Pacific Short Line.

SIoux CITY, O'NEIL & WESTERN RAILWAY.

F. C. HILLS, Receiver.

GENERAL OFFICERS.

GEO. HILLS, Auditor .......... Sioux City, Ia. | F. W. ACKLEY, Train Mast.
and Passenger Agent .......... T. ROOKE, Master Mechanic.
P. P. ALLEN, Car Acct. .......... M. H. SHEELY, Road Mast.

GENERAL OFFICES, SIoux CITY, IA.

Miles of road operated, 129. Gauge, 4 ft. 8½ in. Locomotives, 6. American Express Co. operates over this line. No Sleepng Car Company operating over this line.

FREIGHT EQUIPMENT.

The freight cars of this Company are lettered "Pacific Short Line," and numbered and classified as follows:

<table>
<thead>
<tr>
<th>KIND OF CARS</th>
<th>NUMBERS</th>
<th>DIMENSIONS</th>
<th>CAPACITY</th>
<th>NO.</th>
</tr>
</thead>
<tbody>
<tr>
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<tr>
<td></td>
<td></td>
<td>Length</td>
<td>Width</td>
<td>Height</td>
</tr>
<tr>
<td>Box</td>
<td>1021 to 1065</td>
<td>34</td>
<td>8.3</td>
<td>6.6</td>
</tr>
<tr>
<td></td>
<td>1066 to 1220</td>
<td>34</td>
<td>8.3</td>
<td>7.6</td>
</tr>
<tr>
<td></td>
<td>1221 to 1270</td>
<td>34</td>
<td>8.3</td>
<td>7.6</td>
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<tr>
<td>Flat</td>
<td>5000 to 5150</td>
<td>34</td>
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<td></td>
</tr>
<tr>
<td>Total</td>
<td></td>
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</tr>
</tbody>
</table>

PASSENGER EQUIPMENT.

Coaches, First-class—101 to 104 .................................. 4
Passenger and Baggage—301, 302 ..................................... 2
Caboose—900, 901 .................................................. 2

Total ..................................................... 355

Total number of freight cars fitted with end doors, 250. No freight cars fitted with air brakes or M.C. B. automatic couplers.

Report movements and mileage, and direct car tracers, to F. P. Allen, Car Accountant, Sioux City, Ia.

For balances, remit to or draw on F. C. Hills, Receiver, Sioux City, Ia.

Send bills for repairs to cars to Geo. Hills, Auditor, Sioux City, Ia.

FREIGHT CONNECTIONS AND JUNCTIONAL POINTS.

Chicago, Milwaukee & St. Paul—Sioux City, Ia.
Chicago, St. Paul, Minneapolis & Omaha—Sioux City, Ia.
Illinois Central—Sioux City, Ia.
Sioux City & Northern—Sioux City, Ia.
Sioux City & Pacific—Sioux City, Ia.
Union Pacific—Sioux City, Ia.
Sioux City, Iowa, to O'Neill, Neb.

SHORTEST, QUICKEST AND BEST ROUTE BETWEEN
DULUTH, ST. PAUL, MINNEAPOLIS, CHICAGO, ST. LOUIS, KANSAS CITY, AND NORTHERN NEBRASKA, THE BLACK HILLS, WYOMING AND THE GREAT INDIAN RESERVATIONS NOW OPEN TO HOMESTEADERS VIA
SIoux CITY AND THE
PACIFIC * SHORT * LINE,

D. MACKENZIE, GEO. W. HIBBARD,

Sioux City, Iowa, to O'Neill, Neb.

SHORTEST, QUICKEST AND BEST ROUTE BETWEEN
DULUTH, ST. PAUL, MINNEAPOLIS, CHICAGO, ST. LOUIS, KANSAS CITY, AND NORTHERN NEBRASKA, THE BLACK HILLS, WYOMING AND THE GREAT INDIAN RESERVATIONS NOW OPEN TO HOMESTEADERS VIA
SIoux CITY AND THE
PACIFIC * SHORT * LINE,

D. MACKENZIE, GEO. W. HIBBARD,

# Pacific Short Line

## Condensed Time Table

From Chicago, Sioux City, and all Intermediate Points, to all Stations on the Pacific Short Line, and the Black Hills.

<table>
<thead>
<tr>
<th>STATIONS</th>
<th>EXPRESS</th>
<th>EXPRESS</th>
</tr>
</thead>
<tbody>
<tr>
<td>C. M. &amp; St. P. R. Y.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lv. Chicago</td>
<td>5:00 pm</td>
<td>8:50 pm</td>
</tr>
<tr>
<td>Lv. Elgin</td>
<td>7:10 pm</td>
<td>12:50 am</td>
</tr>
<tr>
<td>Lv. Tuscola</td>
<td>7:10 pm</td>
<td>12:50 am</td>
</tr>
<tr>
<td>Lv. Springfield</td>
<td>10:50 pm</td>
<td>1:45 am</td>
</tr>
<tr>
<td>Lv. St. Louis</td>
<td>10:50 pm</td>
<td>1:45 am</td>
</tr>
<tr>
<td>Ar. Sioux City</td>
<td>10:50 pm</td>
<td>1:45 am</td>
</tr>
<tr>
<td>Ilinois Central R.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lv. Chicago</td>
<td>1:00 pm</td>
<td>11:35 am</td>
</tr>
<tr>
<td>Lv. Rockford</td>
<td>3:15 pm</td>
<td>3:25 am</td>
</tr>
<tr>
<td>Lv. Freeport</td>
<td>4:00 pm</td>
<td>4:10 am</td>
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<tr>
<td>Lv. Galena</td>
<td>5:30 pm</td>
<td>5:30 am</td>
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<tr>
<td>Lv. Dubuque</td>
<td>7:10 pm</td>
<td>7:10 am</td>
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<tr>
<td>Lv. Davenport</td>
<td>8:50 pm</td>
<td>8:50 am</td>
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<tr>
<td>Lv. Waterloo</td>
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<tr>
<td>Lv. Iowa Falls</td>
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<td>6:30 am</td>
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<tr>
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<td>8:00 pm</td>
<td>8:00 am</td>
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<tr>
<td>C. N. W. R. Y.</td>
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<td>Lv. Chicago</td>
<td>8:00 pm</td>
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<td>Lv. Rockford</td>
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<td>Lv. Freeport</td>
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<td>Lv. Dubuque</td>
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<td>Lv. Davenport</td>
<td>12:15 pm</td>
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<tr>
<td>S. C. &amp; P. R. R.</td>
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<td>Lv. Osage</td>
<td>9:15 pm</td>
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<tr>
<td>Pacific Short Line</td>
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<tr>
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<td>8:35 pm</td>
<td>8:35 am</td>
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<tr>
<td>Ar. Covington</td>
<td>4:30 pm</td>
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<tr>
<td>Ar. Jackson</td>
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<tr>
<td>Ar. Waterbury</td>
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<tr>
<td>Ar. Newhall</td>
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<tr>
<td>Ar. Davenport</td>
<td>5:15 pm</td>
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<td>Ar. Belden</td>
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<tr>
<td>Ar. Rapid City</td>
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<tr>
<td>Ar. Cheyenne</td>
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<tr>
<td>Ar. Atchison</td>
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<tr>
<td>Ar. Plattsburg</td>
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<tr>
<td>Ar. Hannibal</td>
<td>8:00 pm</td>
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<tr>
<td>Ar. Council Bluffs</td>
<td>9:45 pm</td>
<td>9:45 am</td>
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<tr>
<td>Ar. New York</td>
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<tr>
<td>Ar. Grand Island</td>
<td>10:00 pm</td>
<td>10:00 am</td>
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<tr>
<td>Ar. St. Louis</td>
<td>1:30 pm</td>
<td>1:30 am</td>
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<tr>
<td>Missouri Pacific R. R.</td>
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<tr>
<td>Ar. Pierre</td>
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<tr>
<td>Ar. Atchison</td>
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<tr>
<td>Ar. Wauneta</td>
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<td>Ar. Kansas City</td>
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<td>Ar. Independence</td>
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<td>S. C. &amp; P. R. R.</td>
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<tr>
<td>Lv. Sioux City</td>
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<td>Pacific Short Line</td>
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<td>Lv. Sioux City</td>
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<td>Ar. Covington</td>
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<tr>
<td>Ar. Council Bluffs</td>
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<td>Ar. New York</td>
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<tr>
<td>Ar. Grand Island</td>
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<td>3:30 am</td>
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<tr>
<td>Ar. St. Louis</td>
<td>3:30 pm</td>
<td>3:30 am</td>
</tr>
</tbody>
</table>

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## The Pacific Short Line

Forms the Great Short Cut from the East to Northern Nebraska and the Black Hills.

## The New Short Line

Forms the Shortest and Most Direct Route from the Black Hills to Sioux City and all Points South.

---

## From the Black Hills and O'Neil, to Sioux City, Kansas City and St. Louis via the New Short Line.

<table>
<thead>
<tr>
<th>STATIONS</th>
<th>EXPRESS</th>
<th>EXPRESS</th>
</tr>
</thead>
<tbody>
<tr>
<td>F. E. &amp; M. V. R. R.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lv. Whitewood, Black Hills</td>
<td>8:30 pm</td>
<td>8:30 am</td>
</tr>
<tr>
<td>Lv. Rapid City, Black Hills</td>
<td>8:30 pm</td>
<td>8:30 am</td>
</tr>
<tr>
<td>Lv. Chadron</td>
<td>9:00 pm</td>
<td>9:00 am</td>
</tr>
<tr>
<td>Lv. Valentine</td>
<td>9:30 pm</td>
<td>9:30 am</td>
</tr>
<tr>
<td>Lv. Long Pine</td>
<td>7:25 pm</td>
<td>7:25 am</td>
</tr>
<tr>
<td>Ar. O'Neil</td>
<td>9:30 pm</td>
<td>9:30 am</td>
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<tr>
<td>Pacific Short Line</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ar. O'Neil</td>
<td>9:00 am</td>
<td>9:00 am</td>
</tr>
<tr>
<td>Ar. Page</td>
<td>8:30 pm</td>
<td>8:30 am</td>
</tr>
<tr>
<td>Ar. Orchard</td>
<td>8:45 pm</td>
<td>8:45 am</td>
</tr>
<tr>
<td>Ar. Rapid City</td>
<td>9:00 pm</td>
<td>9:00 am</td>
</tr>
<tr>
<td>Ar. Whitewater Hills</td>
<td>9:45 pm</td>
<td>9:45 am</td>
</tr>
</tbody>
</table>

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## From St. Louis, Kansas City, Omaha and Sioux City to O'Neil, Northern Nebraska and the Black Hills.

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<thead>
<tr>
<th>STATIONS</th>
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<th>EXPRESS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Waubash R. R.</td>
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<tr>
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<td>9:30 pm</td>
<td>9:30 am</td>
</tr>
<tr>
<td>Lv. Centralia</td>
<td>10:00 pm</td>
<td>10:00 am</td>
</tr>
<tr>
<td>Lv. South</td>
<td>11:00 pm</td>
<td>11:00 am</td>
</tr>
<tr>
<td>Ar. Rapid City</td>
<td>12:00 pm</td>
<td>12:00 am</td>
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<tr>
<td>Ar. Missouri River</td>
<td>1:00 pm</td>
<td>1:00 am</td>
</tr>
<tr>
<td>C. &amp; N. W. R. R.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ar. Council Bluffs</td>
<td>10:30 pm</td>
<td>10:30 am</td>
</tr>
<tr>
<td>Ar. Sioux City</td>
<td>10:30 pm</td>
<td>10:30 am</td>
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<tr>
<td>Missouri Pacific R. R.</td>
<td></td>
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</tr>
<tr>
<td>Ar. Atchison</td>
<td>4:30 pm</td>
<td>4:30 am</td>
</tr>
<tr>
<td>Ar. Wauneta</td>
<td>5:45 pm</td>
<td>5:45 am</td>
</tr>
<tr>
<td>Ar. Kansas City</td>
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<tr>
<td>Ar. Independence</td>
<td>11:30 am</td>
<td>11:30 am</td>
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<tr>
<td>Ar. Oakland</td>
<td>12:00 pm</td>
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<tr>
<td>Ar. St. Louis</td>
<td>1:30 pm</td>
<td>1:30 am</td>
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<tr>
<td>S. C. &amp; P. R. R.</td>
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<td></td>
</tr>
<tr>
<td>Ar. Sioux City</td>
<td>9:30 pm</td>
<td>9:30 am</td>
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<tr>
<td>Ar. Omaha</td>
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<tr>
<td>Pacific Short Line</td>
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<tr>
<td>Ar. Sioux City</td>
<td>8:00 pm</td>
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<tr>
<td>Ar. Council Bluffs</td>
<td>9:00 pm</td>
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<td>Ar. Independence</td>
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<tr>
<td>Ar. Oakland</td>
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</tr>
<tr>
<td>Ar. St. Louis</td>
<td>1:00 pm</td>
<td>1:00 am</td>
</tr>
</tbody>
</table>

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# The Pacific Short Line

Between the South and East and the Black Hills is via Sioux City and the Pacific Short Line.
## Pacific Short Line

### CONDENSED TIME TABLE

**From the Black Hills to Chicago and Intermediate Points via O'neill, Nebraska, and Sioux City, Iowa.**

<table>
<thead>
<tr>
<th>STATIONS</th>
<th>EXPRESS</th>
<th>EXPRESS</th>
<th>EXPRESS</th>
</tr>
</thead>
<tbody>
<tr>
<td>F. E. &amp; M. V. R. R.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lv. Whitewood Bk.</td>
<td>8:10 pm</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lv. Rapid City</td>
<td>12:34 pm</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lv. O'neill</td>
<td>1:15 pm</td>
<td></td>
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<tr>
<td>Lv. Cheyenne</td>
<td>4:00 pm</td>
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<tr>
<td>Lv. Denver</td>
<td>6:00 pm</td>
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<tr>
<td>Lv. Chicago</td>
<td>8:35 pm</td>
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<tr>
<td>Lv. Minneapol.</td>
<td>10:00 pm</td>
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<td>Lv. Chetopa</td>
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<tr>
<td>Lv. South Bend</td>
<td>1:45 am</td>
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<td>Lv. Galena</td>
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<td>Lv. O'neill</td>
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<td>Lv. Page</td>
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<tr>
<td>Lv. Orchard</td>
<td>8:00 am</td>
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<tr>
<td>Lv. Valentine</td>
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<td>Lv. Long Pine</td>
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<td>Lv. Page</td>
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<tr>
<td>Lv. Orchard</td>
<td>4:00 pm</td>
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<tr>
<td>Lv. Valentine</td>
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<tr>
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<td>8:00 pm</td>
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<tr>
<td>Lv. Rapid City</td>
<td>10:00 pm</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lv. O'neill</td>
<td>12:00 am</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lv. Page</td>
<td>2:00 am</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lv. Orchard</td>
<td>4:00 am</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lv. Valentine</td>
<td>6:00 am</td>
<td></td>
<td></td>
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<tr>
<td>Lv. Long Pine</td>
<td>8:00 am</td>
<td></td>
<td></td>
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<tr>
<td>Lv. Rapid City</td>
<td>10:00 am</td>
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</tbody>
</table>

**The New Short Line via O'neill,**

The Gateway to Northern Nebraska and the Black Hills.

**The Pacific Short Line.**

The Only Direct Route

From the Black Hills to Chicago and all Points East via

THE PACIFIC SHORT LINE.
COVINGTON—The Pacific Short Line's eastern terminus on the west bank of the Missouri River, in Dakota County, Nebraska, is situated directly opposite Sioux City, Iowa. Population, 2,000. The rapid growth of Sioux City will very materially aid in the development of Covington. Its importance as a railroad centre is already conceded, being, aside from the terminus of the Pacific Short Line, the junction of the Nebraska lines of the C., St. P., M. & O. Ry. It is connected with Sioux City by a wagon and foot passenger pontoon bridge and the Pacific Short Line bridge.

JACKSON—The second station west of Sioux City, a distance of 12 miles, located nearly in the centre of Dakota County, one of the oldest towns in the state and enjoys a good trade from the magnificent agricultural territory surrounding it. Population, 1,200. Supplied with water for manufacturing purposes from Elk Creek. Jackson is where the prize corn of the world is grown—corn that has taken the first premium for years past in every State and County exhibition in which it has competed, and which was awarded first premium at the Paris Exposition. The Pacific Short Line crosses the Ponca Branch of the C., St. P., M. & O. Ry. at Jackson.

WATERBURY—Just over the Dakota County line, in Dixon County, 24 miles from Sioux City. Nine miles from Ponca, the county seat; same distance from Martinsburg. Innumerable springs of water are found in and about Waterbury. Located on a 40 acre level tract and surrounded by rolling prairie.

ALLEN—A more favorable location for a new town cannot be found in the state. Centre of Dixon County, 31 miles from Sioux City, 15 miles from the county seat—a town possessing all the essentials of a growing busy centre.

DIXON—Forty miles west of Sioux City on the western border of Dixon County. Its location is on one of the high hills of a magnificent prairie country and over looks many miles of finely cultivated farm lands.

BELDEN—Fifty-one miles west of Sioux City, located in the south of the central portion of Cedar County. It is 48 miles south of Hartington, the county seat, and six miles south of Cole-ridge. Situated in the fertile Logan Valley and near the head waters of Logan Creek.

RANDOLPH—Sixty six miles west of Sioux City, near the west border of Cedar County and a junction with the C., St. P., M. & O. Ry. Population, 1,400. Yorkton Creek flows through the town and affords ample facilities for manufacturing purposes.

OSMOND—Seventy-three miles west of Sioux City and centrally located in Pierce County. It is 12 miles north of Pierce, the county seat, and has an excellent trade territory to draw from. Located on the north fork of the Elkhorn River.

PLAINVIEW—Eighty-three miles west of Sioux City, is well established, with a population of 1,000. It is situated on the western border of Ponca County and is a junction point with the Creighton branch of the E., E. & M. V. R. R. An immense amount of grain is grown about Plainview, and it is consequently, a grain shipping point of some importance.

BRUNSWICK—Located in the northeastern portion of Antelope County, 93 miles west of Sioux City. The tributary soil is famous for its immense yield of vegetable products. The new town will be an important distributing point for a large area of good farming country.

Savage—One hundred and one miles west of Sioux City and centrally located in Antelope County. Situated near the head waters of the river Verdigris, and located in a country whose soil is naturally rich in the production of cereals and root crops. It is especially adapted to the raising of sugar beets; the samples raised here producing the most satisfactory test of any place in the west.

ORCHARD—Situated on the west line of Antelope County, is 107 miles from Sioux City. Tributary to the fertile valley of the Verdigris; its prospects as a local market are excellent.

PAGE—Located 4 miles within the east line of Holt County, 117 miles west of Sioux City. A magnificent farming section, densely settled, surrounds it. The success of Page is assured beyond question.

O'NEILL—The western terminus of the First Division of the Pacific Short Line, is 120 miles distant from Sioux City. Population, 2,000. Supplied with Water Works, a $15,000 High School, a $20,000 Young Ladies' Seminary, a $25,000 Court House, United States Land Office, Headquarters for Stock Raisers. Best distributing point in Northern Nebraska, and destined to become an important jobbing centre.
**Pacific Short Line**

**A PAGE OF FACTS.**

The towns on the First Division of the Pacific Short Line have been located and opened to settlement since June 1st, 1889. All of them, without exception, are surrounded by well equipped, cultivated farms, and consequently have prosperous communities to draw from as trade centres. This railway passes through six counties, with a combined area of 1,675,189 acres of cultivated land to draw upon for local trade. These counties contain 2,674,879 acres of as good unimproved land as can be found in the west.

The total yield of the farms of these counties, in 1889, was:

- Corn: 2,154,230 bushels
- Oats: 3,671,701 bushels
- Wheat: 1,062,265 bushels
- Rye: 877,569 bushels
- Barley: 579,399 bushels
- Potatoes: 3,055,699 bushels
- Millet: 13,345 tons

Besides several hundred tons of other grasses and an immense yield of root crops.

The total amount of live stock from the six counties traversed by the Pacific Short Line, in 1889, was:

- Hogs: 2,743 cars
- Cattle: 1,596 cars
- Other Live Stock: 835 cars

The same counties have, altogether, 47 banks, 41 newspapers, 41 post offices, 16 churches, 54 school districts, a State School Appportionment of $57,351.29, and a total value of school properties amounting to $279,932.20. The total value of personal property of these counties in 1889 amounted to $17,608,652.00.

The soil has been under cultivation 25 years and there has never been a failure of crops in all that time.

These counties are in the very heart of the famous "Golden Corn Belt of Nebraska," whose king of cereals has carried off first honors in every exhibition of farm products in this country and at the Paris Exposition.

Drawing the trade from the magnificent empire of agricultural wealth and situated at the advantages of connection with a great transcontinental highway, which will penetrate the great cattle ranges of Wyoming, the coal and mineral wealth of the mountain region, and the east and west bound traffic of an inter-oceanic railway system, the towns on the Pacific Short Line offer beyond all comparison opportunities for investment, either on a large or small scale—opportunities for bankers, merchants, shippers, for professional men of all kinds, for tradesmen in every department, for farmers and for laborers.

Prices of lots are now very low and are being sold rapidly. Parties desiring locations or investments in the towns of such a country can be supplied with all needed information by addressing

**Pacific Town Site Company, Sioux City, Iowa.**

J. L. Hull, F. M. Dorsey, Superintendents.

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**Pacific Short Line**

**LOCAL TIME TABLE.**

**O'NEILL, NEB., TO SIOUX CITY, IOWA, AND—ALL INTERMEDIATE STATIONS,**

Showing Connections with Other Lines at all Principal Junction Stations.

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<tr>
<th></th>
<th>STATIONS</th>
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<tr>
<td>1</td>
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<td>* 6.00 A.M.</td>
</tr>
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<td>22</td>
<td>Page</td>
<td>6.25</td>
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<tr>
<td>23</td>
<td>Ordinand</td>
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<tr>
<td>29</td>
<td>Savage</td>
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<td>Brunswick</td>
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<tr>
<td>199</td>
<td>Ar. Sioux City, Iowa</td>
<td>11.15</td>
</tr>
</tbody>
</table>

*Daily.

**OPENING OF THE FIRST DIVISION, Sioux City, Iowa, to O'Neill, Neb. AUGUST 1, 1890.**

The opening of this new line, traversing Dakota, Dixon, Cedar, Pierce, Antelope and Holt Counties, places the thriving towns and thickly settled sections of the State tributary to this railway in easy access to Sioux City and all Eastern Markets.

**THE PACIFIC SHORT LINE.**

Furnishes to the country along the line of the road advantages second to none obtained anywhere in any part of Nebraska, in Rapid Transit to Market, Direct Route to all Eastern Centres, and—Through Express Trains with Close Connections.

Its advantages apply to all classes and to all business—the Merchant, the Farmer and the Ranchman.

**PURCHASE YOUR TICKETS AND SHIP YOUR FREIGHT VIA THE PACIFIC SHORT LINE.**