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United States

To

Barry &amp; Martin, Attorneys at Law, of Neb.

The United States of America,  
 Greeting:  
 Whereas, by the Act of Congress, approved  
 July 2nd 1864 "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" au-  
 thority 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 land, 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 other-  
 wise disposed of by the United States, and to which a pre-  
 sumption 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 compan-  
 y to be organized under the laws of the State of Nebraska,  
 all the rights, powers and privileges, granted and con-  
 ferred by said Act of July 2nd 1864, 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 14th 1869, has been filed  
 in the Department.

And Whereas, by the Act approved May 6th 1870, the said Bur-  
 lington 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,  
 when a map of the amended line has been duly filed  
 in the office.

Patent continued.

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 Commissioners appointed by the President under the provisions of the twentieth section of the said act of Congress approved July 2nd 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 S. 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 date April 19 & 30 and May 6, 1872, by the Register & Receiver at Lincoln, Nebraska and his list of selections dated January 12th 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:

| Part of Section  | Sec. | Twp. | Range | Acres |
|--|------|------|-------|-------|
| All of   | 1    | 9    | 1 E.  | 63908 |
| N <sup>2</sup> NE <sup>4</sup> , S <sup>1/2</sup> NE <sup>4</sup> , S <sup>1/2</sup> SE <sup>4</sup> & S <sup>1/2</sup> N <sup>4</sup> . | 3    | 9    | 1 "   | 31907 |
| S <sup>2</sup> NE <sup>4</sup> & S <sup>2</sup>  | 5    | 9    | 1 "   | 400   |
| All of   | 7    | 9    | 1 "   | 64212 |
| All of   | 9    | 9    | 1 "   | 640   |
| N <sup>2</sup> & N <sup>2</sup> SE <sup>4</sup>  | 11   | 9    | 1 "   | 400   |
| S <sup>2</sup>   | 13   | 9    | 1 "   | 320   |
| All of   | 15   | 9    | 1 "   | 640   |
| All of   | 17   | 9    | 1 "   | 640   |
| all of   | 19   | 9    | 1 "   | 64240 |
| all of   | 21   | 9    | 1 "   | 640   |
| all of   | 23   | 9    | 1 "   | 640   |
| all of   | 25   | 9    | 1 "   | 640   |
| All of   | 27   | 9    | 1 "   | 640   |
| all of   | 29   | 9    | 1 "   | 640   |
| all of   | 31   | 9    | 1 "   | 64120 |
| all of   | 33   | 9    | 1 "   | 640   |
| all of   | 35   | 9    | 1 "   | 640   |

Patent continued,

| Part of Section  | Sec. | Sup. | Range | Acres  |
|--|------|------|-------|--------|
| all of   | 9.   | 12   | 1 E.  | 640    |
| all of   | 11   | 12   | 1 "   | 640    |
| all of   | 13   | 12   | 1 "   | 640    |
| all of   | 15   | 12   | 1 "   | 640    |
| all of   | 17   | 12   | 1 "   | 640    |
| all of   | 19   | 12   | 1 "   | 638 16 |
| all of   | 21   | 12   | 1 "   | 640    |
| all of   | 23   | 12   | 1 "   | 640    |
| all of   | 25   | 12   | 1 "   | 640    |
| all of   | 27   | 12   | 1 "   | 640    |
| all of   | 29   | 12   | 1 "   | 640    |
| all of   | 31   | 12   | 1 "   | 628 24 |
| all of   | 33   | 12   | 1 "   | 640    |
| S <sup>2</sup> N.E. <sup>4</sup> , S <sup>2</sup> , S <sup>2</sup> N.W. <sup>4</sup> , & N.W. <sup>4</sup> N.W. <sup>4</sup> | 35   | 12   | 1 "   | 520    |
| all of   | 1    | 9    | 2 "   | 636    |
| E <sup>2</sup> , S.W. <sup>4</sup> , E <sup>2</sup> N.W. <sup>4</sup> , & S.W. <sup>4</sup> N.W. <sup>4</sup>                | 3    | 9    | 2 "   | 594 70 |
| E <sup>2</sup> , S.W. <sup>4</sup> , & S <sup>2</sup> N.W. <sup>4</sup>  | 5    | 9    | 2 "   | 557 29 |
| N <sup>2</sup> , N.W. <sup>4</sup> S.E. <sup>4</sup> , & E <sup>2</sup> S.W. <sup>4</sup>                                    | 7    | 9    | 2 "   | 438 40 |
| all of   | 9    | 9    | 2 "   | 640    |
| all of   | 11   | 9    | 2 "   | 640    |
| all of   | 13   | 9    | 2 "   | 640    |
| all of   | 15   | 9    | 2 "   | 640    |
| all of   | 17   | 9    | 2 "   | 640    |
| all of   | 19   | 9    | 2 "   | 638 08 |
| all of   | 21   | 9    | 2 "   | 640    |
| N <sup>2</sup> , & N.W. <sup>4</sup> S.E. <sup>4</sup>   | 23   | 9    | 2 "   | 400    |
| N <sup>2</sup> N.E. <sup>4</sup> , & S.E. <sup>4</sup> S.W. <sup>4</sup>   | 25   | 9    | 2 "   | 120    |
| all of   | 27   | 9    | 2 "   | 640    |
| all of   | 29   | 9    | 2 "   | 640    |
| all of   | 31   | 9    | 2 "   | 640    |
| all of   | 33   | 9    | 2 "   | 640    |
| all of   | 35   | 9    | 2 "   | 640    |
| all of   | 1    | 10   | 2 "   | 637 20 |
| all of   | 3    | 10   | 2 "   | 635 28 |
| all of   | 5    | 10   | 2 "   | 637 12 |
| all of   | 7    | 10   | 2 "   | 637 60 |
| all of   | 9    | 10   | 2 "   | 640    |
| all of   | 11   | 10   | 2 "   | 640    |
| all of   | 13   | 10   | 2 "   | 640    |
| all of   | 15   | 10   | 2 "   | 640    |

Patent continued,

| Part of Section   | Sec. | Twp. | Range | Acres      |
|---|------|------|-------|------------|
| all of  | 23.  | 11   | 4 E   | 640        |
| all of  | 25.  | 11   | 4 "   | 640        |
| all of  | 27.  | 11   | 4 "   | 640        |
| E. S. 1/4, E. 2 N. 1/4, & S. 1/4 N. 1/4   | 29.  | 11   | 4 "   | 600        |
| all of  | 31.  | 11   | 4 "   | 640 84     |
| N. E. 1/4, N. 1/4, N. 1/2 S. E. 1/4, S. 1/4 S. E. 1/4, E. 2 S. 1/4, & N. 1/4 S. 1/4 | 33.  | 11   | 4 "   | 560        |
| all of  | 35.  | 11   | 4 "   | 640        |
| all of  | 1.   | 12   | 4 "   | 651 27     |
| all of  | 3.   | 12   | 4 "   | 657 44     |
| all of  | 9.   | 12   | 4 "   | 640        |
| all of  | 11.  | 12   | 4 "   | 640        |
| all of  | 13.  | 12   | 4 "   | 640        |
| all of  | 15.  | 12   | 4 "   | 640        |
| N. 1/2, N. 1/2 S. E. 1/4, S. E. 1/4 S. E. 1/4, N. 1/2 S. 1/4, & S. 1/4 S. 1/4       | 17.  | 12   | 4 "   | 560        |
| all of  | 19.  | 12   | 4 "   | 629 04     |
| N. 1/2, E. 2 S. E. 1/4, N. 1/4 S. E. 1/4, & N. 1/2 S. 1/4                           | 21.  | 12   | 4 "   | 520        |
| all of  | 23.  | 12   | 4 "   | 640        |
| all of  | 25.  | 12   | 4 "   | 640        |
| E. 2, S. 1/4, E. 2 N. 1/4, & S. 1/4 N. 1/4  | 27.  | 12   | 4 "   | 600        |
| N. 1/2 S. 1/4, & N. 1/2 N. 1/4  | 29.  | 12   | 4 "   | 160        |
| all of  | 31.  | 12   | 4 "   | 625 76     |
| N. 1/2, S. E. 1/4, & N. 1/2 N. E. 1/4   | 33.  | 12   | 4 "   | 560        |
| all of  | 35.  | 12   | 4 "   | 640        |
|   |      |      |       | 166,588 77 |

Now Know ye, that the United States of America, in consideration of the premises and pursuant to the said Acts of Congress, have given and granted, and by these presents Do Give and Grant, unto the said Burlington and Missouri River Railroad Company of Nebraska, and to its assigns the tracts of lands selected as aforesaid, and described in the foregoing. Yet excluding and excepting from the transfer by these presents "All Mineral Lands," should any such be found to exist in the tracts described in the foregoing; but this exception and exclusion, according to the terms of the Statute, shall not be construed to include coal and iron land.

To Have and To Hold the said tracts with the appurtenances unto the said Burlington and Missouri

## Patent Concluded.

River Railroad Company of Nebraska, and to its assigns forever, with the exclusion and exception, aforesaid.

In Testimony Whereof, Ulysses S. Grant, President of the United States, have caused these letters to be made patent, and the Seal of the General Land Office to be hereunto affixed

U. S.  
L. O.

Given under my hand at the City of Washington, this fifteenth day of June in the year of our Lord one thousand eight hundred and seventy-two and of the Independence of the United States the ninety-sixth

By the President:

U. S. Grant

By J. Parrish, Secretary.  
C. B. Boynton, Recorder  
of the General Land Office.