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# FREE HOMES!

is still a large amount of GOVERNMENT LAND open to entry in



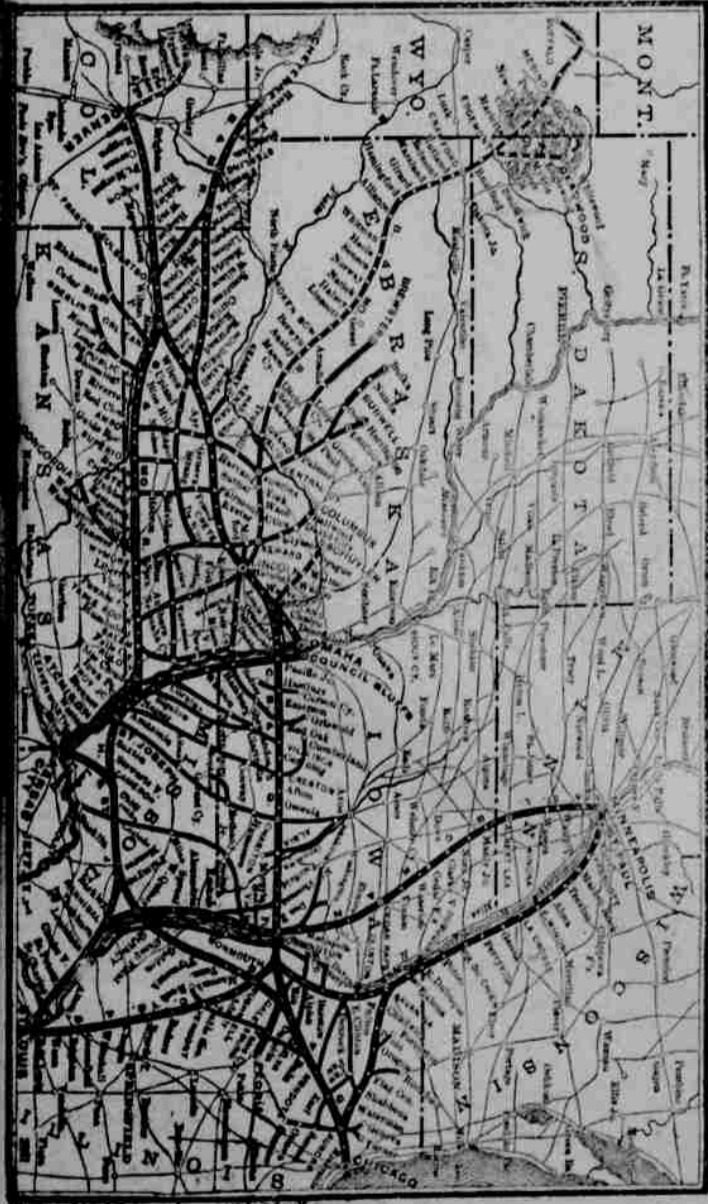
Map of the Elkhorn System.

## Sioux County, Nebraska.

Sioux county is in the northwest corner of the great state of Nebraska, and is thirty miles east and west by seventy miles north and south. It comprises a fine rolling table land and valuable timber land. The county contains 2,200,000 acres of land. Something near one-third of this area has been filed on by a large number of whom have made final proof and have deeded farms. The remainder is still open to settlement. Of course there is a portion of this not suitable for farming purposes, a part being timber land and is therefore valuable, and other tracts, too rough for cultivation, produce the most nutritious grasses and are excellent for stock raising purposes. The locality has an advantage which no other portion of Nebraska possessed

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alone, makes it possible for a man to improve a piece of land with a small outlay of capital as has been done in other parts of the state.



85 Miles of Railroad.

Sioux county has the main line of the F. E. & M. V. railroad crossing it from west and connecting with the Cheyenne & Northern, thus making a line from Omaha to Denver and the Pacific coast, and also connects this local line with the coal fields just across the line in Wyoming. This road has 32 miles of track in Sioux county.

The B. & M. crosses the northeast part of the county and has 15 miles of its track in the borders of Sioux county. This road brings down the coal from the

newly opened mines at Newcastle, and the road is being pushed on to Helena, Montana.

The Pacific Short Line has a line surveyed across the southern part of the county, and the management informs us that before the close of another season it will have its line in operation beyond the west line of Nebraska. The survey of the Pacific Short Line shows that the road will have over 38 miles of track in Sioux county.

The B. & M. has a survey running west from Alliance, crossing the south part of Sioux county and it is expected that it will be built, but as the amount of the line which would be in Sioux county is not known, it is not figured in the above statement.

When you take into consideration the fact that Sioux county has got so great a railroad mileage and has

## NO RAILROAD BONDS

outstanding, and in fact, no county bonds of any kind have ever been issued by Sioux county, you cannot but see that it is far better off than those counties that have a large amount of bonds for a few miles of railroad.

The accompanying maps will give the reader a good idea of the railroad advantages possessed by Sioux county.

The soil is of such a nature to eminently fit it for agriculture. Experiment<sup>ed</sup> indicates that it will soon be one of the most profitable sugar beet producing districts in the world, and other crops will not be far behind.

There are a great number of small streams distributed throughout the county, furnishing excellent opportunities for stock raising and still are not large enough to cause a heavy public expense for bridges. The settler can go to the sawmills in Sioux county and buy

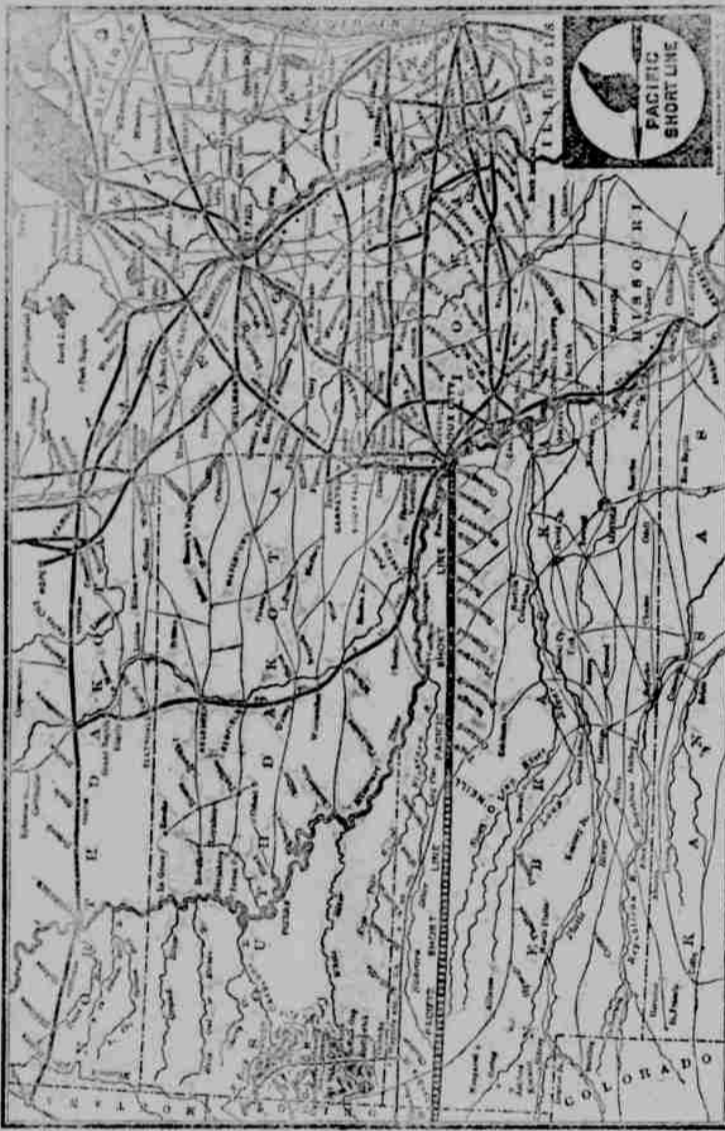
## Native Pine Lumber

or less than half what the same grade of material would cost five hundred miles east of here. Good building stone can be easily obtained from various parts of the county; an excellent quality of brick have been made only a few miles from the seat; the quality of the water is the very best and the climate is fine.

Harrison is the county seat and the only railroad town in the county, although new towns are being laid out at different points. There is a fine brick court house which cost \$10,000, and representatives of almost all lines of business.

There is no railroad land in Sioux county, it is either government land subject to entry; school land subject to lease or purchase, or land that has been taken up by settlers.

COME WEST, SEE AND SETTLE.



Map of Pacific Short Line and Connections.

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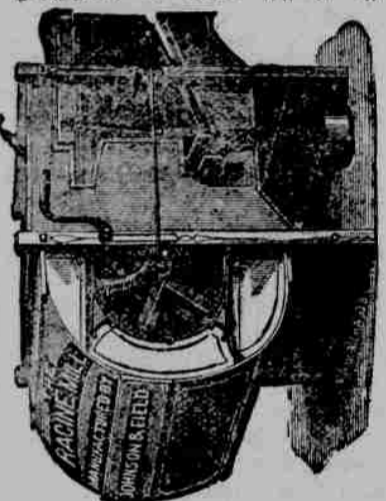
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