

and Harriet B. Wreter his wife, the signers of the above instrument, who duly acknowledged to me that they executed the same.



James M. Lockhart

Notary Public Summit Co. Utah

My Commission expires Feb. 8. 1900

Recorded Dec. 17. 1897 at. 10. a.m.

David Thomas Recorder

No. 7500

U. S. To. Union Pacific Ry Co.

PATENT. No. 31.

THE United States of America

To all to whom these presents shall come greeting.

Whereas, by the Acts of Congress approved July 1, 1862, and July 2, 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," authority is given to the Union Pacific Railroad Company, "to construct a railroad and telegraph line" under certain conditions and stipulations as expressed in said Acts, and provision is made for granting to the said Company "every alternate section of public land, designated by odd numbers to the amount of ten alternate sections per mile, on each side of the said railroad, on the line thereof, and within the limits of twenty miles on each side of said road," 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, an official statement bearing date November 3, 1869, from the Secretary of the Interior has been filed in the General Land Office showing that the Commissioners appointed by the President, under provisions of the sixth section of the said Act of Congress approved July 2, 1864, have reported to him, that the line of railroad and telegraph from Omaha, in the State of Nebraska, westward to Ogden, in the Territory of Utah, and known as the Union Pacific Railroad, has been constructed and fully completed and equipped, in the manner prescribed by the Acts of Congress aforesaid.

And Whereas, certain tracts have been duly listed under the Acts aforesaid by the duly authorized land agent of the said Union Pacific Railroad, now known as the Union Pacific Railway Company, as shown by his original lists of selections, approved by the local officers and on file in this office.

And Whereas, the said tracts of land lie coterminous to the construc