY.

Colfax lies on the north side of the Platte, and adjoins Dodge county on the west, to which it is similar in surface and soil. It con-

tains four hundred and thirty-two square miles, with a population of about three thousand. It is watered by Maple and Shell creeks and their branches, which afford fine water power. The surface consisting of valleys and uplands, comprises an agricultural country unsurpassed in beauty of scenery, desirableness of location, variety, depth and richness of soil, and purity and healthfulness of climate. Timber is found on the principal streams, and excellent brick material is abundant. This county is rapidly settling; many of the sections contain from six to eight families each. Quite a large colony from Nova Scotia is located here. Mills have been erected and school houses and churches are found at convenient points. In the northern part of the county there is still vacant Government land, which may be obtained under the Homestead and Pre-emption laws. Good wagon roads cross the county in all directions, and the streams are well bridged. It is crossed by the Union Pacific Railroad and contains about seventy-five thousand acres of the Company's lands, ranging in price from \$3.00 to \$10.00 per acre.

SCHUYLER,

The county seat, is a station on the Union Pacific Railroad seventy-six miles west of Omaha, with an elevation of 1,335 feet. It was laid out in April, 1869, and contains a population of six hundred, which is fast increasing. Good buildings have been erected and the various branches of trade are fairly represented. A large business is done here in lumber and agricultural implements. A weekly newspaper has recently been established under favorable auspices, and a wagon bridge was built across the Platte at this point during the past season. The Episcopal, Presbyterian, Methodist, and Roman Catholic church organizations exist, and several church edifices and school houses have been erected here. Schuyler is also the point of concentration and shipment to the East for Texas cattle. Extensive yards and cattle chutes have been built for their accommodation.

PLATTE COUNTY.

This is a large county lying north of the Platte River. The southern portion is crossed by the Loup Fork of the Platte, and Cedar, Looking Glass, Beaver, Shell and Taylor creeks flow through the

county in a southeasterly course. These are all living streams, well stocked with fine fish, skirted with timber, and offer excellent water privileges and mill sites. The surface of the country is slightly rolling, with rich bottom and table lands along the Loup and Platte Rivers, and in the valleys of the numerous streams. Here are found some of the oldest and best cultivated farms in the State, which for fifteen consecutive years have been tilled without a single failure to realize a bountiful crop. The population numbers four thousand, with a good prospect of doubling within the next twelve months. A large amount of Government land is still vacant, and may be secured under the Homestead and Pre-emption laws. Good roads and well bridged streams, rendering traveling easy and safe, and a hospitable people, ever ready to welcome and assist the industrious settler, make the rich, fertile valleys and table lands of Platte county among the most attractive and desirable locations in the West. The soil is a rich, deep, sandy loam, and good water is found at a reasonable depth. This county is crossed by the Union Pacific Railroad, and contains one hundred and fifty-five thousand one hundred and eight acres of the lands of the Company, at prices ranging from \$5.00 to \$8.00 per acre.

COLUMBUS,

The capital of Platte county, is a telegraph and passenger station on the Union Pacific Railroad, ninety-two miles west of Omaha. It is pleasantly located on a beautiful, wide plateau, where easy drainage and good dry cellars are secured, and possesses many advantages from its geographical position. It is an excellent business point. The country north and west for a distance of from sixty to eighty miles, including the rich valley of the Loup, is tributary to this town; it also derives an extensive trade from the country south of the Platte. Columbus is one of the oldest towns in the State, and contains about one thousand inhabitants. There are many good stores, a steam flouring mill, several lumber yards, three hotels, a fine brick court-house, one weekly newspaper, and several good schools. The Presbyterian, Methodist, Episcopalian, Congregationalist, and Roman Catholic organizations exist. The three last named have church edifices. The first bridge built across the Platte is located at this point, and several

projected railroads will here form a junction with the Union Pacific. The adjacent country is exceedingly fertile, and embraces some of the largest and best cultivated farms in Nebraska.

Jackson and Silver Creek, stations on the Railroad, and Genoa and Monroe, on the Loup Fork, bid fair to become places of importance.

BUTLER COUNTY.

Butler county, lying on the south side of the Platte River, about fifty miles west of the Missouri, is a fine agricultural county. It embraces about six hundred square miles, and is watered by Scull and Bone Creeks, which flow into the Platte, and by the North Fork of the Big Blue and Oak Creek, which flow south. The Platte bottom in this county is from three to six miles wide. It is skirted by bluffs, somewhat broken, but gradually extending out into beautiful, fertile table lands. The southern portion consists of bottom and rolling prairie. The soil is deep and productive. The greater portion of the Government land is occupied by settlers. Excellent mill sites are found on the larger streams, some of which are improved. Several good ferries and the bridges at Columbus and Schuyler connect this county with Platte and Colfax, and give easy access to the stations on the Union Pacific Railroad. Butler county is within twenty miles of Lincoln, the State Capital, to which it is connected by excellent wagon roads. A railroad from Lincoln to Columbus has also been surveyed across this county. It is rapidly settling by people from the Eastern States. It contains about forty-eight thousand acres of Union Pacific Railroad lands, ranging in price from \$3.00 to \$7.00 per acre. Savannah, the county seat, Linwood, Butler Centre, Urban and Ulysses are small towns in the midst of thriving settlements.

SAUNDERS COUNTY.

This county lies south and west of the Platte River, and contains about seven hundred and fifty-six square miles. It is remarkably well watered, being intersected by the Wahoo, Cottonwood and several smaller streams, on which many good mill-sites are found. The surface is chiefly rolling prairie, with fine bottom and table lands in the valleys of the Platte and Wahoo. The soil is of great fertility

and productiveness, with no waste land. The lands which were not reserved for the Railroad have been entered, under the Homestead and Pre-emption laws, and are occupied by thrifty settlers. Six or eight families are often found on the same section. No portion of the State is filling up more rapidly than Saunders county. Good ferries, at convenient distances, and the Platte River bridge at Fremont, connect it with stations on the Union Pacific Railroad. Extensive quarries of very superior building stone have been opened at different points, and excellent brick material is abundant. This county contains about ninety thousand acres of the lands of the Company, ranging in price from \$3.00 to \$10.00 per acre.

ASHLAND,

The county seat, is a town of some eight hundred inhabitants, situated on Salt Creek, near its junction with the Platte. It is an important station on the Burlington & Missouri River Railroad, containing several fine brick buildings, and is rapidly growing in size and influence. Benton and Cedar Bluffs, in the northern, Headland, in the eastern, and Eldred and Wahoo, in the central portion of the county, are post-office stations in the midst of thickly settled communities.

MERRICK COUNTY.

This county, lying immediately west of Platte, is bounded on the south by the Platte River, and crossed by the Union Pacific Railroad. It is watered by the Platte River and Prairie and Silver Creeks. The land from the Platte to Prairie Creek consists of bottom and gently sloping table; from Prairie Creek to the Loup it is undulating prairie. Timber is plenty on the Platte and Loup Rivers. The soil is a dark sandy loam of the best quality, and very productive. The water is excellent, and can be obtained at a depth of from ten to twenty feet. Some of the finest and best cultivated farms in Nebraska are found in this county. Stock raising has been extensively followed with great success. There are several good flour mills in this county. The lands of the U. P. R. R. Co. amount to about forty thousand acres, which are offered at prices ranging from \$3.00 to \$6.00 per acre. There is also considerable Government land, which

may be obtained by actual settlers under the Homestead and Pre-emption laws, presenting great inducements to colonists. These lands are rapidly settling by a class of thrifty, enterprising farmers.

LONE TREE,

The county seat, is a passenger and telegraph station on the Union Pacific Railroad, 132 miles from Omaha. It is situated in a level, productive region, possesses fine natural advantages, and is fast becoming a point of influence and importance. Clark's and Chapman's are also stations on the Railroad.

HALL, BUFFALO, AND HOWARD

Are large counties, intersected by numerous streams, abounding with fish and wild fowl, and skirted with timber. They are crossed by the Union Pacific Railroad, and embrace three hundred and thirteen thousand one hundred and sixty-three acres of the Company's lands, at prices ranging from \$3.00 to \$6.00 per acre. These counties are watered by the Loup Fork and its branches—Prairie Creek and Wood River. The latter rises in the bluffs and runs southeast until its waters unite with those of the Platte. Along the entire stream and its many tributaries the land for agricultural purposes is unsurpassed. The banks of the river are well wooded, and the country adjacent supplied with game. This valley is rapidly settling, and already contains many well cultivated farms, which produce splendid crops of wheat, corn, oats, barley, etc. Good flouring and saw mills are located at different points. Timber in large quantities is found upon the Platte and Loup Rivers; brick material is abundant, and excellent building and lime stone have been discovered on the Loup. These counties offer the very best facilities for stock raising, and, as a location for colonies, cannot be surpassed in the United States. Extensive tracts of Government lands are vacant, and may be obtained by actual settlers under the Homestead and Pre-emption laws. The adjacent Railroad lands can be purchased at low rates and upon easy terms of payment, thus enabling communities to obtain land in a compact body, or to make choice selections of timber, mill sites, etc., while the stations on the Road furnish all the advantages of communication, telegraph, express, and markets for stock, produce, and supplies.

GRAND ISLAND.

Grand Island, the county seat of Hall County, is a beautiful town named from an Island in the Platte River, about two miles distant. It occupies a high plateau, where good drainage and dry cellars are secured, and is among the most desirable town sites on the line of the road. It contains a population of about one thousand, which is rapidly increasing. This is a regular eating station on the Union Pacific Railroad, and here are found the first round house and repair shops west of Omaha. The United States Land office is located at this point. The town also contains seven dry goods stores, six groceries, two stove and tin stores, drug stores, furniture stores, bakeries, breweries, wagon and blacksmith shops, lumber yards, agricultural implement stores, and other branches of mercantile and manufacturing industry. Also, a first class steam flouring mill, with a capacity for turning out one hundred barrels of flour per day; three hotels, a weekly newspaper, and a full supply of law, real estate and insurance offices. The Roman Catholics, Presbyterians, Methodists, Baptists and Episcopalians have church organizations, and the last two denominations comfortable church edifices. There is also a fine Public School House, with ample accommodations for a hundred pupils, and furnished with the best style of school furniture. Grand Island is an excellent business point, and offers great inducements to capital and enterprise. The Platte has been bridged at this point and a large trade opened up with the South Platte country, and a good bridge across the Loup connects it with Howard county and the country on the north. The country in the vicinity is settled by thrifty farmers, mostly of German origin. The soil is exceedingly fertile, producing splendid crops of wheat, corn, oats, potatoes, etc.

Grand Island, from which the town derives its name, is the largest Island in the Platte River. It is sixty miles long and averages three miles wide. It is well wooded and very fertile.

Alda and Wood River are stations on the Railroad.

GIBBON,

The county seat of Buffalo county, is a telegraph and passenger station on the Union Pacific Railroad, one hundred and eighty-three

miles west of Omaha. The town is located in a beautiful prairie sufficiently undulating to secure good drainage and dry cellars, and contains a good hotel, several stores, shops of various kinds, lumber yard, and the county offices. Two schools are in successful operation, and church services are held every Sabbath. This town, although but recently laid out, has already attained considerable importance and is rapidly growing in population and influence. At this point is located the Soldiers' Homestead Colony, organized under the able direction of Col. John Thorp, of West Farmington, Ohio. This colony, in every element of prosperity and in the universal satisfaction of its members, is one of the most successful that has been located at the West. The people are a highly moral and industrious class of citizens. No saloons are permitted within their town. Their crops of wheat, corn, oats, potatoes, and garden vegetables have not been surpassed by any in the State. The location is remarkable for the mildness and healthfulness of its climate, the fertility of its soil, and the opportunity it offers to the poor man to secure a farm on the line of the great national highway, where he may establish for himself a home in the midst of all the elements that serve to make a happy, intelligent and prosperous community.

Kearny, named from Fort Kearny, on the south side of the Platte, opposite the station, Kearny Junction, Stevenson and Elm Creek are stations on the Railroad in Buffalo county.

KEARNY, ADAMS AND HAMILTON.

These counties, lying along the Platte River, on the south side, are fertile, well watered tracts, with a sufficiency of timber for fuel. They are easily accessible from the stations on the Union Pacific Railroad. The surface of the country consists of bottom and table lands, and rolling prairie. The soil is deep, rich and productive, affording excellent facilities for stock raising, and no section offers greater inducements to colonists. Government lands can be obtained under the Homestead and Pre-emption Laws, and the lands of the Union Pacific Railroad Company are offered to purchasers at from \$3.00 to \$6.00 per acre. Settlers are rapidly filling up these counties, which are crossed by a branch of the Union Pacific Railroad. From the cheapness of the lands, and their superior agricultural qualities, these

counties may be classed among the most desirable tracts now placed in market. They contain about three hundred and twenty thousand acres of the Company's lands.

POLK COUNTY.

Polk county lies along the Platte, on the south side of the river, immediately west of Butler county, to which it is similar in surface and soil. It is crossed by the northwest branch of the Big Blue, on which are some fine mill sites. The larger portion of the county consists of table land with a deep rich soil, well adapted both to grain and stock raising. Timber is found in limited quantities on the Platte and the Big Blue. A large amount of Railroad and Government land is still vacant, but it is being fast taken up. A Colony of Swedes have located here, and the beautiful prairie is rapidly being transformed into well cultivated farms and thrifty settlements. The roads are smooth and dry, and the streams well bridged. Good markets are found at the stations on the Union Pacific. Railroad lands range in price from \$3.00 to \$6.00 per acre.

DAWSON COUNTY.

Dawson, lying immediately west of Buffalo, is a large county, crossed by the Union Pacific Railroad, and watered by the Platte, Wood River and other smaller streams. The valley of the Platte, in this county, as in Buffalo, widens out into a broad, beautiful, gently undulating plain, covered with a luxuriant growth of nutritious grasses. The soil is a deep, rich, sandy loam, mixed with vegetable mold, very fertile and admirably adapted to agricultural and grazing purposes. The bluffs skirting the valley on both sides of the river, extend out into rolling prairie, interspersed with many sheltered hollows or canons, and covered summer and winter with a fine growth of buffalo grass. In stock raising facilities this county is unsurpassed. It lies within the region of winter grazing, and stock is kept and fattened here during the entire year without hay, grain or shelter. Dawson county as yet contains but few settlements; the greater portion of both Government and Railroad lands is still vacant, offering most desirable locations to Colonies. The Railroad lands are offered at prices ranging from \$2.00 to \$6.00 per acre.

PLUM CREEK,

The county seat of Dawson county, is a promising point on the Union Pacific Railroad, two hundred and thirty miles west of Omaha. It is located about midway between the bluffs, nearly opposite the mouth of the stream from which it derives its name, and seems admirably fitted for the centre of an extensive stock business, and as a shipping point for the immense herds that are annually driven up from Texas to graze in these fertile valleys.

Overton, Cayote and Willow Island are stations on the Railroad in this county.

LINCOLN COUNTY.

Lincoln, immediately west of Dawson, is the largest organized county in Nebraska, embracing 2,592 square miles, or 1,658,880 acres, of splendid farming and grazing land. It is watered by the two branches of the Platte River, which flows through the centre of the county and unite near its eastern limits, and by numerous smaller streams. The valley through this county averages about twelve miles in width, with a rich, deep soil, exceedingly fertile and covered with a rank growth of excellent grasses. The soil is of a chalk formation mixed with vegetable mold, and is capable of withstanding severe drouth and extreme wet. It never cakes after rain, and carries its crops through the greatest extremes. The wide, rich bottom lands are well adapted to agricultural purposes, and where the experiment has been made, the yield of small grain, corn, root crops, and garden vegetables has been very large. For a number of years past these valleys have been noted for the excellent quality of hay produced; thousands of tons have been annually put up on these natural meadows, and the Forts and Military posts of the entire country east of the mountains supplied from this county. The yield is from two to three tons to the acre. Skirting the valleys on both branches of the Platte are low bluffs, gradually stretching out into rolling prairie and table land, broken with sheltered hollows or canons, in some of which considerable wood is found. These bluffs, canons and table lands are covered during the entire year with a fine growth of the famous buffalo grass, affording summer and winter an abundance of pasturage for stock. For years past large herds of cattle have been

wintered here without hay, grain or shelter. During the present season some twenty-five thousand head have been grazed on these plains.

A colony from Michigan has located in this county, and other settlements are following. Everywhere the houses of the settlers are dotting the plains, and these beautiful prairies are fast being transformed into cultivated farms. The greater portion of both Railroad and Government lands is still vacant, offering great inducements to colonists and others to settle here and make themselves homes in one of the most delightful sections of Nebraska. Railroad land ranges in price from \$2.00 to \$6.00 per acre. Government land can be obtained under the Homestead and Pre-emption laws.

NORTH PLATTE,

Two hundred and ninety miles west of Omaha, with an elevation of 2,789 feet, is the capital of Lincoln county. It is located near the centre of the county, on a beautiful peninsula about three miles from the forks of the Platte, and is geographically one of the most important points on the Union Pacific Railroad. This is the terminus of the first division of the road, and here the Company have erected extensive, well-built brick shops, a round house with twenty stalls, blacksmith, machine and repair shops, and a fine hotel costing \$40,000. The population numbers about seven hundred, and is rapidly increasing. The various branches of business demanded in a town of this size, and the legal and medical professions, seem to be well represented. One weekly newspaper is published, and churches and schools are liberally sustained. A United States Land Office is located here. A good wagon bridge has been constructed across the south branch of the Platte, opening to settlement a vast, rich country and making it tributary to this town. Good water is obtained by digging from ten to twenty feet, and irrigating canals from either river can be constructed at comparatively little cost, which would abundantly supply the entire valley.

Warren, Brady Island and McPherson, in the eastern, and Nichols and O'Fallon's, in the western part of the county, are stations on the Union Pacific.

West of Lincoln county, the Railroad follows the South Platte to Julesburg, where it enters the valley of Lodge Pole Creek, which it follows to Cheyenne. All these regions are exceedingly well adapted to grazing, and may be made available for cultivation by means of irrigation.

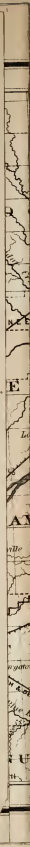


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