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# 1962 TRANS-CONTINENTAL RAILROAD

## LAND GRANTS



E. GREEN

UNITED STATES

# DEPARTMENT of the INTERIOR

BUREAU OF LAND MANAGEMENT

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Karl S. Landstrom, Director

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## APRIL 25, 1962

Commemorating the establishment of the General Land Office, predecessor of the Bureau of Land Management. Administration of the Federal public lands began with the establishment of General Land Office on April 25, 1812.

## MAY 20, 1962

Commemorating the centennial of the Homestead Act of May 20, 1862. This program was effective in thirty of the States. In all, there were 1,622,107 final entries embracing 270,216,844 acres.

## JULY 1, 1962

Centennial of the Transcontinental Railroads Act of July 1, 1862. Grants of the public lands were made directly to these roads to facilitate the building of the transportation links between the Mississippi and the Pacific shore.

## JULY 2, 1962

Centennial of the Land Grant Colleges and Universities Act of July 2, 1862. More than 11,000,000 acres of the public lands were granted to the States for the establishment of these schools in each State and Puerto Rico.



## A Brief Sketch in United States History

The history of the United States between 1860 and 1890 might almost be written in terms of the railways.

No single factor changed the complexion of the vast Trans-Mississippi West in a shorter period of time than did the creation of the transcontinental railroads by the 37th Congress in the Act of July 1, 1862.

The 'Iron Horse' opened the Great American Desert, captured the imposing peaks of the Rockies, the Cascades, and the Sierra Nevada, and made it possible to ship and travel the width of the Nation in days, rather than weeks. The stagecoach trip from Omaha, Nebraska, to Virginia City, Nevada, required continuous travel for 17 days and nights in 1862. After the Union Pacific Railroad was completed, it was possible to travel from Omaha to Sacramento, California, in less than a week.

These ribbons of iron spiked to wooden ties provided a fast, reliable means of transporting huge quantities of raw materials to eastern mills, and shuttled finished products to the markets. Probably more important, they provided transportation for settlement, and greatly enhanced the usefulness and value of the public domain.

Congress and the President were aware of the great potential of a transcontinental railroad. They departed from precedent in public land policy and directly granted millions of acres of the public domain to private corporations for the specific purpose of building a link between the Atlantic and Pacific Oceans.

One hundred years ago, July 1, 1862, President Lincoln signed the Railroad Land Grant Act. The year 1962 commemorates the centennial of the Railroad Land Grant Act

and, thereby, the role of the public lands in the expansion of the Nation.

Congress granted vast tracts of land from the public



domain to several corporations. The Union Pacific Railroad Company was the first of the "Pacific" roads given the authority to build a railroad to the Pacific. The Northern Pacific was chartered in 1864; the Atlantic and Pacific in 1866; and in 1871, the Texas Pacific received the last of the land grants for the "Pacific" railroads.

The chartering of these roads by Act of Congress was a new attitude of the Congress toward Federal assistance for railroad construction. Before 1862, the Department of the Interior's General Land Office had been directed to transfer title of lands to the State for the purpose of building railroads.<sup>1</sup> It was only after the "Pacific Railroad Act" was passed that private firms were given direct grants and incorporated specifically by an Act of Congress and charged with building an east-west link for America.

The Federal Government granted land to the States for the construction of wagon roads, canals, and river improvements during the first part of the 19th century. These grants, like the later ones for the transcontinental railroads, were given as a result of the widespread need for internal transportation improvements.

<sup>1</sup>In 1946, the General Land Office and the Grazing Service in the Department of the Interior were merged to form the Bureau of Land Management.

In 1823, Ohio was given a 120-foot right-of-way for a wagon road plus one mile of land on each side of the road to help defray the costs of construction. One year later Congress granted the State of Illinois a right-of-way through the public lands for the construction of a canal. Numerous other public land grants were given by these first laws. In all, over nine million acres of the public domain were granted to the States for canals, wagon roads, and river improvements. The ever-expanding western frontier soon illustrated the inadequacies of canals and wagon roads.

The national interest in railroads began in 1833, when Congress authorized the State of Illinois to divert a grant of land to the State for the construction of a canal to the construction of a railroad. This was the first Federal grant for railroad construction. The land was never used, however, and was forfeited back to the Federal government in later years.<sup>2</sup>

The first direct railroad grant of land from the public domain was given to Florida in 1835. Like the Illinois grant, it reverted to the Federal Government when the railroad chartered by the State failed to comply with the construction provisions in the grant.<sup>3</sup> Generally, the experience of these two States was typical of the way land grant railroad construction developed up to 1850.

<sup>2</sup>Thomas Donaldson, *The Public Domain*, (Washington: U. S. Government Printing Office, 1884), p. 261.

<sup>3</sup>Idem.



In 1850, the Government granted 2,595,053 acres to Illinois and another 1,140,947 acres to Alabama and Mississippi out of the public domain for the construction of a north-south railroad. <sup>4</sup> This railroad, the Illinois Central, was chartered to run from the Great Lakes to the Gulf of Mexico along what was then the western edge of the frontier. It was the first State land grant railroad of any size to comply with its charter of incorporation, and it was such a success it stimulated the advocates of a land grant transcontinental railroad to press Congress for more action. <sup>5</sup>

Between 1850 and 1862, numerous proposals were advanced in Congress for a "Pacific Railroad." Asa Whitney, a financial promoter of that period, received considerable support in his petition to Congress for 100

<sup>4</sup> By the Act of 1850, a 200-foot right-of-way and alternate sections of public lands within six miles of each side of the line were granted to the States of Illinois, Alabama, and Mississippi. The lands granted to the three States were to be used for building a railroad. Failing to comply, the States were to pay the United States Government the amount received from the sale of the land and revest all unsold land to the Federal Government. The Act stipulated that the road had to be built in ten years.

<sup>5</sup> The internal improvements section of the Act of 1841 granted 17 States 500,000 acres each. Some of the States utilized part of this grant for railroad construction. It is difficult to ascertain just how much land the States granted for railroad construction during this railroad building period between 1850-1870. See table for listing of the grants made to the States by the Federal Government.

million acres of land to assist a company he would form to build a transcontinental railroad. <sup>6</sup>

It was during this period that Justin Butterfield, Commissioner of the General Land Office, recommended in his annual report of 1852 that provision be made for the construction of a transcontinental railroad. He reported to the Congress:

"I respectfully recommend that grants be made to the several States for every work of the kind they may undertake, and especially to the States west of the Mississippi, for the construction of railroads from that river along the fertile valleys watered by the streams that descend from the Rocky Mountains to the foot of those mountains; and that like grants be made to the State of California and Territories of Oregon, Utah, and New Mexico, for routes leading from the Pacific to the west side of those mountains, leaving the transit of the mountains to individual enterprise or the enlarged liberality of Congress, in view of the immense facilities and advantages that would inure to the commercial interests of the country from such communications."

This was the first official request by a Commissioner of the General Land Office for land grants for the construction of a transcontinental railroad.

<sup>6</sup> Donaldson, *The Public Domain*, p. 265.



During the presidential elections of 1856 each of the candidates pledged immediate action if elected. Numerous hearings in Congress were held and many bills were introduced during the next three years on various plans for constructing a road to the Pacific. It was not until Representative Samuel R. Curtis of Iowa introduced his bill in March 1860, that the advocates met with success. However, because of the tremendous legislative workload caused by the impending Civil War, his bill failed to pass Congress.<sup>7</sup>

Curtis introduced his bill again in July 1861, and this time it received the full approval of Congress.

The Civil War, the entrance of Oregon and California into the Union, creation of seven western territories beyond the Mississippi River, and the swelling tide of immigration, impelled Congress to pass the bill on June 24, 1862, and President Lincoln signed it into law July 1, 1862. The passage of the bill prompted the Commissioner of the General Land Office to state this new Congressional policy "rested upon a more liberal, and at the same time a more judicious, interpretation of the powers of the general government respecting the public domain."<sup>8</sup>

<sup>7</sup> U.S., The Congressional Globe, 35th Congress, 1st session, Vol. 29, part 2, p. 978.

<sup>8</sup> Annual Report of the Commissioner of the General Land Office, 1869.

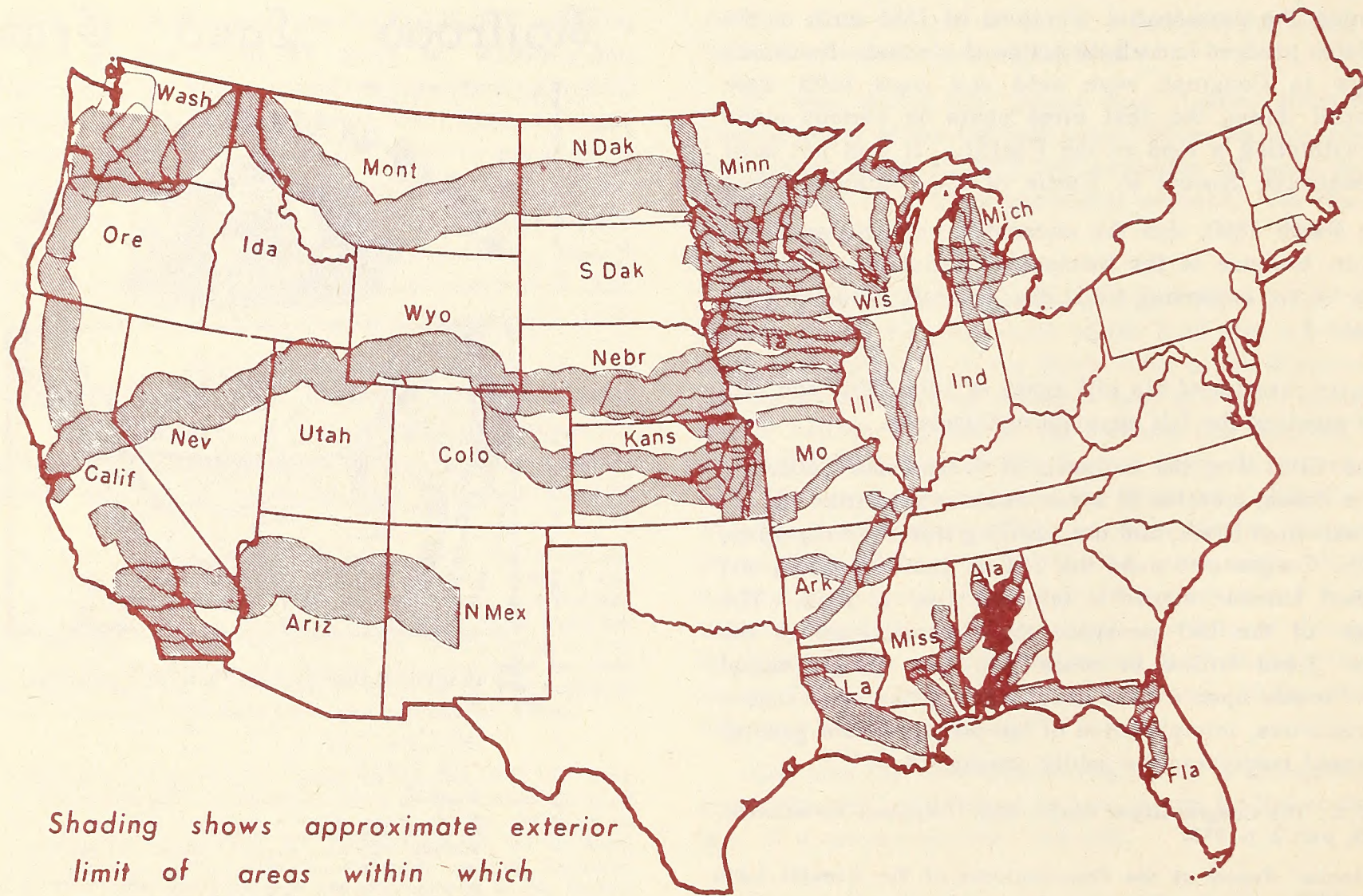
# Railroad Land Grant



To all to whom these presents shall come greeting

No. 1. Whereas, the act of Congress approved July 1st 1862, as amended by the act of July 2, 1864, "to aid in the construction of a Railroad with the help of the Land 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 Union Pacific Railroad Company to make an entire Corporation to construct a railroad and telegraph line, under certain conditions and stipulations as contained in said acts, and provision is made for granting to the said Company every alternate section of public Land designated by said mentions.





Shading shows approximate exterior limit of areas within which railroads received grants.



In the Act, Congress recognized the public clamor for adequate transportation facilities and sought to meet the critical situation quickly. Congress granted the Union Pacific Railroad Company 18,979,659.28 acres of the public domain and at the same time incorporated this company by legislation. The grants were planned as a basis of credit with which it would be possible for the railroads to secure financing to build. Under the provisions of the Act incorporating the Union Pacific, a grant for a right-of-way "to the extent of two hundred feet in width" on each side of the railway was made.

The road was to run from the west bank of the Missouri River at Omaha, Nebraska, to Sacramento, California. The Union Pacific branch was to build the road west from Omaha, while the Central Pacific branch was to construct the road eastward from Sacramento to join at a chosen location.

To help in the construction, the Government was ordered to grant the rails "odd sections of the public land in the amount of five alternate sections per mile on each side of the railroad." Congress also provided a bond issue to aid in the construction which eventually amounted to over \$64 million.

In contrast, the Northern Pacific and the Atlantic and Pacific Railroads received considerably larger grants. The Northern Pacific received 10 alternate sections per mile where the road passed through States and 20 sections

where it passed through territories. The Northern Pacific, which generally followed the 47th parallel, received more than 38 million acres. It was the largest single grant to a "Pacific" railroad.<sup>9</sup> No Government bonds were issued for the Northern Pacific or the Atlantic and Pacific.

A Northern route was laid out and this eventually became a basis for the right-of-way of the Northern Pacific and Great Northern railroads. The Great Plains route surveys were valuable to the engineers of the Union Pacific Railroad while the two southern surveys were followed by the Southern Pacific and the Atchison, Topeka and Santa Fe roads. These preliminary surveys gave Congress and the railroads a basis upon which to write certain provisions of the Acts, and greatly accelerated the construction of the Union Pacific.

The Atlantic and Pacific received 20 sections per mile of road in States and 40 in Territories.

The surveys for the transcontinental roads had been partially completed before 1862. In 1853, President Millard Fillmore had ordered a survey to "Ascertain the most practicable and economical route for a railroad from the Mississippi River to the Pacific Ocean." Five surveys were made and submitted to Congress in 1855.

<sup>9</sup> See table listing the grants to private railroad corporations the Federal Government.





The actual construction of the Union Pacific has been described as one of the greatest engineering accomplishments of the 19th century. The General Land Office Report of 1869 called it "one of the marvels of the age." The Central Pacific branch, utilizing over 12,000 Chinese coolies, moved eastward from Sacramento, California, cutting its way through the Sierra Nevada and the Rocky Mountains. On one 60-mile stretch of road 15 tunnels were blasted through the mountains. During the winter months it was not uncommon to have as much as 10 feet of snow while in the summer the heat was almost unbearable. Hostile Indians added to the problems.

The Union Pacific branch, using Irish immigrant laborers, encountered fewer engineering difficulties, but the company was also confronted with the temperature extremes and hostile Indians. All construction work for more than 1,700 miles of track was by hand.

In spite of the numerous difficulties and the lack of modern equipment the two branches moved rapidly toward their point of connection. In less than seven years after receiving the charters from Congress, the two branches met at Promontory Point, Utah, May 10, 1869, to complete the Union Pacific railroad. The Union Pacific had build 1,086 miles of track while the Central Pacific constructed 689 miles. The telegraph wires clicked the news off to the nation in one word—"done."



The golden spike that welded America together had been struck. <sup>10</sup>

In the meantime, the Northern Pacific had begun construction of its road. It moved through Minnesota into the Dakota territory in 1873 and stopped there because of the national depression of that year. It was not until the mid 1880's that the road reached Puget Sound and fulfilled the provisions of its land grant charter in providing the Nation with a northern transcontinental rail route.

America was on the move and the Pacific railroads were ready to carry a Nation rushing West. After 1880, the railroads carried many of the settlers westward to establish claim to a part of the public domain under the provisions of the Homestead Act of May 20, 1862. The availability of land and the fast transportation offered by railroads started a population explosion between the Mississippi River and the Pacific.

In 1860, the population of the entire Trans-Mississippi West was slightly more than 9 million with the majority of these living within one day's travel of the Mississippi River.

<sup>10</sup>October 24, 1961, marked the centennial of the first transcontinental telegraph line. The telegraph line was completed on this date when the last pole was erected in what is now downtown Salt Lake City, Utah. A telegraph line was also erected along the right-of-way of the Union Pacific Railroad at the same time the track was being laid.

Thirty years later, when the whole area had been opened by the railroads, there were over 25 million people in the same region. The Dakota Territory surged from fewer than 5,000 inhabitants in 1869 to over 500,000 in 1889, when the territory was split into two States. In 1860, Colorado had 34,277 citizens; during the next 30 years it soared to 400,000. <sup>11</sup>

The Bureau of Land Management was the instrument of Congress for parcelling out the land to the railroad companies. During the great period of land grant railroad construction, the Bureau of Land Management granted over 91 million acres, or 142,187 square miles, of the public domain to the "Pacific" railroads.

While the railroads reaped nearly 6 percent of the total land area of the United States in grants, rich rewards and benefits to the Nation came as the result of the building of these "Pacific" roads.

America gained a system of communication and transportation that brought the Nation together. The industrial revolution of the late 19th century was accelerated. The vast mineral, timber, and agricultural deposits of the West were made accessible to the industrial plants of the East. New markets were opened in the West for the finished products of the eastern factories.

<sup>11</sup>U. S. *Census Report*, 1890.



Under the provisions of the amendment of 1864, to the original Act incorporating the Pacific railroads the Government issued bonds to assist in construction. The Treasury loaned the companies more than \$64,600,000 at six percent interest. In 1898, when the railroads settled the loans with the Treasury Department, they had paid more than \$63,000,000 on the principal and \$104,722,978 in interest. Considering that the 130 million acres granted to all land grant railroads were estimated to be worth about 97 cents an acre at the time they were transferred, interest on the bond issues nearly paid for the land.<sup>12</sup>

The original Act of 1862, and subsequent Pacific Railroad Acts, made provisions for special rate considerations to the Government for freight and personnel. The Union Pacific Act required that the railroad be used at all times for "postal and military purposes." Congress also reserved the right to change rates and fares.

<sup>12</sup>Robert S. Henry, "The Railroad Land Grant Legend in American History Texts". Reprinted from the *Mississippi Historical Review*, Vol. XXXII, No. 2, Sept. 1945, p. 182. See also Public Aids to Transportation, House of Representatives Document No. 159, 79th-1st, pp. 159-162. The Union Pacific Railroad received \$27,236,512 and the Central Pacific \$25,885,120. The Kansas Pacific and the Central Branch of the Union Pacific received \$6,303,000 and \$1,600,000 respectively. Both of these lines later became part of the Union Pacific system. The Union Pacific therefore received over \$61 million of the total \$64 million in bonds issued by the Federal Government.

At various times in the different "Pacific Railroad" Acts, Congress legislated freight and passenger services reductions. In July, 1892, Congress acted to establish a 50 percent reduction on all Government freight and passenger movements on the land grant railroads. They also provided for a reduction on the transportation of the mail. One authority estimated that between 1862 and 1943, the United States saved more than \$740 million from the rate reduction legislation.<sup>13</sup>

One economist described the Government role in the land grant railroads as "financially not less than brilliant."<sup>14</sup> The Committee on Interstate and Foreign Commerce of the House of Representatives wrote in its report of March 26, 1945:

"It is probable that the railroads have contributed over \$900,000,000 in payment of the lands which were transferred to them under the Land Grant Acts. This is double the amount received for the lands sold by the railroads. Plus the estimated value of such lands still under railroad ownership".<sup>15</sup>

<sup>13</sup>*Public Aids to Transportation*, pp. 136-137.

<sup>14</sup>Hugo R. Meyer, "The Settlement with the Pacific Railways", *Quarterly Journal of Economics*, XIII (July, 1899), pp. 443-444.

<sup>15</sup>U. S. House of Representatives Report No. 393, 79th Congress, 1st session, March 26, 1945, pp. 1-4.



It is significant that the construction of the Pacific railroads was a joint Government-private enterprise venture that produced benefits to the Nation not calculable in dollars and cents. The monetary return from the land is generally regarded as the smallest of the benefits.

The Pacific railroads implemented a mass migration westward.<sup>16</sup> In less than a generation, the entire West became alive with farmers, ranchers, businessmen, and miners. Within 10 years after 1860, the population beyond the Mississippi River more than doubled. From the wise use of the public domain, the country gained a network of railroad tracks that laced half the country. This network provided cheaper and faster transportation than America had ever known. The railroads raised the value of the whole public domain. They provided the Nation with military security, which in General William T. Sherman's estimation was a "military necessity and the only thing positively essential to the binding together of the republic."<sup>17</sup> They were an implementing agent to the

<sup>16</sup>Many of the transcontinental railroads became actually engaged in the real estate business after receiving Federal grants. The Union Pacific and Northern Pacific conducted international recruiting programs to draw settlers to their land. The flyer circulated by one railroad land company, reprinted on page was one way railroad companies attempted to entice settlers westward to their lands. The more than 90 million acres granted to the private railroad corporations made the sale of land an important part of their operating procedure.

<sup>17</sup>Greenville M. Dodge, "How We Built the Union Pacific Railway", U. S. Senate Document No. 447, 61st Congress, 2nd Session.

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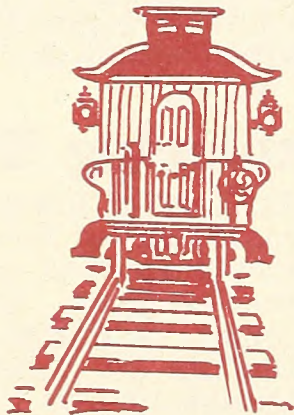
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Homestead Act of 1862. The railroads aided by land grants from the public domain, were not totally responsible for all these benefits, but they played a key role. More than any other factor, they made it possible to conquer the frontier, and assure to the Nation unity and security.

The Railroad Land Grant Act of 1862 added credence to the words of the Commissioner of the General Land Office: "The history of the progress of the United States has been hinged with the history of the disposition of its lands."

<sup>18</sup> From speech of the Commissioner of the General Land Office, November 17, 1909.





ACREAGE GRANTED TO STATES FOR RAIL ROAD PURPOSES

State and Beneficiary Railroad <sup>a</sup>	Acres
<b>ALABAMA:</b>	
Alabama Great Southern (Alabama and Chattanooga: Willis Valley; North East and South West Alabama Central of Georgia (Mobile and Girard)) . . . . .	654,211.79
Louisville and Nashville (Alabama and Florida; Mobile and Montgomery) . . . . .	302,181.16 <sup>b</sup>
Louisville and Nashville (South and North Alabama; Tennessee and Alabama Central)	399,022.84
Mobile and Ohio (Mobile and Ohio). . . . .	445,557.89
Nashville, Chattanooga and St. Louis (Tennessee and Coosa) . . . . .	419,528.44 <sup>c</sup>
Southern Railway (Selma, Rome and Dalton; Alabama and Tennessee River) . . . . .	68,305.98
Total Alabama	458,671.27
	2,747,479.37
<b>ARKANSAS:</b>	
Choctaw, Oklahoma and Gulf (Memphis and Little Rock) . . . . .	185,513.75
Missouri Pacific (Cairo and Fulton; St. Louis, Iron Mountain and Southern) . . . . .	1,326,124.29
Missouri Pacific (Little Rock and Fort Smith) . . . . .	1,052,082.51
Total Arkansas	2,563,720.55
<b>FLORIDA:</b>	
Louisville and Nashville (Alabama and Florida; Pensacola and Louisville; Pensacola) . . . . .	166,691.08
Louisville and Nashville (Pensacola and Georgia; Pensacola and Atlantic) . . . . .	1,279,236.70
Seaboard Air Line	
Seaboard Air Line (Florida; Atlantic, Gulf and West India Transit; Florida; Railway and Navigation; Florida Central and Peninsular; Peninsular; Tropical Florida; Fernandino and Jacksonville; Tavares, Orlando and Atlantic) . . . . .	743,392.93
Seaboard Air Line (Florida, Atlantic and Gulf Central) . . . . .	29,384.18
Total Florida	2,218,704.89
<b>ILLINOIS:</b>	
Illinois Central (Illinois Central) . . . . .	2,595,133.00
<b>IOWA:</b>	
Chicago and Northern Western (Iowa Central Air Line; Cedar Rapids and Missouri) . . . . .	1,057,164.13 <sup>d</sup>
Chicago, Burlington and Quincy (Burlington and Missouri River). . . . .	389,990.11
Chicago, Milwaukee, St. Paul and Pacific (Dubuque and Pacific: Iowa Falls and Sioux City) . . . . .	683,057.34
Chicago, Milwaukee, St. Paul and Pacific (McGregor and Missouri River; McGregor Western; McGregor and Sioux City: Chicago, Milwaukee and St. Paul) . . . . .	326,216.10
Chicago, Rock Island and Pacific (Mississippi and Missouri) . . . . .	609,061.68 <sup>e</sup>
Chicago, St. Paul, Minneapolis and Omaha (Sioux City and St. Paul) . . . . .	322,412.81
Des Moines Valley . . . . .	840,171.36 <sup>f</sup>
Dubuque and Sioux City (Dubuque and Pacific) . . . . .	478,871.42 <sup>g</sup>
Total Iowa	4,706,944.95
<b>KANSAS:</b>	
Atchison, Topeka and Santa Fe (Leavenworth, Lawrence and Galveston) . . . . .	62,509.41 <sup>h</sup>
Atchison, Topeka and Santa Fe (Atchison, Topeka and Santa Fe) . . . . .	2,944,788.14
Missouri-Kansas-Texas (Union Pacific, Southern Branch) . . . . .	705,622.44 <sup>i</sup>
St. Joseph and Grand Island (St. Joseph and Denver City) . . . . .	463,409.12
Total Kansas	463,176,329.11
<b>LOUISIANA:</b>	
Vicksburg, Shreveport and Pacific (Vicksburg, Shreveport and Texas) . . . . .	373,056.98
Morgan's Louisiana and Texas (New Orleans, Opelousas and Great Western) . . . . .	j
Total Louisiana	

<sup>a</sup> Names in parentheses are the names of the original grantees and the others are the names of the present railroads as given by the Federal Coordinator of Railroads in *Public Aids to Transportation*, Vol. II, Government Printing Office, Washington, D. C. 1938. For statutory citations, more detailed information, and an extensive bibliography on railroad grants, see the volume cited.

<sup>b</sup> This grant was adjusted April 24, 1893, and 302,181.16 acres were allotted to the company. The balance of the previously certified lands was ordered restored to entry under the forfeiture act of September 29, 1890 (26 Stat. 496, 43 U. S. C. sec. 904 et seq.).

<sup>c</sup> In the adjustment of this grant the road was treated as an entirety and without reference to the State line. More land has been certified to Alabama and less to Mississippi than they would appear to be entitled to in proportion to the length of the road in the respective States.

<sup>d</sup> Does not include 109,756.85 acres situated in the Des Moines River improvement grant (Act of August 8, 1846, 9 Stat. 77) deducted pursuant to the decision in *Walcott vs. Des Moines Co.* (5 Wall. 63).

<sup>e</sup> Does not include 35,685.49 acres deducted pursuant to decision cited in footnote *d*.

<sup>f</sup> Act of July 12, 1862 (12 Stat. 543) permitted the State to apply part of the river improvement grant of August 8, 1846 (9 Stat. 77) to railroad construction. For the original grant, see Table 87.

<sup>g</sup> Does not include 77,535.32 acres deducted pursuant to the decision cited in footnote *d*.

<sup>h</sup> Does not include 186,936.72 acres in the Osage ceded Indian reservation deducted pursuant to the decision in *Leavenworth, Lawrence and Galveston R. R. vs. The United States* (92 U. S. 733).

<sup>i</sup> Does not include 270,970.78 acres deducted pursuant to the decision cited in footnote *b*.

<sup>j</sup> Certified lands aggregating 719,189.79 acres were conveyed to the United States by the Governor of Louisiana, February 24, 1888, the grant having been forfeited by the act of July 14, 1870 (16 Stat. 277).



State and Beneficiary Railroad <sup>a</sup>	Acres
<b>MICHIGAN:</b>	
Chicago and North Western (Chicago and North Western; Peninsular) . . . . .	518,185.96
Chicago, Milwaukee, St. Paul and Pacific (Ontonagon and Brule River; Ontonagon and Static Line) . . . . .	34,227.08
Duluth, South Shore and Atlantic (Bay de Noquet and Marquette) . . . . .	128,301.05
Duluth, South Shore and Atlantic (Marquette, Houghton and Ontonagon; Marquette and Ontonagon) . . . . .	305,929.59
Grand Rapids and Indiana (Grand Rapids and Indiana) . . . . .	852,521.10
Grand Trunk Western (Port Huron and Lake Michigan; Detroit and Milwaukee) . . . . .	37,467.44
Michigan Central (Jackson, Lansing and Saginaw; Amboy, Lansing and Traverse Bay; Northern Central Michigan) . . . . .	744,255.90
Pere Marquette (Flint and Pere Marquette) . . . . .	513,169.49 <sup>k</sup>
Total Michigan	3,134,057.61
<b>MINNESOTA:</b>	
Chicago and North Western (Winona and St. Peter) . . . . .	1,681,026.40
Chicago, Milwaukee, St. Paul and Pacific (Hastings and Dakota) . . . . .	377,986.86
Chicago, Milwaukee, St. Paul and Pacific (Minnesota Central; Minneapolis and Cedar Valley) . . . . .	179,734.29
Chicago, Milwaukee, St. Paul and Pacific (Southern Minnesota; Southern Minnesota Railway Extension) . . . . .	546,745.44
Chicago, St. Paul, Minneapolis and Omaha (St. Paul and Sioux City) . . . . .	1,126,618.55
Great Northern (St. Paul and Pacific) . . . . .	3,274,224.17 <sup>1</sup>
Northern Pacific (Lake Superior and Mississippi; Taylor's Falls and Lake Superior; St. Paul and Duluth) . . . . .	861,132.96
Total Minnesota	8,047,468.67
<b>MISSISSIPPI:</b>	
Alabama and Vicksburg (Vicksburg and Meridian; Southern) . . . . .	199,101.51
Gulf and Ship Island (Gulf and Ship Island) . . . . .	139,113.32
Mobile and Ohio (Mobile and Ohio) . . . . .	737,130.29 <sup>c</sup>
Total Mississippi	1,075,345.12
<b>MISSOURI:</b>	
Chicago, Burlington and Quincy (Hannibal and St. Joseph) . . . . .	611,323.35
Missouri Pacific (St. Louis, Iron Mountain and Southern; Cairo and Fulton) . . . . .	65,360.31
Missouri Pacific ) (Pacific) . . . . .	1,161,284.51
St. Louis-San Francisco )	1,837,968.17
Total Missouri	1
<b>MONTANA, NORTH DAKOTA, AND WASHINGTON . . . . .</b>	
<b>WISCONSIN:</b>	
Chicago and North Western (Chicago, St. Paul and Fond du Lac) . . . . .	546,766.76
Chicago, St. Paul, Minneapolis and Omaha (St. Croix and Lake Superior; North Wisconsin; Chicago and Northern Pacific Air Line) . . . . .	816,487.76
Chicago, St. Paul, Minneapolis and Omaha (Branch to Bayfield) . . . . .	471,721.14
Chicago, St. Paul, Minneapolis and Omaha (West Wisconsin) . . . . .	814,831.04
Wisconsin Central (Portage, Winnebago and Superior) . . . . .	839,355.71
Wisconsin Railroad Farm Mortgage Land Company . . . . .	163,159.65 <sup>m</sup>
Total Wisconsin	3,652,322.06
<b>GRAND TOTAL</b>	<b>37,128,530.48<sup>n</sup></b>

<sup>k</sup>Excess of 131,481.71 acres originally certified was conveyed by the State or entered under the act of March 3, 1887 (24 Stat. 556) by Michigan Land and Iron Co., Ltd., grant having been forfeited in part by the act of March 2, 1899 (25 Stat. 1008).

<sup>1</sup>The grants made under the acts of March 3, 1857 (11 Stat. 195), March 3, 1865 (13 Stat. 526), and March 3, 1871 (16 Stat. 588), resulting in the construction of the St. Paul, Minneapolis and Manitoba (formerly first division and Vincent extension of St. Paul and Pacific) and St. Paul and Northern Pacific (formerly Western Railroad) were declared to be one grant (32 L. D. 21). The act of August 5, 1892 (27 Stat. 390), permitted the St. Paul, Minneapolis and Manitoba (now Great Northern, main and branch) to select indemnity lands in Minnesota, North Dakota, Montana,

and Washington, the selections not to exceed 65,000 acres in the aggregate. See Minnesota for the original grants.

<sup>m</sup>The grants which were to be used to aid in the construction of the La Crosse and Milwaukee and the Madison and Portage were conveyed by the State of Wisconsin to the Wisconsin Railroad Farm Mortgage Land Company for the benefit of farmers who had given the La Crosse and Milwaukee negotiable notes secured by mortgages on their farms in payment for railroad stock.

<sup>n</sup>These figures have been slightly revised since this table was prepared.



ACREAGE GRANTED TO RAIL ROAD CORPORATIONS

State and Grantee Railroad <sup>a</sup>		Acres
<b>ARIZONA:</b>		
Atchison, Topeka and Santa Fe (Santa Fe Pacific, Atlantic and Pacific)		7,695,202.63
<b>ARKANSAS:</b>		
St. Louis-San Francisco (Atlantic and Pacific)		23,249.94
<b>CALIFORNIA:</b>		
Central Pacific (Central Pacific)		978,091.22
Central Pacific (California and Oregon)		3,237,347.16
Central Pacific (Western Pacific)		462,130.18
Southern Pacific (Southern Pacific Main Line)		4,656,425.78
Southern Pacific (Southern Pacific Branch Line)		2,251,539.94
	Total California	11,585,534.28
<b>COLORADO:</b>		
Union Pacific (Denver Pacific)		821,484.15
Union Pacific (Kansas Pacific)		2,339,279.86
Union Pacific (Union Pacific)		596,909.38
	Total Colorado	3,757,673.39
<b>IDAHO:</b>		
Central Pacific (Central Pacific)		21,455.02
Northern Pacific (Northern Pacific)		1,299,176.15
	Total Idaho	1,320,631.17
<b>IOWA:</b>		
Chicago and North Western (Sioux City and Pacific; Missouri Valley Land Company)		4,383.11
<b>KANSAS:</b>		
Missouri Pacific (Central Branch Union Pacific; Hannibal and St. Joseph)		220,579.88
Union Pacific (Kansas Pacific)		3,837,103.90
	Total Kansas	4,057,683.78
<b>LOUISIANA:</b>		
Texas and Pacific (New Orleans Pacific, New Orleans, Baton Rouge and Vicksburg)		1,001,943.40
<b>MINNESOTA:</b>		
Northern Pacific (Northern Pacific)		1,905,544.04
<b>MISSOURI:</b>		
St. Louis-San Francisco (Atlantic and Pacific)		490,705.87
<b>MONTANA:</b>		
Northern Pacific (Northern Pacific)		14,737,214.42
<b>NEBRASKA:</b>		
Chicago and North Western (Sioux City and Pacific; Missouri Valley Land Company)		2,374,090.77
Chicago, Burlington and Quincy (Burlington and Missouri River)		2,560.03
Missouri Pacific (Central Branch Union Pacific; Hannibal and St. Joseph)		4,857,744.61
Union Pacific (Union Pacific)		7,272,623.25
	Total Nebraska	



State and Grantee Railroad <sup>a</sup>		Acres
NEVADA:		
	Central Pacific (Central Pacific) . . . . .	5,086,603.65
NEW MEXICO:		
	Atchison, Topeka and Santa Fe (Santa Fe Pacific: Atlantic and Pacific) . . . . .	3,355,179.07
NORTH DAKOTA:		
	Northern Pacific (Northern Pacific) . . . . .	10,697,490.35
OREGON:		
	Northern Pacific (Northern Pacific) . . . . .	751,425.52
	Southern Pacific (Oregon and California) . . . . .	2,777,631.96 <sup>b</sup>
	Southern Pacific (Oregon Central) . . . . .	126,908.02 <sup>b</sup>
	Total Oregon	3,655,965.50
UTAH:		
	Central Pacific (Central Pacific) . . . . .	1,416,586.68
	Union Pacific (Union Pacific) . . . . .	813,498.33
	Total Utah	2,230,085.01
WASHINGTON:		
	Northern Pacific (Northern Pacific) . . . . .	9,591,439.09
	Southern Pacific (Oregon Central) . . . . .	1,710.11 <sup>b</sup>
	Total Washington	9,593,149.20
WISCONSIN:		
	Northern Pacific (Northern Pacific) . . . . .	13,739.94
WYOMING:		
	Northern Pacific (Northern Pacific) . . . . .	81,751.76
	Union Pacific (Union Pacific) . . . . .	5,667,299.36
	Total Wyoming	5,749,051.12
	GRAND TOTAL	94,233,653.12 <sup>c</sup>

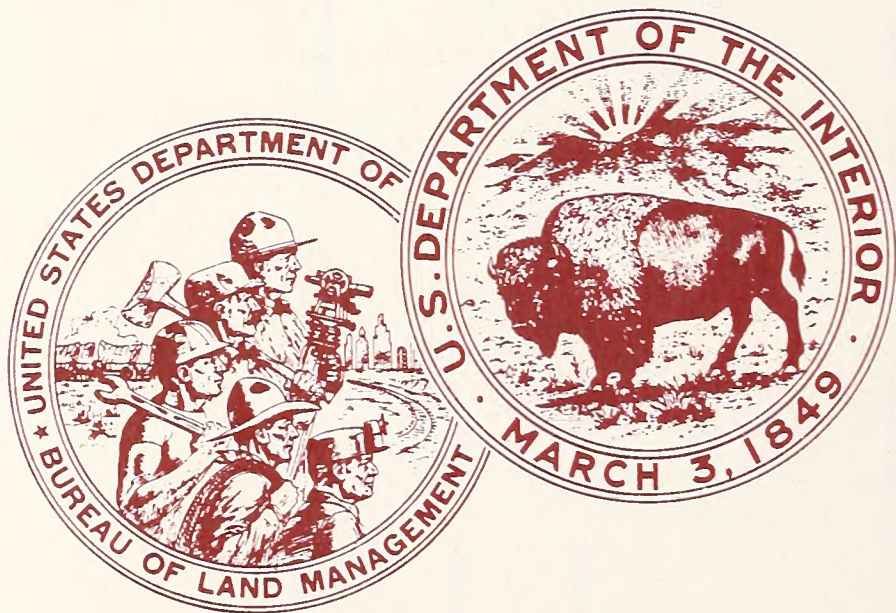
<sup>a</sup> Names in parentheses are the names of the original grantees and the others are the names of the present railroads as given by the Federal Coordinator of Railroads in *Public Aids to Transportation*, Vol. II, Government Printing Office, Washington, D. C. 1938. For statutory citations, more detailed information, and an extensive bibliography on railroad grants, see the volume cited.

<sup>b</sup> Title to the major portion of these grants was reverted in the United States by the act of June 9, 1916 (39 Stat. 218). The undisposed portion is now administered as part of the Oregon and California Reverted Lands Administration forest lands.  
<sup>c</sup> These figures have been slightly revised since the table was prepared.









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