

Union Pacific and the State of Nebraska

The Union Pacific Railroad and the State of Nebraska are so closely related that the mention of one naturally brings to mind the other, and the history of the two is so closely interwoven that to separate the one from the other would be to leave that of either incomplete.

Nebraska was the birthplace of the Union Pacific. In Omaha, December 1, 1863, the first ground was broken for this great trans-continental highway and pioneer railroad of Nebraska. The coming of the railroad brought new settlers to Nebraska territory. On March 1, 1867, Nebraska was admitted to the union as a state and from that day to this, the two have exerted every effort to make Nebraska the banner state of the union in crop yields, transportation facilities and all the other features that tend toward the sturdy growth and development of a new locality.

From an humble beginning, the Union Pacific has grown with the State until it now serves over one-third of the counties of Nebraska directly, and furnishes markets for products raised in these as well as a large majority of the remaining counties.

The population of the entire State has grown from 28,841 in 1860 to 1,192,214 in 1910, the latest government census. This growth has not been phenomenal but represents a steady gain through immigration from eastern communities that have become overcrowded. The railroad has been the leading factor in the settling of the State of Nebraska, large tracts originally occupied by stock ranches have been divided into small farms, new towns have sprung up bringing with them commercial industries based chiefly on raw material raised in the surrounding agricultural districts, and the growth has been healthy, steady and permanent. True, Nebraska has many acres that are not at present producing crops to the full extent of their capability, but educational advancement along agricultural lines is producing wonderful results and intensified farming is each year coming more into prominence. Districts falling short of necessary moisture are being supplied with water by gasoline or electric pumping plants. This departure from fixed farming methods is already effecting a vast increase in farm production, and is one of the features that is receiving encouragement from the Union Pacific Railroad in co-operation with business men and farmers of the State.

The improvement of dairy stock is another subject that is receiving special attention and several special instruction

trains carrying leading authorities on forage crops have been run through different sections of the State. The railroad is ready and anxious to better the conditions along every line of agriculture, in the territories through which it operates, and welcomes any opportunity to assist in the improvement of the State in general.

While the Union Pacific does not assume all the credit for the increase in agricultural yields in Nebraska, it desires to call attention to a few figures taken from U. S. Government bulletins that should recommend Nebraska soil and climatic conditions to those who might be seeking a newer and richer field for the pursuit of farming industries.

Total value of farm property, in 1910, \$2,079,818,647—an increase of 178.1 per cent in the last ten years.

Of the above amount, over a billion and a half dollars represents land alone, which item has increased in value over 231 per cent in the above mentioned period. Domestic animals, poultry, and bees have increased over 52 per cent; mortgages have decreased materially, a point not to be overlooked by anyone seeking information relative to a new community.

The Union Pacific in Nebraska has grown as transportation facilities demanded and, today, has in the State over 475 miles of main line track and a total mileage of over 1,200 miles, including double track and branches. Its entire main line has been double-tracked; ballasted with disintegrated granite which does away with practically all road dust, an important feature especially during the summer months; protected by a system of automatic electric block safety signals. Powerful engines and steel cars have been added to the equipment and numerous other improvements that contribute to pleasant railway travel have been installed.

With the co-operation of the people of Nebraska, the Union Pacific will continue to grow and, through its growth, the State will be benefited.

The Union Pacific maintains a Colonization and Industrial Bureau for the purpose of assisting intending settlers, and those who are looking for business opportunities, to meet their requirements at the minimum of cost and with the least possible expenditure of time and effort upon their part. We hope, therefore, that you will feel at liberty to command the services of the Bureau, at any time, if you are looking for land, or for a business opening. Thousands of acres of land—sub-irrigated, irrigated, non-irrigated, timber, etc.—are listed; and we have on file information covering three thousand business openings in the territory of the Union Pacific System Lines, which is free for the asking. Write today to

R. A. SMITH, Colonization and Industrial Agent,
Room 300 Union Pacific Building, Omaha, Nebraska.

