x County Journal.

COUNTY PAPER.

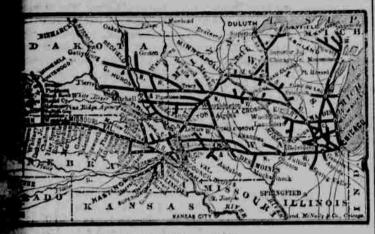
n Price, \$2.00 - Editor

AY, FEB. 26, 1891.

that every case of pulmon-treated in time, may be ured by Ayer's Cherry Pec-



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



Map of the Elkhorn System.

Nebraska. County,

sounty is in the northwest corner of the great state of Nebraska, and is y miles east and west by seventy miles north and south. It comprises fine rolling table land and valuable timber land. The county contains res of land. Something near one-third of this area has been filed on by large number of whom have made final proof and have deeded farm s ader is still open to settlement. Of course there is a portion of this suitable for farming purposes, a part being timber land and is there e, and other tracts, too rough for cultivation, produce the most nutries and are excellent for stock raising purposes.

cality 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 allr outlay of cash than he could have done in other parts of the state.



Railroad.

county has the main line of the F. E. & M. V. milroad 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 localthe ceal fields just across the line in Wyoming. This road has 32 miles in Sioux county.

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

newly opened mines at Newcastle, and the road is being rushed on to Helena,

The Pacific Short line has a line surveyed across the southern part of the ounty, 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 Sionx 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

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

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 advantages 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 dis-

tricts 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

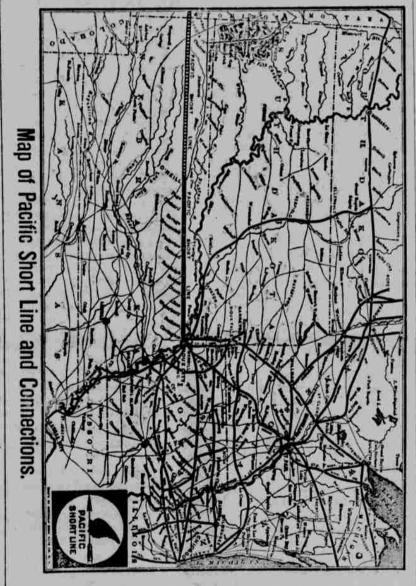
Native Pine Lumber

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 coudty; 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 fine.

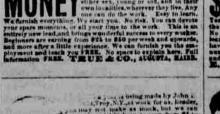
Harrison is the county seat and the only railroad town in the county, although new towns are being laid out at different points. The is a fine brick court house which cost \$10,000, and representatives of almost all lines of business.

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

TECOME WEST, SEE AND SETTLE.













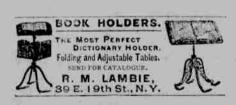
NOSNHO

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