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GUIDE

— TO THE —

UNION PACIFIC RAILROAD

LANDS.

\$12,000,000 ACRES



3,000,000 ACRES

— IS —

Central and Eastern Nebraska.

TEMPORARILY FOR SALE.

population, agriculture and

LIBRARY

OMAHA, NEB.:

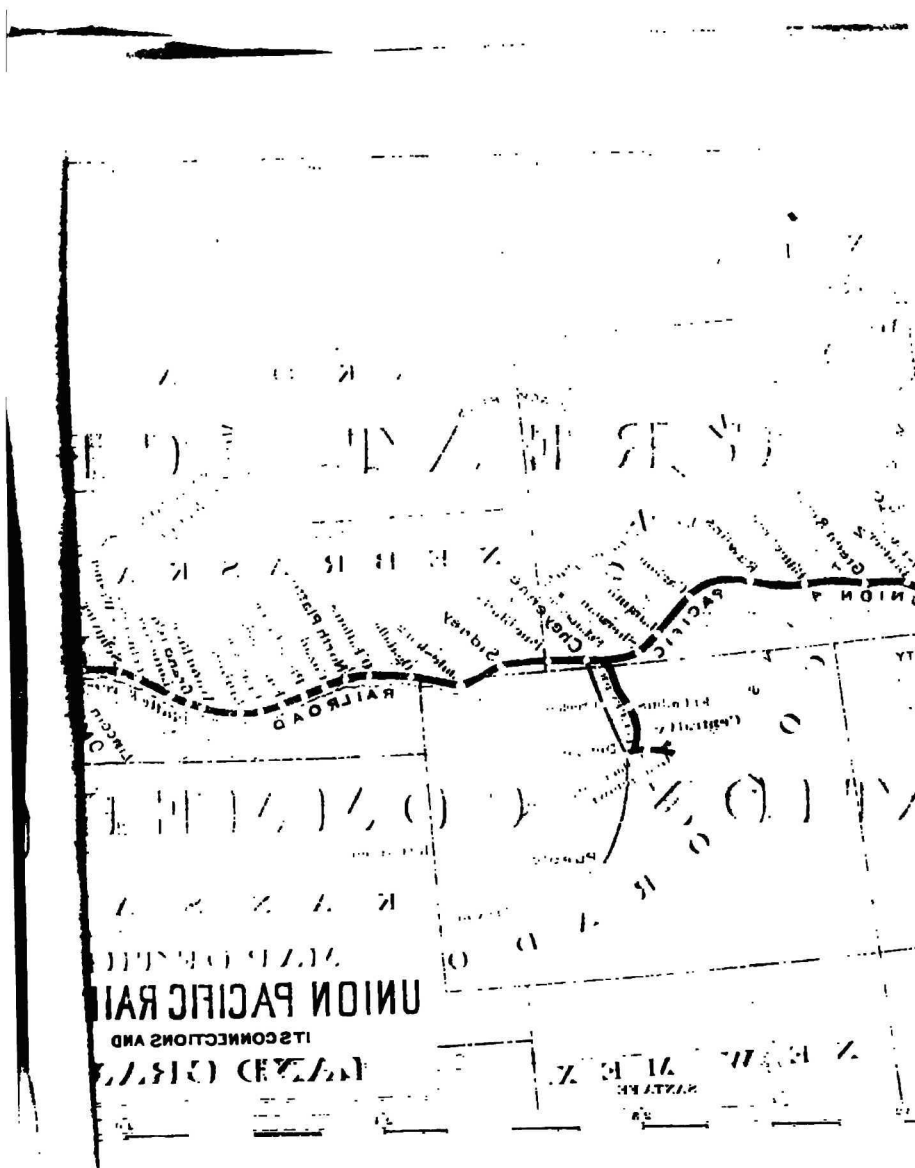
LAND DEPARTMENT UNION PACIFIC RAILROAD COMPANY,
1878.

Herald Steam Printing House, Omaha.

Central Pacific Railroad Photographic History Museum
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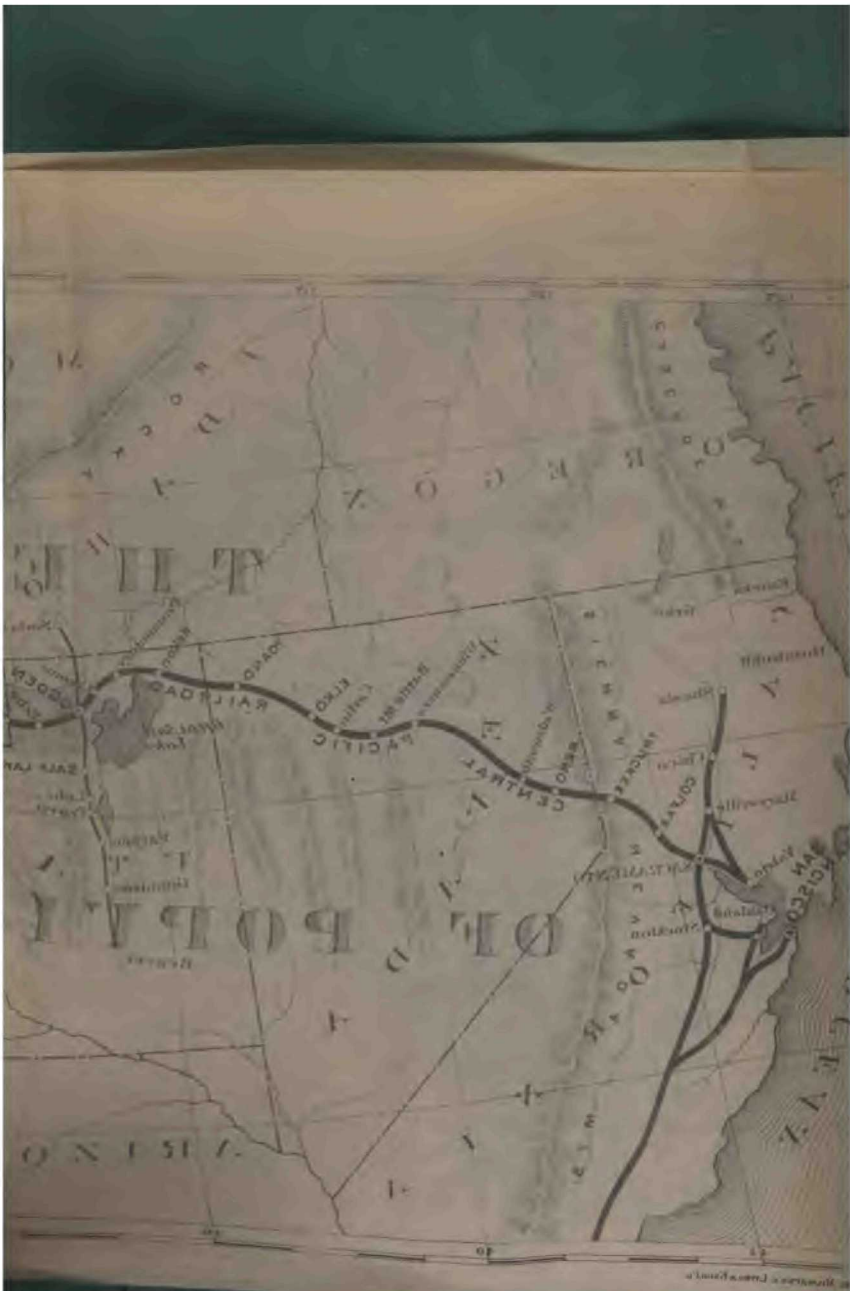
TIME TABLE AT PRINCIPAL STATIONS ON THE
UNION PACIFIC RAILROAD
 Where Lands are Now Offered for Sale

PASS.	MIXED.	DISTANCE FROM OMAHA.	
A. M. 12:15	P. M. 6:10		OMAHA POPULATION 23,000. Principal Office is here, and full information may be obtained on all business connected with lands of the Company.
2:18	9:50	46	FREMONT POPULATION 3,000. County seat of Dodge county. 40,000 of railroad land in Dodge and Saunders counties for sale at this place; prices from \$3 to \$8 per acre.
3:30	12:14	76	SCHUYLER POPULATION 800. County seat of Colfax county. 10,000 acres of choice land in Butler and Colfax counties for sale at this place; prices from \$3 to \$8 per acre.
4:12	A. M. 1:30	92	COLUMBUS POPULATION 2,000. County seat of Platte county. business point. 140,000 acres of farming land in Platte, Butler and Polk counties for sale at this place; prices from \$3 to \$10 per acre.
5:30	3:55	121	CLARKS POPULATION 800. Excellent farming land, good society—chiefly American born. 100,000 acres in Merrick and Hamilton counties for sale at this place; prices from \$3 to \$7.
6:00	4:55	132	CENTRAL CITY POPULATION 1,500. County seat of Merrick County. 150,000 acres in Merrick and Hamilton counties for sale at this place; prices from \$3 to \$8 per acre. Country well watered and very fertile.
ARRIVE 7:00	6:35	154	GRAND ISLAND POPULATION 1,500. County seat of Grand Island County. U. S. Land Office located here. 230,000 acres of land for sale at this point, at prices from \$2 to \$10 per acre, in Hall, Howard, and Adams Counties. Danish and Swedish settlement in Howard County and German settlement in Hall.
LEAVE 7:20			
8:05	8:30	170	WOOD RIVER POPULATION 1,500. Western part of Adams County, in a rich farming region. Large amount of railroad land in Hall and Adams Counties for sale here; prices from \$3 to \$8 per acre.
9:15	10:30	195	KEARNY JUNCTION POPULATION 1,500. County seat of Buffalo County. Junction of Burlington and St. Joseph & Denver C.R. roads with the Union Pacific. A large and excellent railroad land in Buffalo, Kearny and Phelps Counties is offered for sale here at from \$3 to \$8 per acre.
10:55	P. M. 6:30	221	PLUM CREEK POPULATION 1,000. County seat of Dawson County. Center of a large tract of fine farming and grazing lands, which are sold here at from \$2 to \$5 per acre.
ARR. A. M. 1:40	6:05	291	NORTH PLATTE POPULATION 1,500. County seat of Union County. End of first division of Union Pacific Railroad. Fine farming and stock region. State Land Office located here, and a large amount of railroad land offered for sale.
LEAVE 2:00			



the **Warm Temperate Zone**, within which is concentrated the mass of the population, enterprise and wealth, and the educational, agricultural and manufacturing interests of North America.

Study this map carefully; the boundaries of the State, and the localities of important points are correctly shown. Observe the central location of the Union Pacific Railroad lands. They are between the 40th and 42d parallels of north latitude, and midway



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PLU ... 1000. Capital ... center of a large tract of fine farming and grazing lands, which are sold here at from \$2 to \$5 per acre.

NORTH PLATTE POPULATION 1,000 ... County seat of Lincoln County. End of first division of Union Pacific Railroad. Fine farming and stock region. United States Land Office located here, and a large amount of railroad land offered for sale.

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 opinions have already, to a great extent, been modified. Although but a few years have elapsed since its completion, the influence of the Railroad upon the development of the West has been felt as a mighty power of civilization. A more accurate knowledge of this extensive 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 from the opening to settlement of the Trans-Missouri country, and thousands from the United States and from Europe have found new homes on the line of this great railroad. In order that a still more definite understanding of the territory traversed by the Union Pacific Railroad, and its connections with other sections of the country, may be obtained, careful attention is asked to the three maps which accompany this pamphlet.

THE FIRST MAP, on the cover, shows the United States, with a portion of British America on the North, and Mexico on the South. The lines of latitude and longitude are given, so that the locality of any point on the Union Pacific Railroad can be compared with the localities of places in Europe, or other parts of the world. The line of the great Pacific Railroad, with its connections stretching from the Atlantic to the Pacific ocean, is shown in its relative position on the North American continent.

THE SECOND MAP, drawn on a larger scale, also exhibits the Union Pacific Railroad, its connections and Land Grant. It is more especially designed to represent the Great Central Belt of the North Temperate Zone, within which is concentrated the mass of the population, enterprise and wealth, and the educational, agricultural and manufacturing interests of North America.

Study this map carefully; the boundaries of the State, and the localities of important points are correctly shown. Observe the central location of the Union Pacific Railroad lands. They are between the 40th and 42d parallels of north latitude, and midway

between the Atlantic and Pacific oceans. On the east are the great commercial cities of the country, west of them are the richest and most extensive mineral regions on the globe. The lands are crossed by the Trans-Continental Railroad, the world's highway, and all the great trunk lines of railway in the Eastern, Middle and Western States. It leads directly to them.

THE THIRD MAP represents the Great Valley of the Platte, in the State of Nebraska, through which the Union Pacific Railroad extends for 400 miles, and in which are located the lands offered for sale by the Company. The Platte Valley is from five to fifteen miles in width, and consists of gently undulating bottom lands, skirted by low rounded hills, and crossed by timber-bordered streams. It has long been recognized as one of the most fertile and beautiful regions in America. It was formerly the favorite dwelling place of many tribes of Indians, and the ruins of their villages are scattered at frequent intervals throughout its whole extent; millions of buffalo and other grass-feeding animals subsisted summer and winter on the nutritious grasses that cover its surface. The building of the Union Pacific Railroad through this valley has opened to settlement and brought within four days' distance from the seaboard cities one of the richest and most delightful localities in the United States. Trains of emigrants with their families, their flocks and their herds, are steadily moving into this valley; their neat houses are dotting the plain, and the broad, smooth prairies are fast being transformed into happy homes and cultivated farms. Towns and villages are springing up and growing in size and influence, and the evidence of industry and thrift is visible on every hand. Thousands of enterprising people from the older States and from Europe are every year taking advantage of the splendid opportunity here presented to men of small 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 an old settled community. There still remains a large amount both of free homestead and railroad land of the best quality, that may be obtained by emigrants at a comparatively small cost. It is to give correct information in regard to these lands, and to explain how they may be obtained, that this book is published.

NOTE.—People in England will bear in mind, when calculating prices as given in this book that one pound sterling (£1) is equal to about five dollars (\$5) in money of the United States.

GENERAL DESCRIPTION.

THE UNION PACIFIC RAILROAD, beginning at Omaha, on the Missouri river, extends through the State of Nebraska, crosses the northeast corner of Colorado and Southern Wyoming, and at Ogden, in Utah, in the valley of the Great Salt Lake, connects with the Central Pacific Railroad for San Francisco and the Pacific coast.

By the completion of the great Missouri River Bridge at Omaha, the last link has been supplied, and railroad connection established from ocean to ocean.

The grand project of uniting the Atlantic and Pacific oceans by railroad, 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 the different routes thoroughly canvassed.

These efforts culminated on the first 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 the 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, without a parallel in the annals of railroad building; and on the 10th day of May, 1868, 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

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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, have been diverted from the channels through which they had 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 along 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 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.

THE LAND GRANT.

The lands granted the company to aid in the construction of the road, consist of the alternate sections, or square miles, in a strip forty miles in width, and one thousand and thirty-two miles in length, and extend from Omaha, on the Missouri, to Ogden, Utah; they are contained in a breadth of twenty miles on each side of the track, along the entire length of the road, and comprise about nineteen thousand square miles, or twelve million acres suitable for farming, grazing and mineral lands.

LOCATION OF THE LANDS.

These lands are located in the Central portion of the United States, between the 40th and 42d parallels, the favored latitude for commerce between America and Europe, and the great agricultural and commercial belt, towards which the east and west lines of the world's trade and commerce are rapidly tending, and which is each year assuming a larger control of its population and business. They extend through Central Nebraska, Southern Wyoming, and Northern Colorado and Utah, and include the broad, fertile valleys of the Platte, Loup, Pole and Bear Rivers, the celebrated Laramie plains, and the rich iron and coal fields of Wyoming and Utah. The sections des-

edicated 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 be obtained only under the provisions of the Homestead, Pre-emption and Timber Culture laws. By this means the Government lands 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 Railroads 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 miles west of the Missouri river; Grazing Lands extending from the Forks of the Platte through the Laramie Plains in Wyoming; the Mineral Lands, comprising the territory between the Black Hills and Wagon,atch Mountains, in Utah.

LANDS IN MARKET.

A portion of these lands, extending through Nebraska, and embracing parts of Utah and the valley of Salt Lake, have been placed in market by the company, and are offered to purchasers at low price 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.

GEOGRAPHICAL POSITION.

Nebraska lies between the 40th and 43d parallels of north latitude, and the 96th and 104th degrees of longitude west from Greenwich, and occupies the most favorable geographical position on the American continent. It extends from the Missouri river westward to the base of the Rocky mountains, with an extreme length of four hundred and thirty, and a width of two hundred and eight miles. It has a total area of about 76,000 square miles, or nearly 50,000,000 acres of the best farming and grazing lands in America. There are no mountains nor high hills in the State; but the entire surface consists of undulating prairie, broad tables, and rich bottom lands.

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.

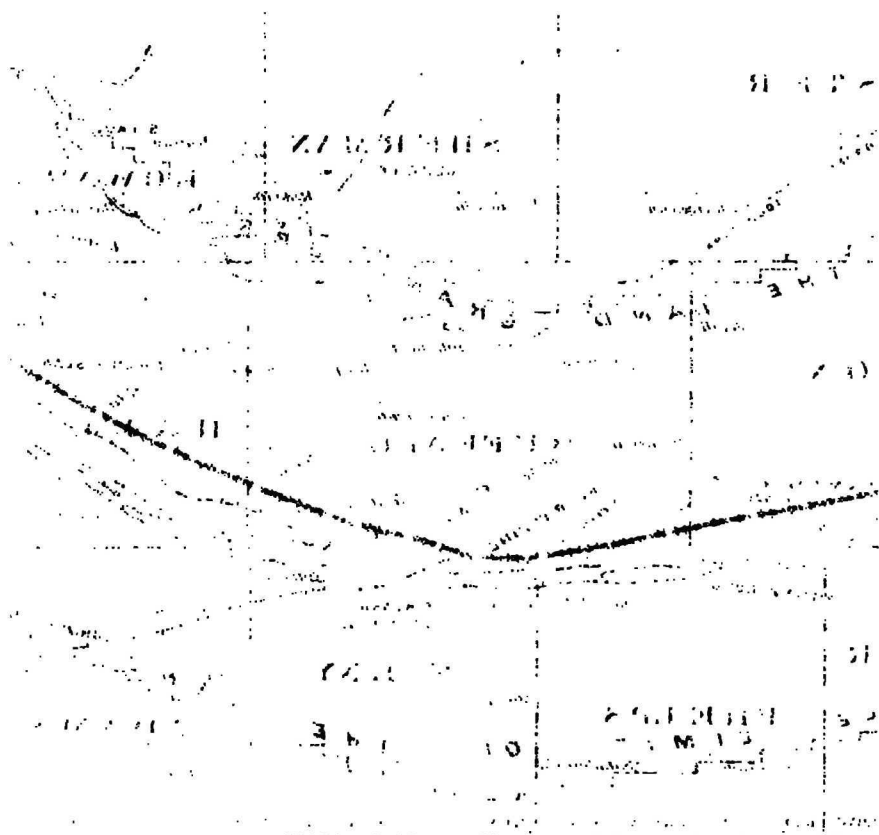
HISTORY.

Nebraska was organized as 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 becoming a State, its progress in population and material prosperity has been rapid and substantial. Twelve hundred miles of railroad are already in operation, and many more under construction, or projected. The effect has been to greatly enhance values, and to stimulate growth, enterprise, immigration, commerce and business of every kind.

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 fast covering the hillsides and prairies with thrifty groves. The population in 1860 was 28,651; in 1870, 122,993, an increase of 300 per cent. during a period of ten years, the greater portion of increase occurring during the last three years. The census of 1875 gives a population of 313,841.

THE
THE GOSPEL OF THE KINGDOM
 IN
THE EAST



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 temperature; spring, 49°; summer, 74°; fall, 51°; winter, 31°. Mean and 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, frequently 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 greatest amount of rain occurs during the agricultural months, affording sufficient moisture for the growth of the soil. During fall and winter, the weather is usually dry.

HEALTHFULNESS.

Among the most attractive characteristics of Nebraska is the wonderful salubrity of its climate. This fact is universally admitted by all conversant with its history, and fully sustained by medical statistics. From its central location it escapes at once the cold, long winters of the Northern, and the hot, relaxing influence of the Southern States. Distant from the oceans and great lakes, it is exempt from the chilly, damp winds, mists and fogs, so prevalent in the countries bordering on large bodies of water. There are no swamps nor stagnant pools, and fever and ague, and other disorders arising from miasmatic influences, so common in many of the fairest portions of the West, are here almost unknown. No part of the United States is less afflicted with epidemic diseases. The high altitude, bracing character of the atmosphere, and 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.

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-'73, inclusive, a period of eleven years. It will be seen that while the mean annual rain-fall in Nebraska is less than twenty-nine 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.

1863—1873. ELEVEN YEARS.	Nebraska.	Missouri.	Illinois.	Indiana.	Ohio.	New York.
WINTER MONTHS.						
January95	2.11	2.63	3.16	3.16	2.99
February	1.53	1.98	1.57	1.94	2.27	2.41
December	1.23	2.39	2.27	2.99	3.02	3.19
SPRING AND FALL.	3.71	6.48	6.47	8.09	8.45	8.59
March	1.38	3.36	3.05	3.78	3.60	3.25
October	1.45	3.05	2.57	2.26	2.43	3.75
November	1.26	1.78	1.71	2.68	2.43	3.47
AGRICULTURAL MONTHS.	4.09	8.19	7.33	8.72	8.46	10.47
April	2.79	3.19	3.24	3.22	3.30	3.09
May	4.49	3.80	3.35	3.45	3.16	3.40
June	4.07	3.81	3.07	3.21	3.90	3.50
July	3.68	4.07	4.05	4.71	4.09	3.54
August	2.79	3.24	3.17	3.69	4.00	4.37
September	3.04	3.75	3.45	4.22	3.70	3.22
Total inches.....	20.86	20.86	20.33	22.50	22.15	21.12
Total inches.....	28.66	35.53	34.13	39.31	39.06	40.18

It has been impossible to procure a correct record of rain-fall since 1873, the same not having been kept. As a matter of fact it has been greater than during the period given.

WATER RESOURCES.

An impression prevails to some extent in the Eastern States that Nebraska is deficient in water supply and subject to frequent droughts. This impression is entirely erroneous. No section of the West is more abundantly watered with streams, both large and small. The Platte, a wide, shallow river, flows through the whole length of the State, dividing it into two nearly equal parts. The Niobrara, Loup, Elkhorn, Wood and Big Blue rivers, and Prairie, Shell, Maple, Logan, Wahoo and hundreds of other creeks furnish mill sites and water privileges, and amply attest the abundance of moisture in the State. Professor Samuel Aughey, of the Nebraska State University, and, who, as an explorer

and naturalist, has probably traveled over the State more extensively than any other person, says: "No map that I have seen does justice to the numberless small streams that are found in this State. I have frequently come across small streams, with beautiful bottoms, where even the published plats of the public surveys failed to indicate them. In fact there are large areas of the State where running water can be found on every section, and often on every quarter section of land. Where such water resources do not exist, it can be easily obtained by digging or boring to a certain depth." The water of the streams is clear, sweet and pure; that obtained by digging, though it is what is generally termed "hard water" from the solution it contains of carbonate and lime, is cool, palatable and healthful. Water is obtained in the valleys at a depth varying from ten to forty feet, and while it is often necessary on the table lands to go to a greater depth, the ease with which the soil can be penetrated makes the sinking of a well comparatively inexpensive. Where running water is not at hand, it has been found by experience to be the cheapest and best way to supply water for stock and for domestic use, to sink a well by digging or boring, and work the pump by a wind-mill. The low prices at which wells can be dug and wind-mills erected, have brought the latter into general use.

THE SOIL.

Possesses several important characteristics that distinguish it from the soil of nearly all other sections of the United States, and make it one of the most valuable for agricultural purposes in the world. The peculiarities are due to the geological formation of its surface, which are composed of three different deposits, known to geologists as Drift, Loess and Alluvium. The first of these deposits constitute the surface soil in some places, but is generally found directly below the Loess. Where the Drift comes to the surface, as on some of the hillsides of Lancaster, Saunders and Butler counties, it is indicated by the presence of pebbles, gravel, and sometimes boulders of considerable size sticking up through the soil. This accounts for the existence of gravel in some limited localities, while over the greater portion of the State the surface is entirely free from these substances. But the deposit to which Nebraska is chiefly indebted for the great fertility of its soil and its superiority as an agricultural State, is variously known as Loess, Lacustrine, or the bluff formation. This is one of the most remark-

able deposits in the world. It covers at least three-fourths of the surface of the State, including the Platte Valley and Central Nebraska. The soil formed by this deposit possesses many remarkable peculiarities. It is perfectly homogenous throughout and of almost uniform color, however deep the soil or how far apart the specimens may be taken. It is impossible to plow too deep, and it can never be exhausted until every hill and valley of which it is composed are entirely worn away. It is a dark loam, composed largely of finely powdered silica, with about ten per cent. of lime, and is entirely free from stones and gravel. Under the plow it becomes wonderfully loose and mellow. The subsoil is similar to that of the surface, and is remarkable for the entire absence of hard pan. It has the singular property of resisting both unusual wet and continued drouth; the most copious rains percolate through the soil, which in its lowest depths retains the water like a huge sponge. In seasons of dry weather the moisture comes up from below by capillary attraction. From this cause the natural vegetation and well-cultivated crops in Nebraska are "neither dried out or drowned out," as is often the case in States east of the Missouri river.

The ground does not bake, and may be worked to advantage within a few hours after a long rain. Surface mud dries up very soon after the rain has ceased, and deep mud is rare. Nowhere are there more excellent roads, winter and summer, than in this State, and traveling is easy all the year through. Excavation to almost any depth can be made with a spade, yet such is the tenacity of the soil, that among the farmers cellars are rarely walled at all, and wells frequently to a point only above the water line. This property of the soil was often turned to account by the early settlers, who cut out from the hillsides comfortable shelters for their families and stock, and made the "Dug-out" a familiar and friendly term in the pioneer vocabulary.

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 fruit-producing sections of this country. The increase in acreage of the great staples since 1870, as shown by report of the Department of Agriculture at Washington, is truly marvelous. The following shipments of

Nebraska products from towns on the Union Pacific Railroad during 1876, are a fair indication of the condition of things throughout the State:

SHIPPED EAST.

Flour and grain.....	135,599,742	pounds.
Potatoes, etc.....	5,545,507	"
Other products.....	2,173,605	"
Live stock.....	2,063 cars, or 41,260,000	"

Total.....184,578,854 pounds.

SHIPPED WEST.

Flour and grain.....	23,704,701	pounds.
Potatoes, etc.....	13,816,441	"
Other products.....	5,000,000	"
Live stock.....	67 cars, or 1,740,000	"

Total.....44,261,142 pounds.

Making a total of Nebraska

products shipped in 1876, of 228,839,996 pounds.

In the production of wheat, Nebraska especially excels. The average yield per acre throughout the whole State for a period of ten years is not less than twenty bushels per acre, while there are many instances each year where, with thorough tillage, the yield has been from thirty to forty bushels. The grain is of a superior quality and commands a higher price in the market than other wheat. Corn is cultivated with great success, particularly in the Platte Valley, along the line of the Union Pacific Railroad. The yield on ground broken in the spring (sod ground) is from twenty to forty-five bushels per acre, and on old ground from fifty to seventy-five bushels. In some cases where the cultivation is more than usually thorough, the yield is still more favorable. Oats, rye, barley, flax, 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 in 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 given to fruit culture by the leading agriculturists of the State, has been amply rewarded. In no part 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, 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 \$100 for the best collection of different species of fruit. A similar success was achieved for Nebraska fruit at the annual meeting of this same society at Boston, in September, 1873, and at Chicago in 1875. 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.

LIVE STOCK RAISING.

The fact has been thoroughly established that farming cannot be carried on successfully, for any series of years, where the attention is devoted to grain growing exclusively. Grain growing should always be accompanied with the raising of cattle, horses, sheep or swine, and the country which affords the best facilities for the production of both grain and live stock, offers the best inducements to settlement. This in an eminent degree is the case with Nebraska and the lands on the line of the Union Pacific Railroad. The yield of coarse grains and root crops are not surpassed in any part of the United States, and the rich bottom lands of the valleys of the Platte, Elkhorn, Loup Fork, Papillion, Maple, Shell, Logan, and Pebble creeks, Wood river, Wahoo, Big Blue, and many other streams, present extensive tracts of the finest meadow land in America. The broad prairies, covered with a rich growth of succulent grasses, and abundantly supplied with water, will for years to come furnish wide ranges of free pasturage. The mildness of the climate, freedom from winter rains, light snow-fall, and absence of swamps and low marshes, in connection with the excellent market advantages afforded by the Union Pacific Railroad and its branches, render this State peculiarly adapted to stock raising. The grasses of the bottom and table lands are extremely nutritious. They consist of 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. These wild grasses cut from one and a half to three tons per acre. The raising of horses, mules, cattle, sheep and swine, is more and more engaging the attention of our farmers, some of whom are giving special care to the introduction of superior breeds with gratifying results.

With its wide range of pasturage, its superior quality of native grasses, its numberless streams and springs of clear, pure water, its mild, dry and healthful climate, and its unsurpassed market facilities, Nebraska is one of the finest stock countries in the world.

DAIRYING.

Butter and cheese making should receive the careful attention of the farmers of Nebraska, not only on account of the peculiar adaptability of this country to these enterprises, but because butter and cheese are rapidly becoming the most important and profitable of our agricultural products. Some idea of the immense proportions to which the dairy business has attained during the past few years may be formed by reference to the census reports of 1870. The annual products, as there given, for the single State of New York were 107,147,526 pounds of butter, 22,769,964 pounds of cheese, and 135,767,919 gallons of milk sold. The average price of prime butter in Nebraska during the past year has not been less than twenty-five cents per pound, and that of cheese twelve cents. When we consider the rapidly increasing demand for these articles from the new settlements and towns on the Union Pacific Railroad, from the mining districts of the mountains, and from the Pacific coast, we can see no probability that these prices will soon be diminished. Five hundred factories, with an average of four hundred cows each, might be profitably worked in the Platte Valley between Omaha and Cheyenne. If dairying is found so profitable in New York and other States, where lands range from \$75 to \$150 per acre, how much more remunerative must it prove in the Platte Valley, where the pasturage to an unlimited extent is virtually free, and hay costs but little more than the labor of securing it. Here is a rich field for investment, where large profits are sure, and failures impossible, and it is well worth the serious attention of farmers and business men.

SHEEP RAISING AND WOOL GROWING.

The State of Nebraska is admirably adapted to the raising of sheep and the production of wool. The surface of the country is remarkably smooth and dry; the hills and uplands are covered with a sweet, nutritious grass, of which sheep are very fond, and upon which they subsist and thrive during the larger portion of the year. The grasses of the valley furnish an excellent quality of hay. The winters short and dry, and the fall of snow usually light. The atmosphere is healthful, and diseases common among sheep in the older States and damper climates are here almost unknown. The sheep and wool interest in Nebraska has already attained much importance, and is rapidly growing. Every intelligent attempt at sheep farming here has been attended with gratifying results.

MARKETS.

In market advantages Central Nebraska, and the lands of the Union Pacific Railroad Company, are remarkably favored. Along the eastern border flows the Missouri river, affording cheap water transportation to the distant territories on the north and the seaboard on the south. Eastward five competing trunk lines of railway, with branches penetrating every section of the country, connect them with Chicago, St. Louis and other eastern markets. But the market most important to these lands, and the one which absorbs the great bulk of their surplus products, is found on the west, in the immense mining and grazing regions of Colorado, Wyoming, Montana, Utah, and the Black Hills. These territories contain a large and rapidly increasing population of consumers, who depend entirely for sustenance upon the productions of the Platte Valley and Central Nebraska, which are only reached by the Union Pacific Railroad.

During 1876, 228,840,998 pounds of the agricultural products of Nebraska from the line of the road were carried by the Union Pacific Railroad, and sold at far better prices than could be obtained for similar products by the farmers of Iowa, Illinois, and the more Eastern States.

In the early history of other Western States, great inconvenience and many hardships resulted from the want of markets. Settlers were compelled to haul their grain many miles over bad roads and unbridged streams, and then sell at very low prices, until relieved by the construction of railroads. Settlers on the lands of this company 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, 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 of the East, West and South.

TIMBER.

Nebraska is almost exclusively a prairie State. It contains no dense forests, requiring the toil of a life-time 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 use. 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 in the east. Cottonwood is a light, porous, yellowish-white wood, of remarkably quick, hardy growth. 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 own planting. Nebraska has the honor of being one of the first States to encourage the planting of trees by legislative enactment.

FENCING.

Among the most frequent questions of persons contemplating moving to a new State are those relating to the cost of fencing. Well may this subject engage their thoughtful attention. On an ordinary farm in the Eastern States, the putting up and keeping in

UNION PACIFIC RAILROAD.

pair of fences involves a greater outlay of money and labor than necessary buildings, and forms by far the most burdensome farmer is compelled to meet. In Nebraska the herd law pays with the necessity of fences. Every man is responsible for the care of his own stock, and the injustice of requiring the farmer, with few or no stock, to devote a large part of his capital and time to protect himself from his more fortunate neighbor's large herd is avoided. This principle has worked well in Nebraska, and gives universal satisfaction. Fencing here is absolutely unnecessary. Cases occur, however, where from force of habit, or of early associations, a farmer will fence his land. For such persons there are, first and cheapest, the sod fence, which answers a good purpose, and costs only the labor and time to build it; second, the wire fence, costing about seventy-five cents per rod; third, the board fence, which may be constructed at a cost of one dollar and thirty cents per rod; but the most popular and least objectionable is the hedge. Of these there are several varieties; that most in use is the Osage Orange. This plant is easily cultivated, grows rapidly, and in three years forms a hedge sufficient to turn stock. Hedges form a good wind break, furnish shade and shelter for stock, and give a picturesque 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 is shipped directly from the great lumber markets of the East, *without breaking bulk*, and is sold at convenient points on the line of the road, at prices but little in advance of Eastern rates. Quarries of excellent building stone have been opened at different points; and good brick material is found in every portion of the State.

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

nel, 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 manufacture 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 provisions 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 to 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 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, \$7.50 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 sufficient to maintain the public schools, and render taxation for school purposes entirely unnecessary. In addition to the public school land, 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; an institution for the education of the deaf and dumb has been established at Omaha, and an asylum for the blind is located at Nebraska City. Tuition in all the 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 foundation 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 intention 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 exempted from forced sale at 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 due from that date*. They are levied the first of July, become *due* the first of January, and *delinquent the first of May* following. If 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 is advertised and sold. Delinquent tax land is advertised in October, and offered for sale in November. 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, two cents for each parcel advertised, and 40 per cent. on total of the items from date of sale until redeemed.

LANDS.

The future of Nebraska is brilliant with promises. She lies at the foot of the mountains, the most western of the agricultural States; on the east are all the great trunk lines of railroad, prepared to carry her products to the seaboard cities; on the west, immediately at her doors, is the great mining districts, soon to be occupied by a large population that must draw their supplies of food from her granaries. Now, in Nebraska, lands are cheap, inviting every man to accept a home, independent of the likes, dislikes and caprices of others. Soon these opportunities will have passed away. A rapidly increasing population is occupying her river valleys and broad table lands. But few years will elapse before cheap lands will only be a record of history.

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 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 cannot 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 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, postoffices, 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 have been fully realized among the colonies already successfully located at various points in the West, and are attracting the attention of emigrants throughout this country and 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 distance from railroad communications. Half the lands were withheld from 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 but in 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, Pre-Emption and Timber 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.

LOCATION OF COLONIES.

A number of important colonies have, during the past few years, located along the line of the Union Pacific Railroad. The first one was a colony of Swedes, numbering about five hundred families.

who settled in Saunders county in 1869 and 1870. These people, of whom many were poor, are chiefly engaged in farming. Their crops have generally been very good; and they have, without scarcely an exception, already succeeded in making comfortable homes and securing a fair competence. They have several churches and a number of good schools among them, and are universally esteemed as a moral, industrious people, and an excellent class of citizens. Vahoo is the nearest town.

Another colony of Swedes is located in Polk county, on the Big Blue, near the town of Stromsburg. They possess the same traits of character that distinguish their countrymen in Saunders county, and are meeting with a similar success.

During the present season of 1878, a third colony of Swedes, from Wisconsin and Northern Illinois, has located in the northern part of Hamilton county.

During 1869 and 1870, a colony from Nova Scotia, mostly of Scotch and English descent, settled in Colfax county, in the vicinity of the town of Schuyler. Uniform prosperity has attended them. Other settlers have followed; and churches, school houses, mills, and improved farms give to Colfax county the appearances and the advantages of an old established community.

A flourishing colony of Danes is located in Howard county, on the South Fork of the Loup river, in a fertile, picturesque country, where abundance of good timber is found. Their principal town, Danneborg, contains stores, shops, etc., and a good flour mill.

In the southeast corner of Howard county, some ten miles north of Grand Island, is a German Catholic colony, which was located in the spring of 1876. They have already put up a neat, comfortable church and school house, and the colony bids fair to become a flourishing settlement. It is called St. Libory, from a town of the same name in St. Clair county, Illinois. The land is near mills, markets, etc., and has stage connections with Grand Island. It offers an excellent location for German Catholic emigrants.

West of this settlement, near the town of Berg, in Buffalo county, is located a colony of Germans from Saxony. Although but recently established, they are constantly receiving new accessions from the fatherland, and have every prospect of soon becoming an important settlement.

The soldiers' homestead colony, composed almost exclusively of American born citizens, is settled in the vicinity of Gibbon, and is a large and prosperous community.

In Dawson county, near the town of Plum Creek, is the Philadelphia colony. These people are chiefly from Pennsylvania, though many of them are of Scotch origin. Their town is growing very rapidly, and business is active and remunerative.

Fifteen miles west of Plum Creek on the famous 100th meridian, also in Dawson county, a colony from Southern Ohio have located near a new station called Cozad, from the name of their first settler. New accessions are constantly arriving, and the indications are that a fine settlement will be established at this point, and that Cozad will become a place of considerable importance.

There is a large Bohemian settlement located in the northwest of Saunders and the northeast of Butler counties. These people are a frugal, industrious class, and form a prosperous colony. They have received large accessions to their numbers during the year 1878.

South of Platte river, on the magnificent table lands of Cheyenne and Phelps counties, a colony of Swedes, mostly from the settlements in Illinois, have located. They possess superior advantages, and give promise of making an exceedingly fine settlement.

In all these settlements there is still room for more people. Good citizens are always welcomed. And other localities as desirable, invite new colonies.

INFORMATION ABOUT HOMESTEADS

The word homestead, as now applied in the United States, signifies a tract of land given away by the government as a free gift, ever, on the single condition that the person accepting shall live upon the land, and cultivate it, and make it his home for five years. It consists of eighty acres, if within the railroad of twenty miles on either side of the track, and one hundred acres if outside of these limits. Applications for the

legal forms, which will be furnished him by the land officer in charge. A fee of fourteen dollars is charged, to cover the expense of surveying and entering the land. Within a reasonable time after making an 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 law, and paying an additional fee of four dollars, he will receive a complete title to the land from the government, and may thenceforth do with it what he pleases.

Homesteads, for five years, 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.

SOLDIERS' HOMESTEADS.

Any person, who served at least ninety days in the Union army or navy during the late war, is entitled to a homestead of one hundred and sixty acres on the alternate reserved section of public land within railroad limits, and to have the time of such service deducted from the five years' residence required. The settler must, however, in all cases, live upon and cultivate the homestead at least one year before full title to the same can be acquired.

THE UNITED STATES TIMBER CULTURE LAW.

By a recent act of Congress to encourage the growth of timber on the Western plains, any person entitled to take a homestead is also entitled to 160 acres, 80 acres, 40 acres, or a fractional subdivision of less than 40 acres, on condition of planting one-sixteenth of the tract to timber, and keeping the same in a thrifty, growing condition for a period of eight years. Residence upon a timber claim is not required, and it is also exempt from taxation and from liability of debt until the issuing of the patent.

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 homestead and timber 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, and the common necessities—meats, flour, grain, potatoes etc.—are cheaper than in the Eastern States. The following may be taken as average prices at this date, September 1, 1878:

Work cattle, per yolk.....	\$ 75 00	to	\$125 00
Horses and mules, per pair.....	100 00	to	220 00
Driving horses, each.....	75 00	to	200 00
Farm wagon.....	70 00	to	90 00
Spring wagons.....	70 00	to	125 00
Harness, double set.....	30 00	to	40 00

LIVE STOCK.

Yearlings.....	\$ 10 00	to	\$15 00
Two year-olds.....	15 00	to	22 00
Three-year-olds.....	20 00	to	40 00
Cow.....	20 00	to	50 00
Calves.....	5 00	to	10 00
Sheep.....	\$2 50	to	5 00
Hogs, per pound.....	6	to	6½
Beef cattle, per pound.....	3	to	5

AGRICULTURAL IMPLEMENTS.

ing machines.....	\$500 00	to	\$700 00
sters.	150 00	to	200 00
s.	80 00	to	100 00
and seeders.	40 00	to	80 00
lanters.	40 00	to	60 00
planters.	1 00	to	2 50
hellers.	8 00	to	85 00
talk cutters.....	40 00	to	60 00
ators.....	20 00	to	25 00
mills.			55 00
cutters.....	6 00	to	25 00
rakes.....	25 00	to	30 00
ing rakes.	5 00	to	8 00
ws.....	8 00	to	10 00
ing plows.....	20 00	to	25 00
g plows.....	10 00	to	20 00
plows.....			75 00
plows.	50 00	to	65 00
rs.	175 00	to	280 00
mills.....	90 00	to	150 00
and brass cylinder.....			15 00
pipe, per foot.....	20	to	30

LUMBER AND BUILDING MATERIAL.

ng, dressed and matched, per M.....	\$20 00	to	\$30 00
. per M.....	14 00	to	18 00
g, $\frac{1}{2}$ -in., beaded, per M.....	18 00	to	25 00
on boards, per M.....	16 00	to	18 00
scantling, etc., 18 feet and under, per M.....			17 00
ng, per M.....	16 00	to	18 00
es, A sawed per M.....			3 25
es, No. 1, per M.....			2 00
per M.....			2 00
l doors.....	1 25	to	2 00
per M.....	8 00	to	10 00
per barrel.....			1 50

HOUSEHOLD FURNITURE.

ads.....	\$2 00	to	\$4 00
sses.....	2 50	to	4 00
.....	2 00	to	7 00
. per doz.....	5 00	to	10 00
ng chairs.....	75	to	4 00
ng glasses.....	25	to	4 00
en safes.....	4 00	to	10 00
as, with glass.....	10 00	to	16 00

WAGES.

nters. per day	\$2 00	to	\$3 00
s, per day.....	3 00	to	4 00
rs. per day.....	2 50	to	3 00
smiths. per day.....	2 50	to	3 00
ge-makers per day	2 50	to	3 00
borers, per day.....	1 50	to	2 00
akers, per week.....	15 00	to	20 00
hands, per month (including board).....	15 00	to	20 00
, per annum.....	500 00	to	1,500 00
ers, per annum.....	300 00	to	2,000 00

ed 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.

Reduced rates for tickets and freights are given to colonists and settlers.

LAND EXPLORING TICKETS

are issued, both one way and round trip, at a trifle over half fare, and may be found at most of the principal stations on railroads in the Western, Middle and Eastern States. A correct list of stations where land tickets may be found on sale is given in the *PIONEER*, a paper published by the Land Department. These tickets give passengers the privilege of stopping 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 one-half its amount, if he purchases eighty acres. Good hotels will be found at the principal stations on the road, where those in search of land will be accommodated at reasonable prices.

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

All persons coming West are cautioned to be on their guard against 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, where you can 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, **BE CAREFUL TO PURCHASE**

THROUGH TICKETS TO OMAHA, NEB.

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

The following through railway lines start from all the principal points and connect with the

UNION PACIFIC RAILROAD, at Omaha, Nebraska.

The fare is the same by each route.

By examining the list carefully parties will have no difficulty in ascertaining which is the road to take from their starting place to reach OMAHA in the safest and most expeditious manner. The cost

of tickets and all information pertaining to the transportation of family and goods can be ascertained directly from the agents of any of these lines.

Passengers from Boston and New England can take the BOSTON & ALBANY RAILROAD, connecting at Albany with the New York Central.

Passengers from New York can take the PENNSYLVANIA CENTRAL, and PITTSBURGH, FORT WAYNE AND CHICAGO RAILROADS, through the States of New Jersey, Pennsylvania, Ohio, Indiana, Illinois and Iowa, to Nebraska; or the NEW YORK CENTRAL RAILROAD, running along the Hudson river and thence through Central New York to Buffalo, where it connects with the LAKE SHORE & MICHIGAN SOUTHERN, for Cleveland and Chicago; or the CANADA SOUTHERN, for Toledo, Chicago and Omaha; or they take the NEW YORK & ERIE RAILROAD, via Buffalo, Dunkirk, Cleveland and Chicago to Omaha.

Passengers from Baltimore take the BALTIMORE & OHIO RAILROAD, through Washington, or direct to Wheeling and Chicago, or St. Louis to Omaha, or the NORTHERN CENTRAL & PENNSYLVANIA RAILROAD, via Harrisburg, Pittsburgh and Chicago, to Omaha.

Passengers from Portland, Montreal and Quebec, take the GRAND TRUNK RAILWAY, running through Canada, and connecting at Detroit with the

MICHIGAN CENTRAL, for Chicago and Omaha.

Passengers from Chicago can take either of the following routes, viz:

CHICAGO & NORTHWESTERN,
CHICAGO, ROCK ISLAND & PACIFIC,
CHICAGO, BURLINGTON & QUINCY.

Passengers from Pittsburgh, Columbus and Central Ohio, take the

PITTSBURGH, CINCINNATI & ST. LOUIS RAILROAD.

Passengers from Cincinnati and vicinity should take the

CINCINNATI, HAMILTON & INDIANAPOLIS RAILROAD, to Indianapolis, Peoria, Burlington and Omaha; or the

OHIO & MISSISSIPPI RAILROAD, to St. Louis and Omaha.

From Indianapolis and vicinity take the

INDIANAPOLIS, BLOOMINGTON & WESTERN RAILROAD, to Burlington and Omaha; or the

ST. LOUIS, VANDALIA, TERRE HAUTE & INDIANAPOLIS RAILROAD, to St. Louis and Omaha.

From St. Louis take the

ST. LOUIS, KANSAS CITY & NORTHERN RAILROAD; or the

MISSOURI PACIFIC, to Kansas City, thence the

KANSAS CITY, ST. JOSEPH & COUNCIL BLUFFS RAILROAD, to Omaha.

From St. Paul take the

ST. PAUL & SIOUX CITY, thence the

SIOUX CITY & PACIFIC, to Omaha.

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

Parties in Chicago, and points east of Chicago, can obtain full information in regard to *cheap lands, free Homesteads and reduced rates of transportation*. And also secure *Land Exploring Tickets* from Chicago to all places on the Union Pacific Railroad, east of North Platte, at **VERY LOW RATES**, by applying in person or by letter to I. S. HODSON, No. 57 Clark Street, Chicago, ILL.

Full information can also be obtained at the *Union Pacific Railroad Office*, No. 287 Broadway, New York; M. H. Judd, Council Bluffs, Iowa; R. E. McCorkle, 132 Fifth Avenue, Pittsburgh, Pa.; Fred. M. Funk, 116 Market Street Philadelphia; W. L. Greene, 287 Broadway New York; James F. Aglar, 406 Pine Street, St. Louis, Mo.; D. C. Blackman, Nat'l. Hotel, Buffalo, New York.

EMIGRANT HOUSE.

On their arrival at East Omaha, passengers will find near the Railroad Depot, a large, commodious emigrant house, fitted with kitchen, sleeping apartments, washing and dressing rooms and other conveniences, where strangers, with their families and baggage, can be comfortably accommodated at a small expense until they can select their land, or make other arrangements. The building was erected expressly for the comfort and convenience of emigrants; it is under charge of the company's agents, whose duty it is to give all needful information and assistance, and to see that the settlers are protected from imposition and fraud. The Land Department has an office near the depot, where maps showing the location of the lands may be examined, and full information respecting the quality of the land, prices, terms of payment, etc., obtained.

Maps are furnished showing the lands still for sale. 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; the third shows the lands extending west from the old Fort Kearney military reservation. These maps are furnished gratuitously to persons desiring to examine the land, 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

LEAVITT BURNHAM,

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

WHAT TO DO AND WHERE TO GO.

THE Government and Railroad lands along the line of the Union Pacific Railroad are now the only available lands on the great Main Street across the Continent. The location of these lands is in the geographical center of the United States, and within the great central belt of population, commerce, and wealth, which, beginning at Boston, New York, and Philadelphia, embraces Buffalo and Pittsburgh, Detroit and Cincinnati, St. Louis and Chicago, and Kansas City and Omaha.

By the census of 1870 this belt was found to contain two-thirds of the population, four-fifths of the real and personal property, three-fourths of the schools, public libraries, and newspapers, and four-fifths of the number of churches in the United States.

The climate is a medium between that of the regions farther north, where the winter lasts half the year, and that of those nearer the Gulf of Mexico, where the summer parches the earth with its merciless heats. The atmosphere being dry, the extremes of temperature are not objectionable, as are those of the moist atmosphere of Eastern States.

The mineral districts contain gold and silver; also coal, iron, lead, copper, zinc, soda, salt, sulphur, alum, and borax; these afford a safe investment for the capitalist, also the assurance of an unlimited supply and cheap prices to the consumer.

The pastoral districts present extensive opportunities for the engaging in raising of horses, cattle, and sheep. No branch of husbandry offers more certain and profitable returns than stock-raising. The shipments of beef to England have, during the present year, exceeded 8,000,000 pounds weekly; all of which was fattened on the Western plains.

The towns, from their rapid growth, present openings for the success of stores and factories; the establishment of which would require but a small capital.

The farming districts possess advantages superior to those of any other section of the United States. The soil is of the best yet analyzed. The climate is not too cool for corn, nor too hot for wheat.

It is within this belt of two hundred miles that agriculture is more diversified than without its limits. The winters are therefore stock is not housed any great length of time, thereby obviating the necessity of providing a large supply of winter food. The market facilities are pre-eminently advantageous; the Union Pacific Railroad being a link of the great commercial artery between the markets of Europe, the leading cities of the Eastern States, the extensive mining districts of the Western States, the Pacific Slope, the Orient and the Antipodes.

The progress of the settlement and cultivation of the West is one of the most interesting phases of American history. The rapidity and intelligence which the "Star of Empire" moves westward is prophetic of future national greatness beyond the every-day thoughts of even New England's greatest minds. The line moves forward about sixteen miles every year, forming a salient angle at the points where railroads or the richest lands have drawn the newcomers. Every year there passes from the dominion of the government an area three times greater than that of Massachusetts; the child is now living who is to see the great fertile tract between the Missouri and the Rocky Mountains occupied by a prosperous people.

For Maps, "The Guide," "The Pioneer," and information relative to special fares, prices and location of lands, address,

LEAVITT BURNHAM,
Land Commissioner U. P. R. Co., Omaha, A

THE TOWN LOT DEPARTMENT

EMBRACING

More than One Hundred Towns

BETWEEN

OMAHA, NEB., AND CORINNE, 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 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. 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.

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

LEAVITT BURNHAM,

Land Commissioner, Omaha, Neb.

