unty Journal. TY PAPER.

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is just what you

ma 26, 1891.



a large amount of GOVERNMENT LAND open to entry in



Map of the Elkhon Syst m.

Nebraska. County,

is in the quelliwest corner of the great state of Nebruska, and it east and west by seventy miles north and mather it comprise dling tible land and y dauble timber tast. The county contain land. Something near one-third of this area has been fitted on b mber of whom have made inal proof and have desiral farm still open to settlement. Of course there is a portion of the for farming purposes, a part being timber land and is then other tracts, too rough for cultivation, produce the most naturd are excellent for stock raising purposes. is a radvantage which no other partion of Nebraska possesses

sts and House Logs are FREE!

makes it possible for a man to improve a piece of hard with a



Railroad. Miles

ainty has the main line of the F. E. & M. V. railroad crossing it from add condecting with the Cheyenne & Northern, thus making a line of Ordalia to Denver and the Pacific coast, and also connects this local-total fields just across the line in Wyoming. This road has 32 miles

M. of cross the northeast part of the county and has 15 miles of its the borders of flour county. This road brings down the coal from the

newly opened mines at Newcastle, and the read is being pushed on to Helena,

The Pacific Short line has a line surveyed zeross the southern part of the county, and the management inform 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

The B. & M. may a survey running west from Allinhoe, crossing the source part Some (reant) and it is expected that it will be built, but as the amount of the me which would be an Story county is not known, it is not figured in the above

When you take into consideration the fact that Soux county basegot so great radroad mileage and bas

RAILROAD BONDS NO

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 gave a large amount of bonds for a few miles of railroad.

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

The soil is of such a nature to eminently fit it for agriculture. Experiments indicate 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

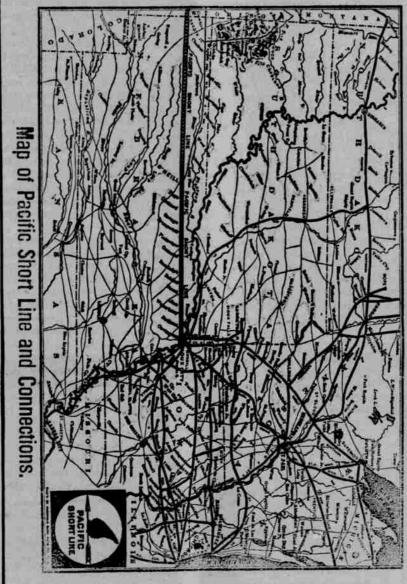
Pine Lumber

for 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 coulty; an excellent quality of brick have been made a few miles from the seat; the quality of the water is the vert best and the climate is line,

Harrison is the county seat and the only railroad town in the county, alhough new towns are being laid out at different points. The is a line 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 o entry; school land subject to lease or purchase, or land that has been taken up

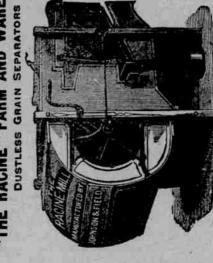
TE COME WEST, SEE AND SETTLE.

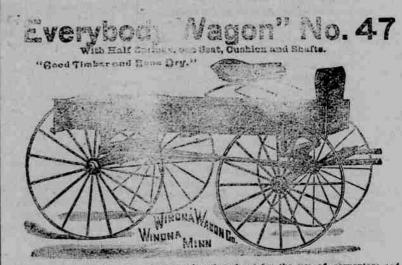






NOSNHO





The box is easily taken off and the genr lengthened out for the use of carponters and mesons. This wagon has emoute finish, is painted bright and attractive, and is strong and THE MAINGNA MARGON CO...

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