

United States

vs

The Burlington & Missouri River
Railroad Company

} Filed for record February 16th 1880

The United States of America

vs all to whom these presents shall come. Coming:

Whereas by the act of Congress, approved July 3rd 1862 "to aid in the construction of a Railroad and Telegraph line from the Missouri River to the Pacific Ocean, and to secure to the Government the use of the same for postal, military and other purposes" authority is given to "the Burlington & Missouri River Railroad Company" a corporation existing under the laws of the State of Iowa, to extend its road through the Territory of Nebraska "from the point where it strikes the Missouri River, south of the mouth of the Platte River, to some point not further west than the one hundredth meridian of West Longitude," and provision is made for granting to the said Burlington and Missouri River Railroad Company, every alternate section of public lands, designated by odd numbers, to the amount of ten alternate sections per mile on each side of said road, on the line thereof, and not sold, reserved, or otherwise disposed of by the United States, and to which a pre-emption or Homestead claim may not have attached at the time the line of said road is definitely fixed.

And Whereas, by "Joint Resolution" approved April 10th 1869, the said Burlington and Missouri River Railroad Company is authorized "to assign and convey to a railroad company, to be organized under the laws of the State of Nebraska, all the rights, powers and privileges granted and conferred, by said Act of July 3rd 1862 and subject to all the conditions and requirements therein contained" and a copy of the Articles of Incorporation, authorized by said Resolution, and bearing date May 12th 1869, has been filed in the Department.

And Whereas, by the Act approved May 6th 1870, the said Burlington and Missouri River Railroad Company, or its assigns, in the State of Nebraska, may so far change the location of that portion of its line, that lies West of the City of Lincoln, in said State, as shown by the map thereof, now on file in the General Land Office, so as to secure a better and more practicable route, and to connect with the Union Pacific Railroad at or near the Fort Kearney reservation" which map of the

amended line has been duly filed in this office.

And whereas it is indicated by letters of the Secretary of the Interior, to the Commissioner of the General Land Office dated October 13, November 15, and December 15, 1871 that the Commissioner appointed by the President under the provisions of the twentieth section of the said act of Congress approved July 27th 1864 have reported to him that seven sections of twenty miles each of said Railroad have been completed and equipped in the manner prescribed by said act and the same accepted by the President.

And whereas, certain tracts have been selected under the acts aforesaid by William D. Steiger the Agent of the Burlington & Missouri River Railroad Company, as shown by his original lists of selections, dated December 8, 1871, April 1st & 17, 1872 certified under dates, April 19 & 30 and May 6, 1872 by the Register & Receiver at Lincoln, Nebraska and his list of selections dated January 12, 1872 certified by the Register & Receiver at Beatrice, Nebraska April 20th 1872, the said tracts being within twenty miles of the line of said road and described as follows, to wit:

all of	1	6	1	77	640 56
all of	3	6	1		641 40
all of	5	6	1		639 60
all of	7	6	1		650 68
all of	9	6	1		640
all of	11	6	1		640
all of	13	6	1		640
all of	15	6	1		640
all of	17	6	1		640
all of	19	6	1		656 20
all of	21	6	1		640
all of	23	6	1		640
all of	1	7	1		640 40
all of	3	7	1		636 60
all of	5	7	1		636 80
all of	7	7	1		640 76
all of	9	7	1		640
all of	11	7	1		640
all of	13	7	1		640
all of	15	7	1		640
all of	17	7	1		640
all of	19	7	1		642 50

forward