

STATE OF NEBRASKA  
DEPARTMENT  
OF  
**PUBLIC WORKS**  
REPORT OF SECRETARY

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1925-1926



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NOV 30 1926

To Honorable Adam McMullen,  
Governor of the State of Nebraska,  
Lincoln, Nebraska.

My Dear Governor:

I have the honor to submit herewith the following report of the  
work of the Department of Public Works during the past two years.

Respectfully submitted,

R. L. COCHRAN,

November 30, 1926.

State Engineer.

## LIST OF EXECUTIVES AND LENGTH OF SERVICE WITH

## DEPARTMENT OF PUBLIC WORKS

R. L. Cochran, State Engineer.....	9 yrs.	5 mo.
Donald Frazier, Sup't of Equipment Division.....	1 yr.	9 mo.
Mable Tracy, Chief Motor Vehicle Registration.....	7 yrs.	10 mo

## Bureau of Roads and Bridges

Mont C. Noble, Chief.....	7 yrs.	8 mo.
John R. Carnahan, Ass't Chief.....	6 yrs.	7 mo.
R. O. Green, District Engineer No. 1.....	9 yrs.	5 mo.
M. F. Black, District Engineer No. 2.....	8 yrs.	10 mo.
A. C. Tilley, District Engineer, No. 3.....	7 yrs.	7 mo.
F. C. Rolls, District Engineer No. 4.....	7 yrs.	7 mo.
A. M. Gaddis, District Engineer No. 5.....	7 yrs.	9 mo.
A. T. Lobdell, District Engineer No. 6.....	7 yrs.	4 mo.
F. H. Klietsch, District Engineer No. 7.....	6 yrs.	1 mo.
W. J. B. Porter, District Engineer No. 8.....	7 yrs.	3 mo.
M. B. Jones, Office Engineer.....	6 yrs.	8 mo.
R. J. Boyd, Acting Office Engineer.....	7 yrs.	1 mo.
R. W. Culwell, Ass't Office Engineer.....	6 yrs.	1 mo.
C. M. Coff, Bridge Engineer (Resigned Nov. 1, 1926).....	5 yrs.	7 mo.
Alfred L. Ogle, Acting Bridge Engineer.....	7 yrs.	6 mo.
L. W. Husted, Accounting Engineer.....	6 yrs.	
C. M. Duff, Testing Engineer.....	4 yrs.	3 mo.

## Bureau of Irrigation, Water Power and Drainage

Robert H. Willis, Chief.....	32 yrs.	0 mo.
John D. Heywood, Superintendent Division 2.....	5 yrs.	10 mo.
K. I. Ward, Statistician.....	9 yrs.	6 mo.
A. E. Johnston, Hydrographer.....	6 yrs.	8 mo.
A. W. Hall, Hydrographer-Draftsman.....	7 yrs.	8 mo.
C. E. Franklin, Hydrographer.....	1 yrs.	7 mo.
O. M. Finley, Water Com. Dist. 1, Div. 1-A.....	6 yrs.	7 mo.
W. F. Chaloupka, Water Com. Dist. 2, Div. 1-A.....	14 yrs.	0 mo.
O. H. Eyerly, Water Com. Dist. 5, Div. 1-A.....	4 yrs.	4 mo.
R. F. Nosky, Water Com. Dist. 6, Div. 1-A.....	1 yrs.	6 mo.
P. M. Whitehead, Water, Com. Dist. 1, Div. 1-B.....	2 yrs.	5 mo.
S. B. Hanna, Water Com. Dist. 1, Div. 1-E.....	1 yrs.	7 mo.
Chas. Gardner, Water Com. Dist. 2, Div. 1-E.....		10 mo.
Fred Hood, Water Com. Dist. 1, Div. 2-D.....	5 yrs.	7 mo.

**NEBRASKA'S NEW STATE CAPITOL**

**CAPITOL COMMISSION**—Governor Adam McMullen, Chairman; R. L. Cochran, Secretary.

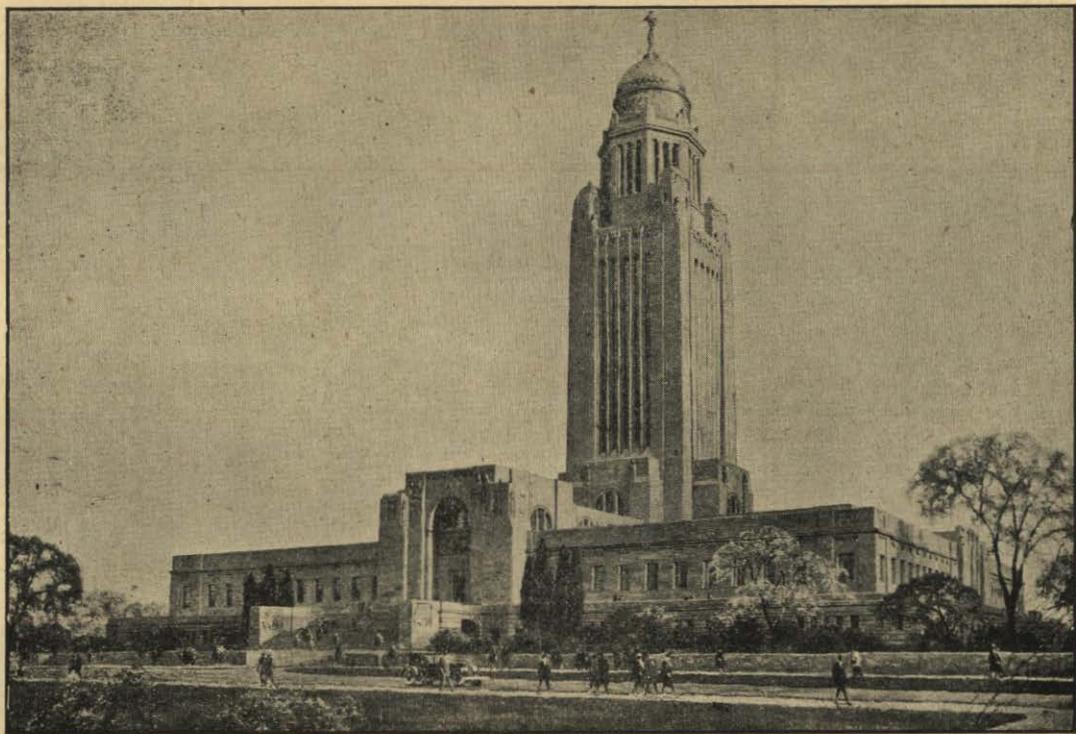
**MEMBERS**—W. W. Head, Omaha; W. E. Hardy, Lincoln;  
W. H. Thompson, Grand Island.

**ARCHITECT**—Bertram G. Goodhue (Deceased).  
Supervision being carried on by Bertram G. Goodhue Associates.  
Construction started March 15, 1922.  
Today the structure is 60% complete.

**Base of building** 438 feet square. Tower 80 feet square at base and 405 feet high.

**Contains** 9,700,000 cubic feet, with over 400 rooms. All offices have outside light.

**The Department of Public Works** moved into their new quarters the latter part of December, 1924.



DEPARTMENT OF PUBLICATIONS

MISSISSIPPI

**REPORT OF THE BUREAU OF ROADS AND BRIDGES**

Division of Location, Construction and Maintenance

Division of Tests

Division of Designs, Maps and Plans

Division of Accounts and Records

1925-1926

## RECOMMENDATION

The accomplishments during the past two years covered by this report, during which time 32 miles have been paved, 1601 miles gravel surfaced, 1074 miles graded and 186 bridges built, show very satisfactory results considering the amount of money expended.

Generally speaking a continuance of the present financial program and also of the policies of administration of this Department are recommended. With the very diversified conditions prevalent in Nebraska and with the constantly increasing traffic, it is thought that at least \$50,000.00 per year should be expended for experimental purposes. Because of the dust nuisance and the difficulty of maintenance on the heaviest traffic roads on a comparatively small mileage near population centers where traffic from several lines of highway converge onto a single line, some thought should be given to the most efficient type of surface treatment which can be had at the lowest cost. While some of the fundamental practice established by experience of other states can be used to advantage in this state, difference of conditions, both as to soil, rainfall, traffic and construction materials makes it necessary that each state work out its own problems according to its own conditions.

Because of the large mileage of low type surface (such as gravel) which we are building, the continuation of a strong maintenance organization adequately financed as at present is particularly necessary. Attention is called to the fact that this department is functioning at a very low overhead cost. The total expense of general administration of this department which includes all expenditures for general supervision, preliminary survey and preparation of plans, in fact all expense except actual inspection of work on the job is about 2%. I do not know of any state which is equalling this record. I recommend that 2% of all finances coming to this department for expenditure be made available for general administration.

Respectfully submitted,

R. L. COCHRAN,

State Engineer.

November 30, 1926.

Mr. R. L. Cochran,  
Secretary and State Engineer,  
Department of Public Works,  
State of Nebraska, Lincoln.

November 30, 1926.

Sir:

I have the honor and pleasure of submitting to you the Biennial Report of the Bureau of Roads and Bridges covering the two year period ending November 30, 1926. Owing to the magnitude of any State-Federal Aid Highway program it is only possible in such a report to present briefly the salient activities and accomplishments.

All tabulations, charts, photographs, and discussions have been correlated, and consolidated under the Divisions most closely allied to the various subjects in a manner very similar to our previous report. These Divisions are functioning smoothly and efficiently under the system we established formerly which provided for the following consolidations: Division of Location, Construction and Maintenance; Division of Tests; Division of Design, Maps and Plans; Division of Accounts and Records.

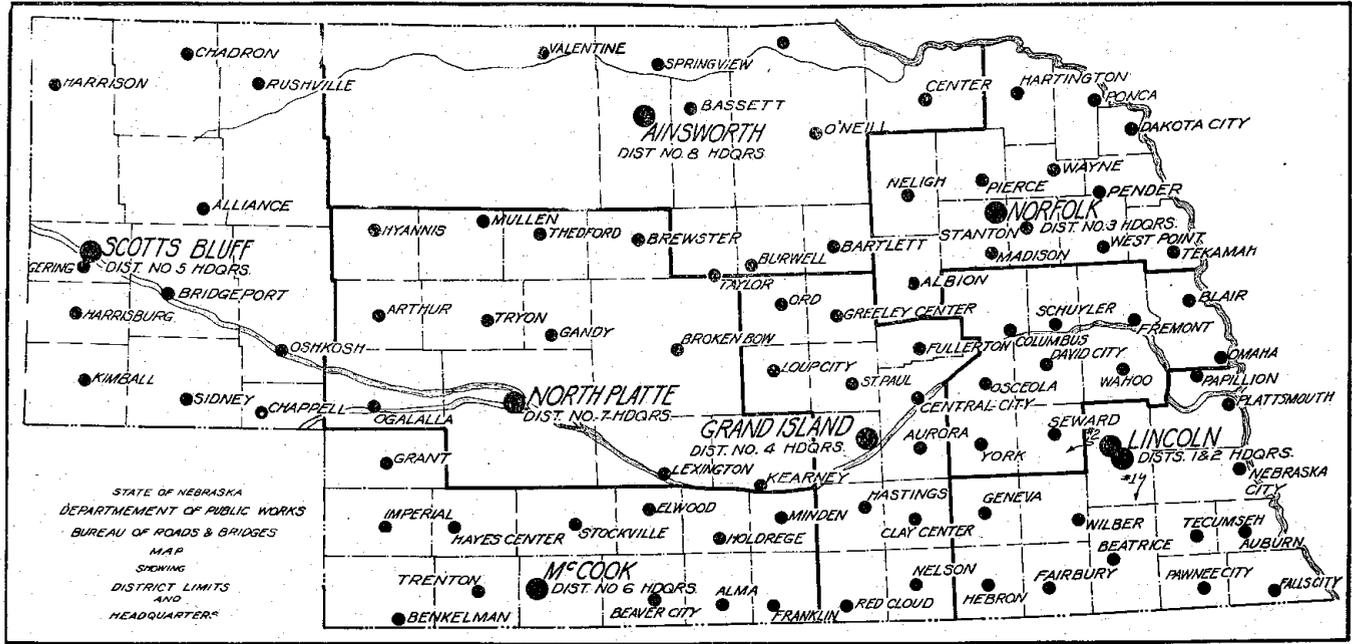
The people of Nebraska are well aware that the highway program and results obtained in this Biennium are but little less than that for all previous years combined since the acceptance of Federal Aid in 1917 but they are not aware of the strained efforts of our employees behind the scenes who made your dreams a reality. The Bureau takes far more pride in pointing to these splendid efforts and sacrifices than in chronicling the actual achievements upon the highways.

The greater part of the office Engineering and Clerical personnel returned to these offices to work about 3 hours each night from two to six weeks preceeding each of our six large highway lettings. This extra time was given by the employees without encouragement by this Bureau and with their full knowledge that they would receive no extra pay for overtime and in many instances no credit for overtime. Our field engineers have been equally industrious. This loyalty and service to you, the Governor and the State is fully recognized but is not recorded elsewhere in this report although it is strongly evidenced by the remarkably low cost of administration.

Although the Bureau is proud of its personnel, its record of accomplishments, its respect by the county officials and contractors represented by the splendid harmony and cooperation obtained, its confidence of the general public as indicated through lack of adverse criticism by the press and also its general improvement over previous bienniums, yet it is not satisfied and is of the firm belief and hopes that the next Biennial Report will register still greater successes. Accepting this thought it is believed that this report will meet with your approval and is therefore

Respectfully submitted,

(Signed) M. C. NOBLE, Chief,  
Bureau of Roads and Bridges.



**ORGANIZATION, LAWS AND DISCUSSIONS**

To better appreciate the functioning of this Bureau and to understand clearly the discussions and tabulations following in this report, particularly with references to State-Federal Aid construction, it appears advisable to outline briefly the Department organization, also a few of the outstanding highway laws, governing policies, and types of construction caused by the demand for economy and use of materials at hand. Brief mention is also made of the history of the state particularly with reference to those historical spots which the autoist may easily reach from the State Highway System.

**ORGANIZATION OF HIGHWAY DEPARTMENT**

Previous to the Legislative Session of 1919, the highway department was under the State Board of Irrigation, Highways and Drainage. This Board consisted of three members, the Governor acting as President, the Attorney General, and the Commissioner of Public Lands and Buildings. This Board appointed a State Engineer who became the active responsible head of the State Irrigation, Highways and Drainage. The State Engineer, with approval of the Board, appointed a deputy, or assistant State Engineering in charge of the highway work.

The 1919 Legislature adopted the Civil Administrative Code Bill which has been the law in force since that time. Under the Code, the State Board of Irrigation, Highways and Drainage was abolished and in its place was created the present Department of Public Works. The Governor who is the head appoints the Secretary-State Engineer as the active head of the Department of Public Works. The State Engineer with the Governor's approval appoints an Assistant as Chief of the Bureau of Roads and Bridges. The Code does not define the officers and their duties below the State Engineer so the organization is developed and responsibility placed as directed by the Chief of the Bureau and State Engineer. The organization chart as shown on page four explains the lines of responsibility for this Bureau as established by the Chief and State Engineer. This plan of organization is far more condensed and compact than the usual highway organization plan with a corresponding resultant reduction in the number of higher salaried office heads and requiring likewise greater responsibility on the part of each head.

**HIGHWAY SYSTEM ESTABLISHED**

The original Federal Aid Highway Act was approved July 11, 1916. Following the acceptance of Federal Aid as covered by this Act by the Legislature of 1917, the County Board of Supervisors and Com-

missioners designated a program of roads upon which they desired State-Federal Aid participation. This system was approved by the State Engineer. Later the 1919 Legislature established this system comprising approximately 5000 miles under eighty-eight route numbers as the Nebraska State Highway System with the provision that as other roads were constructed with State and Federal Aid funds such constructed roads would become a part of the State Highways. In addition to the statutory system as originally outlined by the County Boards, the law also provided that the Counties establish a system of county roads not exceeding twenty per cent of the total mileage in the County, which system is under the jurisdiction of the County Board.

This system of State Highways as established by the County Boards, this department and the 1919 Legislature is primarily a farm to market system of roads. No connected system of roads could be established which would better serve as farm to market roads within the same allowable mileage. At the same time these roads include the important inter-county roads and inter-state roads.

The amended Federal Highway Act approved Nov. 9, 1921 delegated authority to the United States Secretary of Agriculture to approve a system of highways know as the Seven Per Cent System. Each State was required to submit a map showing the Seven Per Cent System as desired, which map was to be approved by the Secretary of Agriculture as submitted or as modified under the Secretary's suggestion. The mileage of highways in this Seven Per Cent System, for any State, cannot exceed seven per cent of the total road mileage in the state as certified under the original highway act. Nebraska's certified mileage at that time was 80,272 miles, which permits the Seven Per Cent System to contain 5,619 miles. A careful check of all highway mileage in Nebraska was completed in 1923 and the mileage found to be 94,633. The maps on file with the Federal Bureau show this Seven Per Cent mileage in Nebraska to be entirely exhausted so the Nebraska highways which may receive State-Federal Aid funds are definitely established until the system is constructed in its entirety at which time additions may be made.

Since Federal funds cannot be expended on highways outside the seven per cent system and since our state road legislative appropriations, are made to meet Federal Aid appropriations, it was the present administration's desire to increase the allowable mileage up to Seven Per Cent of 94,633, the correct mileage for the State, in order to incorporate several very important inter-county and interstate highways in this system. The request to the Federal Bureau was disapproved on the basis that the Federal Highway Act

particularly specified that the mileage as certified by the State under the original act was to govern.

### FEDERAL AID APPROPRIATIONS AND LAWS

Federal Aid appropriations are made from the General Funds of the United States Treasury. Distribution to the states is made upon the ratio that the state bears to the total of all States in the following three ways, area of States, population of State, and miles of mail route. In this manner the eastern states which contribute heavily to the Federal taxes do not receive a proportionately heavy return for roads while the western states profit accordingly. For example Nebraska receives \$4.15 for Federal Aid roads for each dollar of Federal taxes paid for roads in this state. This is not so much to the advantage of the western states as these figures would indicate because many of the Federal taxes paid by the Eastern States is based upon property or products in Nebraska. For example, Federal taxes on some railroads, and many articles of consumption in this state are paid through headquarters offices located in the east and thus credited where paid.

The Federal Bureau participates up to fifty per cent of the construction and engineering costs of a project except the engineering costs necessary on preliminary surveys, preparation of plans and estimates, and administration. The maximum Federal Aid available per mile has varied from \$10,000.00 to \$20,000.00 exclusive of bridges over 20 feet clear span as noted below. Federal funds may participate on construction through cities under 2500 population, and in larger cities these funds may be expended on that portion of the road along which the houses do not average more than 200 feet apart. All construction supervision and engineering and all maintenance must be done by the State under a State Highway Department. The County Boards make formal application to this Department for State-Federal Aid funds specifying the highways upon which expenditure is to be made before any plans are made for contracting. Previous to November 9, 1926, the County Boards and this department awarded contracts jointly but the 1925 Legislature created a statute providing that after Nov. 9, 1926, the Department of Public Works alone shall let all contracts on State-Federal Aid construction.

Date of Federal Appropriation	Available Fiscal Year Ending	Lapses July 1	Amount	Nebr. Share	Max. Fed. Aid per Mile
July 11, 1916.....	June 30, 1917	1921	75,000,000	1,599,850.01	10,000
Febr. 28, 1919.....	June 30, 1919	1921	200,000,000	4,266,911.65	20,000
Nov. 9, 1921.....	June 30, 1922	1924	75,000,000	1,581,189.50	20,000
June 19, 1922.....	June 30, 1923	1925	50,000,000	1,054,126.33	16,250
Febr. 26, 1923.....	June 30, 1924	1926	65,000,000	1,371,713.17	15,000
June 5, 1924.....	June 30, 1925	1927	75,000,000	1,577,155.34	15,000
Febr. 12, 1925.....	June 30, 1926	1928	75,000,000	1,581,969.00	15,000
Montana's 1923 funds reappropriated.....			655,546	14,182.00	15,000
Febr. 12, 1925.....	June 30, 1927	1929	75,000,000	1,588,138.00	15,000
Total Federal Aid Available June 30, 1927.....				14,635,235.00	

In addition to the above appropriations the House and Senate passed the Dowell Bill (H. R. 9504) carrying \$75,000,000 for each of the years 1928 and 1929, under respective dates of April 16, 1926 and June 11, 1926. From these appropriations Nebraska will be allotted approximately \$1,588,000 during each year of the coming biennium ending June 30, 1929.

### STATE AID APPROPRIATION AND DISTRIBUTION

Nebraska lacks progressive legislation which will permit the Department to plan a program of definite expenditures in advance. Each legislative appropriation is made for one biennium so that once each two years the Department must wait several months before the program for the biennium can be established, surveys made and plans approved. This generally throws a large highway letting in late mid-summer when fewest contractors are free to bid.

The following appropriations to meet Federal Aid have been made by the past state legislatures.

State Appropriations	Years Covered	Amount
1917 Legislature .....	1917 to July 1, 1919	640,000.00
1919 Legislature .....	1919 to July 1, 1921	3,093,262.00
1921 Legislature .....	1921 to July 1, 1923	2,262,750.39
1923 Legislature .....	1923 to July 1, 1925	1,500,000.00
Total .....		7,496,012.39
Deducted by 1921 special session .....		366,870.99
Total State Aid Road Appropriation to 1925 .....		7,129,141.40
1925 Legislature, 2c Gas Tax, estimated		
April 1, 1925 to July 1, 1927 .....		4,000,000.00

The above funds except gas tax were raised by direct property tax. Collections on property tax were made by the counties and transmitted to the State Treasurer. Gas tax collections are made by the Department of Agriculture and transmitted to the State Treasurer. The Legislative estimate of gas funds to meet Federal Aid was low as an estimate placed today would be slightly in excess of \$4,500,000. The funds used to meet Federal Aid are credited back to the counties in the same manner as Federal Aid is distributed to the States that is under the ratio that each county bears to the State in the following three ways, area, population and miles of mail route. The ratio relative to population is determined by the number of votes cast for Governor at the General election, 1916.

The following chart shows the ratio or percentage of each appropriation credited to the county based upon population, miles of mail route and area. By multiplying the ratio as shown in the last

column of this chart by the Legislative appropriation, the share due any county from the state appropriation can at once be determined. In the last column is listed the total rural highway mileage of each county as determined by this bureau on a survey completed in the year 1923.

CHART SHOWING METHOD OF DISTRIBUTION OF  
STATE—FEDERAL AID ROAD FUND

County	Area Sq. Miles	Population	Miles of Post Route	Ratio of County to State	Total Rural Mileage
Adams	565	4,999	530.5	.013532718	1,153
Antelope	872	3,538	514.2	.013030930	1,512
Arthur	800	444	108.0	.005070928	324
Banner	742	322	145.6	.005059311	575
Blaine	711	458	89.5	.004513862	182
Boone	692	3,400	430.5	.011243391	1,165
Box Butte	1,076	1,576	115.5	.007640354	723
Boyd	535	1,745	316.3	.007513526	1,134
Brown	1,235	1,483	228.0	.009360157	579
Buffalo	945	5,282	621.8	.016427436	1,745
Burt	475	3,051	415.0	.009745575	790
Butler	583	3,609	505.25	.011764575	1,074
Cass	538	4,874	489.5	.012858351	1,084
Cedar	735	3,551	551.75	.012827476	1,390
Chase	899	1,006	172.0	.006790326	1,170
Cherry	5,979	3,054	538.5	.034882745	5,960
Cheyenne	1,194	1,503	122.0	.008134534	1,674
Clay	579	3,877	554.0	.012546384	1,074
Colfax	405	2,607	373.0	.008509313	746
Cuming	577	3,113	526.0	.011380300	1,072
Custer	2,588	6,322	943.0	.027992922	1,680
Dakota	253	1,721	188.5	.004971961	418
Dawes	1,402	1,923	205.0	.010356314	1,053
Dawson	985	3,666	502.5	.013546663	1,639
Deuel	439	363	110.0	.003660678	409
Dixon	472	2,654	365.5	.008778137	678
Dodge	531	5,337	397.0	.012423765	1,096
Douglas	331	41,642	310.0	.052238170	640
Dundy	927	1,042	236.0	.007599445	550
Fillmore	576	3,600	562.0	.012297063	1,139
Franklin	578	2,530	359.0	.009330356	982
Frontier	975	1,992	367.0	.010218377	1,150
Furnas	721	2,920	430.0	.010814705	1,200
Gage	862	7,047	855.0	.020443556	1,667
Garden	1,652	963	123.5	.009519145	1,515
Garfield	575	809	170.0	.005138502	400
Gosper	464	1,101	294.0	.005243441	650
Grant	726	414	78.0	.004412441	280
Greeley	571	2,000	218.0	.005069365	745
Hall	528	5,321	404.0	.0124631127	1,017
Hamilton	538	3,369	516.0	.01140311	1,027
Harlan	574	2,278	348.0	.008613616	950
Hayes	722	665	143.0	.005338912	600
Hitchcock	724	1,204	212.0	.006661517	1,010
Holt	2,393	3,990	674.0	.021760174	3,705
Hooker	722	353	90.0	.004446449	250
Howard	561	2,254	310.0	.008145927	975
Jefferson	578	3,890	548.5	.012501378	1,097
Johnson	374	2,547	390.5	.00848284	766
Kearney	516	2,771	310.5	.008547534	1,048
Keith	1,068	1,022	100.0	.006814882	690
Keya Paha	775	790	106.0	.005338324	671
Kimball	958	649	141.5	.006329645	551
Knox	1,114	4,361	671.0	.016603948	1,996
Lancaster	853	16,925	876.0	.031924683	1,781

## REPORT OF SECRETARY

CHART SHOWING METHOD OF DISTRIBUTION OF  
STATE—FEDERAL AID ROAD FUND—Continued

County	Area Sq. Miles	Population	Miles of Post Route	Ratio of County to State.	Total Rural Mileage
Lincoln	2,536	3,895	513.0	.020645934	2,103
Logan	573	495	73.0	.0033790675	345
Loup	576	442	140.0	.004419713	309
Madison	576	4,887	407.5	.012209955	1,018
McPherson	874	332	110.0	.005284059	500
Merrick	463	2,665	381.0	.008908219	845
Morrill	1,417	1,472	130.0	.009147626	829
Nance	446	2,186	270.0	.007165007	654
Nemaha	389	3,145	398.1	.00930927	810
Nuckolls	579	3,354	410.5	.010498335	1,099
Otoe	606	4,683	567.5	.013722597	1,176
Pawnee	431	2,541	415.0	.008870787	835
Perkins	886	667	27.0	.004881347	733
Shelps	538	2,543	393.5	.009220291	1,039
Pierce	577	2,321	354.0	.00873646	1,063
Platte	673	4,436	528.0	.0133311662	1,246
Polk	430	2,777	420.0	.009287115	834
Red Willow	720	2,510	464.0	.010684404	1,110
Richardson	545	4,928	530.0	.013359593	939
Rock	1,004	898	218.0	.007586966	650
Saline	573	4,268	562.0	.013048752	1,114
Sarpy	240	2,360	210.0	.005864201	435
Saunders	756	4,886	700.0	.015944194	1,468
Scotts Bluff	723	2,938	235.0	.008874514	725
Seward	574	3,775	552.0	.012387718	1,101
Sheridan	2,469	1,884	404.0	.016952135	1,023
Sherman	573	2,010	309.5	.00791363	1,210
Sioux	2,055	1,126	190.0	.012126336	886
Stanton	431	1,705	232.0	.006165479	728
Thayer	578	3,486	532.5	.01187729	1,149
Thomas	716	2,440	34.0	.003954412	250
Thurston	387	2,153	219.0	.006356086	523
Valley	570	2,340	342.0	.008606633	860
Washington	380	3,009	348.0	.008608519	605
Wayne	450	2,312	344.5	.00807905	943
Webster	578	2,266	406.0	.009203029	1,077
Wheeler	578	514	130.0	.004409817	443
York	575	4,402	601.0	.013604726	1,109
TOTALS	76,898	291,178	33,003.5	1.000000000	94,907

The 1925 Legislature enacted the Gas Tax Statute which provided for a 2c gas tax on all gasoline used in the state except gas used in agricultural tractors or combines. This tax is estimated to raise about three million dollars annually of which about two million may be used to meet Federal Aid and one million used in conjunction with the 30% of Motor Vehicle license tax collections for highway maintenance purposes.

What was the property road tax in Nebraska as viewed by the general tax payer who paid the bills? The following facts tell the story:

Assessed valuation all property in Nebraska 1923	\$3,198,632,992
State levy necessary to raise \$1,000,000 .....	.312 Mills
Road tax on each \$1,000 assessed valuation .....	31.2 Cents
Road tax on each \$10,000 assessed valuation .....	\$ 3.12
Average assessed valuation per acre of land .....	38.44
Road tax per acre to raise \$1,000,000 .....	1.2 Cents
Road tax on 1-4 section land to raise \$1,000,000 ...\$	1.92

The above taxes met a like amount of Federal Aid, so, previous to the Gas Tax law in Nebraska, to raise \$2,000,000 State Federal Aid funds in one year the average 1-4 section of land paid \$1.92 of the "well to do" taxpayers whose property was actually assessed at \$10,000 (meaning it was actually worth considerably more) paid \$3.12 state road tax for construction. This tax was paid alike by city and rural property but practically all funds were expended on rural roads.

Let us see what has happened since the gas tax law was enacted. From close estimates it is apparent that the rural district raise 30% and the cities 70% of the gas tax yet practically all is expended on rural roads. The average Nebraska car uses about one gallon of gas to 13 miles. A tax of 2c per gallon means that the average car pays about 15c gas tax for 100 miles of driving. Compare this 15c good road tax expended for driving over a good road with the bad road tax due to additional wear and tear and lost time to make the same drive over an unimproved road. Further if \$3,000,000 is to be collected annually on gas consumed in approximately 350,000 motor vehicles registered in Nebraska in 1926 it means an average tax per vehicle of about \$8.57 per year.

In addition to the \$1,500,000 appropriated by the Legislature of 1923, which was insufficient by over two million dollars to meet the Federal fund available, the same Legislature authorized the counties to meet as much of the surplus Federal Aid, through the State Department, as was available for their county. As a result in addition to the regular road tax the counties in the year 1923 raised \$429,992 and in the year of 1924 they raised \$572,746 to meet Federal Aid whereas in the previous three bienniums or six years all the local or county funds raised totalled only \$513,853.00. In 1925 local funds to the extent of \$409,704 were used and in 1926 \$296,738 were raised to meet Federal Aid.

A most unfortunate condition arises in a few of the western counties under the present State-Federal Aid laws or rather under present lack of a surplus of State funds over that needed to meet available Federal Aid funds. In these particular counties traffic is very light and standard highway construction is very expensive on

account of sand soil. So state funds should be free to use, independent of Federal Aid funds in order that the occasional bad spots in the sand hill trails could be improved and many miles of additional highways made useable rather than following federal requirements in the construction of a short span of high type sand clay road.

Such Federal Aid construction means very little progress can be made with the meager funds available consequently the improvement is of very little service to the public. These counties would benefit greatly if state funds in excess of those appropriated to meet Federal Aid were available so that strictly State Aid funds could be used at least in counties under 4000 population.

The following tabulation indicates the expenditures made for state highway construction since the acceptance of Federal Aid in 1917:

	State	Federal	Other Funds	Total
1918 ..	246,263.60	277,232.03	182,295.89	705,791.52
1919 ..	1,463,650.10	1,453,602.48	236,015.42	3,153,268.00
1920 ..	2,070,112.33	1,357,099.84	56,866.26	3,484,078.43
1921 ..	1,260,660.11	1,370,038.07	219,437.13	2,850,135.31
1922 ..	796,408.18	846,715.77	81,280.31	1,724,404.26
1923 ..	50,782.47	404,036.64	429,992.39	884,811.50
1924 ..	1,494,775.85	1,952,055.36	572,746.86	4,019,578.07
1925 ..	2,077,417.06	2,219,500.83	409,704.14	4,706,622.03
1926 ..	2,786,792.74	2,675,723.08	296,738.27	5,759,254.09
Totals ..	12,246,862.44	12,556,004.10	2,485,076.67	27,287,943.21

The above expenditures are inclusive of special appropriations made for special purposes and listed in detail later in this report such as, State Institution Paving or graveling and State Aid Bridges.

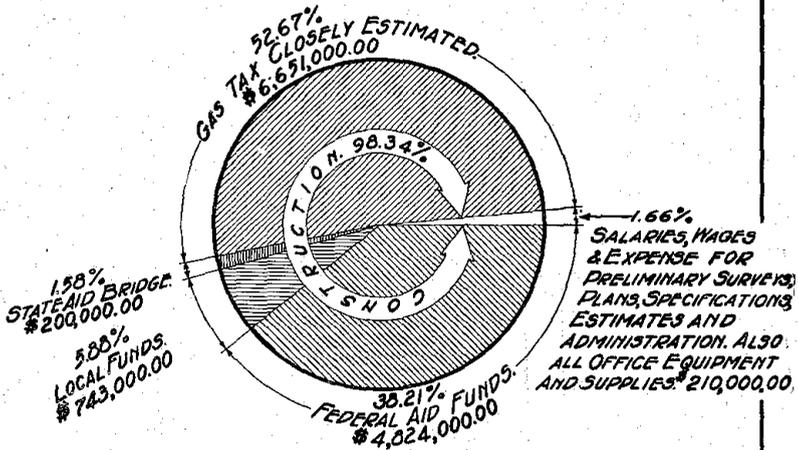
State Institution Paving appropriation is applicable for fifty per cent of the excess costs over the special benefits assessed provided the institution making application to this Department is located more than one-half mile and not exceeding three miles from a railroad unloading track or permanent highway leading to the railroad unloading track. The Legislature of 1925 extended the possibility for state Institution paving to cover any highway used to connect the Institution with the termini of any street within the corporate limits of a city of the second class and authorizes the Board of Control to sign petitions in the name of the state for such improvement district.

State Institution graveling is a special appropriation made by the 1925 Legislature. This appropriation authorizes the Department to gravel highways connecting State Institutions with State Highways when such State Institutions are not on State Highways and where the distance does not exceed eight miles. This same authorization limits the annual expenditure for this purpose to \$25,000 same to be taken from the 2c gas tax. A separate appropriation of \$1650 to be raised by property levy was made by this 1925 Legislature for the purpose of graveling 33rd Street, Lincoln from Holdrege Street North along the west side of the Agricultural College.

The State Aid Bridge Appropriation is made by each Legislature usually in the sum of \$200,000 to be used anywhere in the state to assist the counties in the construction of the larger bridges. These funds need not be expended on the State-Federal Aid system but in the event that they are so expended they may be used in conjunction with Federal Aid funds. Any county may make application for one-half the cost of any bridge spanning a stream the width of 100 feet or more. Application may be made by either county on a county line bridge and if approved by this Department the structure may be built and one-fourth cost collected from each county. In the event of a dispute between two counties on the location of such a bridge, the State Engineer may cast the deciding vote. Counties expending over \$100.00 in any one year on State Aid Bridge repairs under the direction of the State Engineer may be reimbursed for one-half the cost of repairs from the State Aid Bridge fund.

The cost of administration including the preparation of plans, specifications and estimates, preliminary surveys, equipment, supplies and other miscellaneous office expense is about 1.66% of all construction expenditures as shown by the following chart. This cost of administration is among the lowest, if not the lowest of any state highway administration cost in the U. S. and the contract price obtained as shown by the chart following is in line with the lowest prices received for comparable work in the United States.

CHART OF 1925-26 DISBURSEMENTS  
 WHAT PART OF YOUR ROAD DOLLAR IS CONSUMED  
 IN OVERHEAD ADMINISTRATION-ENGINEERING EXPENSES?  
 ANSWER -  $1\frac{2}{3}$  CENTS.



THE ABOVE CHART DOES NOT INCLUDE MOTOR VEHICLE COLLECTIONS WHICH TOTAL A LITTLE LESS THAN \$4,000,000.00 ANNUALLY. THIS DEPARTMENT RECEIVES  $2\frac{1}{2}\%$  OF THESE COLLECTIONS FOR ADMINISTRATION, SUPPLIES AND ALL LICENSE PLATES. OF THIS  $2\frac{1}{2}\%$ , ABOUT  $1\frac{1}{4}\%$  IS USED TO PURCHASE LICENSE PLATES, LEAVING  $\frac{3}{4}\%$  FOR ADMINISTRATION AND SUPPLIES. OF THE TOTAL COLLECTIONS LESS  $2\frac{1}{2}\%$  THE COUNTIES RECEIVE 70% AND THIS DEPARTMENT 30% FOR STATE HIGHWAY MAINTENANCE.

CONTRACT PRICES FOR 1925-1926.

ITEM	Unit	Total Quantity Contracted	Unit Prices		Amount
			Minimum	Averages	
Earth Excavation.....	Cu. Yd.	10,352.364	0.13	0.20067	2,077,447.36
Earth Excavation.....	100 Ft. Sta.	4,507.01	2.00	4.2753	19,271.29
Clay Haul.....	Cu. Yd. Mile	923,080.1	0.32	0.4775	438,948.42
Loose Rock Excavation.....	Cu. Yd.	44,052.	0.20	0.4645	20,460.35
Solid Rock Excavation.....	Cu. Yd.	18,648.	0.25	1.2482	23,276.90
2-in. Gravel Surfacing.....	Sq. Yd.	7,300.985.	0.05556	0.1405	1,025,715.92
3-in. Gravel Surfacing.....	Sq. Yd.	11,505.125.	0.0834	0.2010	2,313,035.76
4-in. Gravel Surfacing.....	Sq. Yd.	271,963.	0.18	0.2505	68,143.52
6-in. Gravel Surfacing.....	Sq. Yd.	4,200.	0.66	0.6600	2,772.00
Headwall Concrete (Class "A").....	Cu. Yd.	22,277.558	14.00	21.2474	473,339.63
Box Culvert Concrete.....	Cu. Yd.	1,258.886	19.00	22.3118	28,088.00
Bridges & Culverts (See Following Page).....					
Concrete Pavement.....	Sq. Yd.	264,337.47	1.89	2.1188	560,086.13
Brick Pavement.....	Sq. Yd.	7,476.10	2.97		22,204.02
Bituminous Concrete Pavement.....	Sq. Yd.	38,191.33	2.35	2.5073	95,758.58
Concrete Overflow Pavement.....	Sq. Yd.	4,264.9	2.30	2.6029	11,101.28
Cable Guard Rail.....	Lin. Ft.	106,194.	0.295	0.3801	40,365.40
Anchor.....	Each	1,126.	2.00	6.1576	6,933.50
Woven Wire Guard Rail.....	Lin. Ft.	304,530.	0.41	0.4681	142,536.72
Channel Excavation.....	Cu. Yd.	33,320.	0.20	0.2375	7,913.60
Clay Excavation.....	Cu. Yd.	976,121.	0.17	0.2312	225,693.47
Class "B" Excavation.....	Cu. Yd.	47,779.	0.167	0.2791	13,332.10
Reinforced Concrete Pavement.....	Sq. Yd.	7,093.	2.12	2.1200	15,037.16
Reinforced Concrete with Granite Surface.....	Sq. Yd.	14,444.	2.41	2.4100	34,087.04
Sheet Asphalt Pavement.....	Sq. Yd.	2,426.67	2.57	2.5700	6,236.54

AVERAGE CONTRACT PRICES FOR 1917-1926

ITEM	UNIT	1917-1918		1919-1920		1921-1922		1923-1924		1925-1926	
		Quantity	Price	Quantity	Price	Quantity	Price	Quantity	Price	Quantity	Price
Earth Excavation.....	Cu. Yds.	483000	0.310	7028587	0.454	5211999	0.305	2931674	0.2320	10352364.	0.20067
Earth Excavation.....	100 Ft. Sta.					3251	6.150	2872	3.7070	4507.61	4.2753
Clay Haul.....	Cu. Yd. Mile			115003	1.120	149752	0.657	256887	0.5710	923080.1	0.4775
Loose Rock Excavation.....	Cu. Yd.				2.250	23902	0.860	9300	0.6170	44052.0	0.4645
Solid Rock Excavation.....	Cu. Yd.				3.000	15098	1.770	4136	1.7060	18648.0	1.2482
2-in. Gravel Surfacing.....	Sq. Yd.			144432	0.247			1872355	0.1000	7300985.	0.1405
3-in. Gravel Surfacing.....	Sq. Yd.					132231	0.200	2428873	0.2050	11505.125	0.2010
4-in. Gravel Surfacing.....	Sq. Yd.			368498	0.325	815863	0.388	1529694	0.2430	271963.	0.2305
6-in. Gravel Surfacing.....	Sq. Yd.							40483	0.2890	4200.	0.6600
Headwall Concrete.....	Cu. Yd.	731	28.090	4136	38.320	4410	32.400	2143	26.2200	22277.558	21.2474
Box Culvert Concrete.....	Cu. Yd.	Included	above	5997	36.420	6101	29.980	2858		1258.886	22.3118
Concrete Pavement.....	Sq. Yd.			104731	3.140			327174	2.5960	264337.47	2.1188
Brick Pavement.....	Sq. Yd.	57524	2.850	10986	3.950			124564	3.5660	7476.10	2.97
Bituminous Concrete Pavement.....	Sq. Yd.					6994	4.330	54775	3.050	38191.33	2.5073
Concrete Overflow Pavement.....	Sq. Yd.					11478	3.290	54206	2.5810	4264.9	2.6029
Cable Guard Rail.....	Lin. Ft.					52806	0.457	85032	0.4020	106,194.	0.3801
Anchor.....	Each					Included	above	782	5.3340	1126.	6.1576
Wood Guard Rail.....	Lin. Ft.			43409	0.740	107034	0.464				
Woven Wire Guard Rail.....	Lin. Ft.							90354	0.5000		0.4681
Channel Excavation.....	Cu. Yd.									33,320.	0.2375
Clay Excavation.....	Cu. Yd.									976,121.	0.2312
Class "B" Excavation.....	Cu. Yd.									47,779.	0.2790
Reinforced Concrete Pavement.....	Sq. Yd.									7,093.	2.1200
Reinforced Concrete with Granite Surface.....	Sq. Yd.									14,444.	2.4100
Sheet Asphalt Pavement.....	Sq. Yd.									2,426.67	2.5700

**CULVERTS**  
1925

1926

			1925		1926		
	Lineal Ft.		Unit Price	Amount	Lineal Ft.	Unit Price	Amount
18 inch Concrete	3,508		1,9048	6,682.16	5,612	1,8606	10,441.48
24 inch Concrete	5,826		2,6852	15,643.96	11,296	2,7027	30,529.68
30 inch Concrete	1,660		3,6843	6,115.78	2,096	3,7008	7,764.32
36 inch Concrete	1,606		4,8400	7,773.04	2,146	4,9944	10,717.92
42 inch Concrete							
48 inch Concrete	156		7,5141	1,172.20	486	7,8308	3,805.78
60 inch Concrete					24	13,8167	331.60
18 inch Crecosoted	4,380		1,8456	8,083.92	5,326	1,4712	7,835.83
24 inch "	6,709		2,8842	19,350.42	9,581	2,7338	26,192.66
30 inch "	1,314		3,8628	5,075.72	2,442	3,4620	8,454.18
36 inch "	1,600		4,0276	6,444.12	2,318	4,7353	10,976.48
42 inch "	46		5,6087	258.00	32	9,4062	301.00
48 inch "	664		6,9511	4,615.50	382	7,8687	3,005.84
60 inch "	958		10,4348	9,996.50	14	11,9643	167.50
Class "A" Excavation	24,534 Cu. Yd.		0.7375	18,094.30	34,154 Cu. Yd.	0.7420	25,342.23
Class "B" Excavation	12,054 Cu. Yd.		0.5566	6,709.75	6,356 Cu. Yd.	0.5935	3,772.15

**BRIDGES**

	1925			1926								
	Quantity	Unit Price	Amount	Quantity	Unit Price	Amount						
Super Structure	Lbs.	101,573.9	\$ 0416	\$ 45,273.99	3,898.972	\$ 04962	\$ 193,474.30					
Class AA. Concrete	Cu. Yd's	4,865.21	19,6154	248.03	853.02	26,1270	22,286.82					
Class A. Concrete	Cu. Yd's	55,244.28	19,8299	2,786.33	6,746.26	20,0459	135,234.82					
Class B. Concrete	Cu. Yd's	9,963.18	16,1882	615.46	725.32	16,0149	11,615.94					
Wet Excavation	Cu. Yd's	1,823.7	4,2551	7,760.00	7,058	2,9833	21,056.25					
Dry Excavation	Cu. Yd's	4,131.4	1,0282	4,247.95	16,414	5626	9,235.10					
Reinforcing Steel	Lb's.	323,623	0.0495	16,023.04	621,640	0.0470	29,186.00					
Steel Piling, 8" H	Lin. Ft.	13,160	2,2112	29,109.90	34,771	2,1281	73,996.50					
Steel Piling, 8" I	Lin. Ft.	2,440	1,5055	3,673.50	2,610	1,4397	3,757.50					
Wood Piling Untreated	Lin. Ft.	4,848	9244	4,481.60	10,494	7803	8,188.17					
Wood Piling Treated	Lin. Ft.	7,482	1,0315	7,718.00	14,776	1,2497	18,465.20					
Scuppers	Each	60	4,6667	280.00	356	2,7724	982.00					
Extra Structural Steel	Lb's.	55,312	0.05841	3,230.54	128,068	0.0609	7,794.31					
Gravel Surfacing	Sq. Yd's	3,709.8	0.3347	1,241.82	8,851.1	2,799	2,477.46					
Treated Lumber	M. Bd. Ft.	193.90	120.3902	23,343.66	392.278	117,0193	45,904.10					
Metal Traffic Tread	Lin. Ft.	1,856	1,9339	3,589.40	5,728	1,5543	8,902.89					
Total Length, Ft.	Steel	37	Timber	15	Concrete	3	Steel	78	Timber	31	Concrete	1
No. of Bridges		1832		750		280		6679		2588		20

## OTHER HIGHWAY LAWS

A few of the highway laws which affect State and Federal Aid construction are mentioned here very briefly.

**Contracts**—Construction work involving State-Federal Aid Road funds must be advertised in the official county paper for three consecutive issues not less than twenty days. Such notice must state that the plans and specifications may be inspected at the office of the County Clerk and Department of Public Works and must also state the date and hour when the receiving of the bids shall close, at which time they must be publicly opened before any bidders or their representatives. The details of a typical highway letting are related later in this report.

State Aid bridge notices must be advertised four consecutive weeks. On all state-federal aid construction previous to November 9, 1926, the contracts were signed jointly by the County and State. Since November 9, the Department alone is required to award contracts. On strictly county bridge construction the law requires the advertisement to run four consecutive weeks and be based upon plans and specifications prepared by the Department of Public Works. The counties must advertise all bridge work estimated to cost over \$500 but may let annual contracts covering all work for the year or if bids are rejected the counties may purchase material and employ labor for the construction and repair of all bridges for the year. All bridges must be painted white above the floor system for at least twenty feet from either end.

**Maintenance**—Previous to January 1, 1926, all maintenance funds were derived from the motor vehicle license tax. The collections were made by each county on vehicles within that county. All funds remained in the county where collected except three and one-half per cent which was transmitted to the State General Fund a portion of which if appropriated was used for motor vehicle and state highway maintenance administrative purposes.

Once a year a representative of the Department of Public Works with the assistance of the County Board prepared a maintenance budget listing the funds needed for the maintenance of State Highways in each county. This budget was certified to the County Treasurer who set aside from the motor vehicle license collections the amount of funds shown by the budget providing such amount did not exceed seventy-five per cent of the Motor Vehicle taxes collected. The balance of the Motor Vehicle collections not taken in the budget or in the three and one-half per cent transmitted to the state or not otherwise taken was credited to the county road dragging fund.

When the county adequately maintained the state system to the satisfaction of the Department they were reimbursed the actual cost of such maintenance by claims upon the State Highway Fund approved by this Department. If the maintenance was not satisfactory the Department could upon thirty days written notice take over complete control of such maintenance and pay all costs from the State Highway Fund of said county. This has never been done although several warnings had to be issued to improve the maintenance. The maintenance of the state system in each county was directly under a County Highway Commissioner who was appointed each year by the County Board of Commissioners or Supervisors. The county board could appoint as County Highway Commissioner one of their own members or anyone else regardless of residence. Invariably the class of maintenance reflected directly the ability of the Highway Commissioner and his degree of cooperation with the State Department and county lines were easily distinguishable by the difference in maintenance between two counties. Joint responsibility by the state and counties for the maintenance made it possible for either party to attempt at least to pass responsibility for unsatisfactory maintenance to the other party.

In order to wipe out county lines, produce uniform maintenance, place responsibility in a single head, and to conform to the Federal requirements the 1925 Legislature created a statute providing that after January 1, 1926 the Department of Public Works would maintain the whole of the State Highway System, excepting those portions lying within incorporated limits of cities or villages having a population more than 1400 people. This same statute further provides that after January 1, 1926 the County Treasurers shall transmit 30% of all motor vehicle registration collections to the State Treasurer to be placed in the State Highway Fund out of which state Highway Maintenance costs shall be paid. In addition to this 30% the Gas Tax law permits the use of as much of the gas tax collection for maintenance as is needed.

Taking over this maintenance by this department increased the number of employees in the Department about four fold over night, although a small actual reduction in the total number of state highway maintenance employees was made. This reduction was due to the elimination of about ninety County Highway Commissioners from the State Highway System and the substitution of about 60 Chief Patrolmen in charge of one to three counties each. Some of these chief patrolmen were former county highway commissioners and some were Resident Engineers who added the maintenance duties to their previous duties as state construction Engineers and this again reduced the overhead administration costs. By adding a stenographer or maintenance clerk in each of the eight district offices and two clerks

in the Lincoln office this great increase in clerical work formerly handled by the ninety-three counties was absorbed very smoothly. If there is an adverse criticism to the functioning of this new section of the department organization it can only be with reference to the possible slow payments of some employees salaries or maintenance supplies nearly all of which can be charged to the number of offices through which each claim must pass before payment after leaving this department.

**Motor Vehicles**—Motor vehicles include motorcycles, and all vehicles propelled by any other power than muscular power, excepting traction engines, road rollers and vehicles which run only on rails or tracks. Trucks include all vehicles equipped or used to carry anything other than passengers. Numbers are assigned to vehicles consecutively (from number one up in each county) at the time the license fees are paid. Each county is assigned a key number designating the order of the counties in which the large number of vehicles have been registered as for example a Douglas County Car with number 227 would carry 1-227 since Douglas County has the largest registration while a car with the same number in Hooker County with the smallest registration would carry 93-227. Numbers must be carried on front and back of the vehicle a minimum distance of sixteen inches from the ground. Certificates of registration showing ownership must be carried in containers in the car subject to public inspection.

Registration fees are dependent upon the weight of the vehicle as follows: Motorcycles and two wheeled trucks weighing less than one thousand pounds \$5.00 (\$4.00 since the 1925 Legislature) motor vehicles less than two thousand pounds \$10.00 (\$8.00 since 1925 Legislature) with fifty cents additional for each one hundred pounds over two thousand pounds provided that upon vehicles equipped to carry more than seven passengers the total weight shall include the vehicle loaded to capacity with persons of 150 pounds weight. This latter provision changed by 1925 Legislature to a minimum fee of \$25 plus \$7 additional for each person for which the car is equipped to carry. Public owned motor vehicles are not taxed. Registration year extends from January 1 to December 31 with 50 per cent reduction in fees on vehicles registered after July 1. (Changed by 1925 Legislature to 25% reduction in fees after each quarter of the year.) The minimum fee on trucks is \$15 up to 4,000 pounds weight with 50c additional for each 100 pounds over 4,000 pounds. Foreign cars may stay in the state 30 days without purchasing a license, (changed by the 1925 Legislature to be reciprocal with all other states).

The maximum speed limit is 35 miles per hour on highways but does not apply to emergency calls of police, fire vehicles, doctors and ambulances, except when governed by city ordinances.

Lenses must be tested by this Department for a fee of \$10.00 and only approved lenses may be used. This Department is authorized to make rules and regulations governing lights and lenses.

The following size and weight limitations are placed upon the operation of motor vehicles upon public highways: Width maximum 7½ feet, height maximum 12 feet, 600 pounds maximum per inch width of tire, 7000 pounds maximum on one wheel.

**Advertising Signs**—The Department has authority to mark the State Highway system from State Highway Funds or gas tax funds. No other signs are permitted on the State Highway right-of-way except where permit is granted by this Department. Only one or two permits have been granted in the past four years and not any will be granted in the future due to the new policy recently adopted by this Department. Perhaps a dozen has been granted in previous bienniums, only one of which was a state wide permit. Permits cannot be issued for signs larger than ten square feet surface. Signs can not be placed within 300 feet of a railroad crossing or highway intersection.

All advertising concerns have been advised recently to remove all signs not covered by a permit and to remove those covered by a permit not later than July 1, 1927. All companies complied with this request promptly and agreeably so today there are practically no advertising signs except those covered by permit upon the state highway system. The State Highway Marking system is described later.

### IMPROVEMENT DISTRICTS

In addition to legislative appropriation funds the law provides several means of improving highways by various methods of assessing property benefitted under improvement districts created by the County Boards upon application of the districts. These laws are bulky and detailed but a few are summarized briefly here for general information.

**Douglas County Paving Bill**—Applying to counties having population in excess of 150,000 provides that districts may be established, appraised and assessed as per benefits received.

**Lancaster County Paving Bill**—Applying to counties having population of 40,000 to 100,000 provides that property over two miles from town can not be assessed over 10% of the total cost. Six zones are

created bearing percentage of cost as follows: 50, 25, 10, 5, 5, 5%.

**Sarpy County Paving Bill**—Applying to counties having population of 9,000—10,000 provides that property may be assessed half way between any two state highways but not over a distance of two miles. Exclusive of state and federal aid funds which may be available, the county at large is assessed twenty-five per cent of the remaining cost and fifty per cent assessed on front footage of the property and twenty-five per cent to balance of property.

**Precinct, Village, Township or County Bonds**—May be issued for improvements by petition vote of special election or unanimous order of the County Board but such issue in some instances can not exceed two per cent of the assessed valuation of the district. A tax is generally levied on the district sufficient to pay interest and five per cent of principal on bonds. There are many methods by which the subdivision of State Government may form improvement districts and be bonded as a unit but under the constitution the state can not be so bonded.

#### TYPICAL HIGHWAY LETTING

It is of interest to many to know how a highway letting is handled at a time when several hundred bids are received with over a hundred bidders present besides many other interested parties and spectators.

The Nebraska method of holding highway lettings and awarding contracts has received so much favorable comment from the contractors and general public that it is considered desirable to outline the system briefly. Under this plan the Department holds several large highway lettings each year usually three or four each over a period of two or three days so that a larger number of contractors are present thus creating keen competition. When the large letting is divided over two or three days all awards can be made promptly without holding certified checks and unsuccessful bidders, particularly the smaller contractors, may bid a second or third time with the same check.

The following press report describes one of these lettings held in July, 1925:

"892 Bids Received from 138 Bidders. An interesting event was witnessed by more than 400 people at the office of the department of public works on July 29, 30 and 31 when 138 different contractors submitted bids for road work amounting to more than \$2,500,000. Probably no other like event has received so much favorable comment by those interested as was heard on this occasion. Frequently con-

tractors who have been bidding for road work in other states were heard to remark that this was the fairest and best organized letting they had ever witnessed.

Each morning at 9:00 o'clock sharp, the work of opening and reading the bids began. A member of the county board, from the county in which the work was to be done, usually the chairman, sat with the state engineer as he read the different bids. The bids were tabulated as they were read, clerks were set to work to determine the successful bidder and the contract was signed by the secretary of the department of public works, the chairman of the county board and the contractor. Bonds were filed in the amount of 100% of the contract. Nearly all of this work was completed between the hours from nine a. m. and six p. m.

Competition was so keen that the total amount of the contracts was 14% under the estimates made by the department of public works. A total of 892 bids were received, making an average of 12 to the project. The highest number of bids on any one project was 37. Of the 138 different bidders, 66 were successful. Kansas, Iowa, Minnesota, North Dakota, South Dakota and Colorado were represented by 13 different bidders. Six of these out-of-state bidders were successful.

Contractors were required to file certified checks to the amount of 5% of their bids. The certified checks thus filed amounted to \$1,103,124.77.

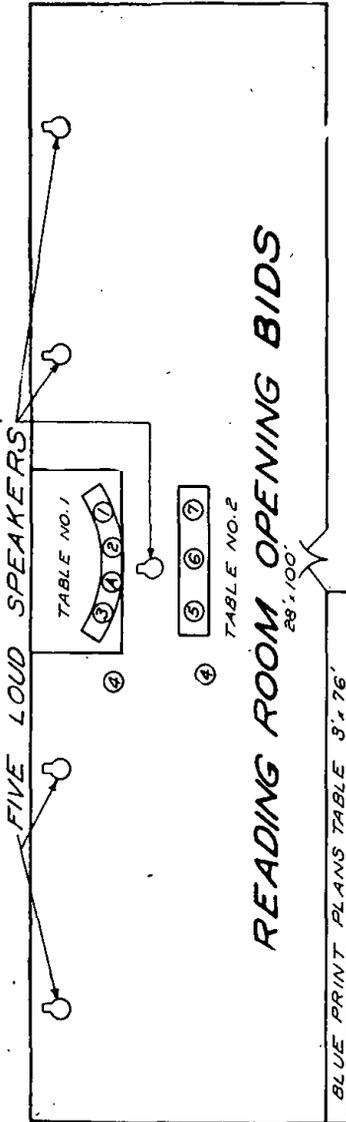
The contracts covered 413 miles of gravel surfacing, 290 miles of grading and 3½ miles of paving. The lowest bid for gravel surfacing was 7 cents per square yard for 2 inches of gravel. This contract was for 10.02 miles in Kearney County north from Axtell. The average cost for graveling of all the contracts let was about \$800 per mile.

The lowest price for earth excavation was 17 cents per cubic yard and the average price for all the earth excavation projects was 19.38 cents per cubic yard. Some very low bids were received for blade grader construction. This blade grader construction is possible in a level country where no cuts and fills are necessary. This type of construction, which will be paid for by state and federal aid funds, was contracted for as low as \$184.80 per mile.

The low bid for concrete paving was \$2.03 per square yard, seven inches thick. This will make an 18 foot pavement cost about \$21,000 a mile, exclusive of bridges, culverts, guard rails and grading."

The following chart shows the plan of one of these lettings with Department employees represented by numbers from one to twenty-one.

Circle A indicates the representative of the County Board while circle B indicates the Bond or Surety writer and circle C, the contractor. Circle X is a representative of the Federal Bureau who is usually a silent member present to observe the awards and to offer advise on any Federal matters which may arise.



HALLWAY 14 FT. WIDE

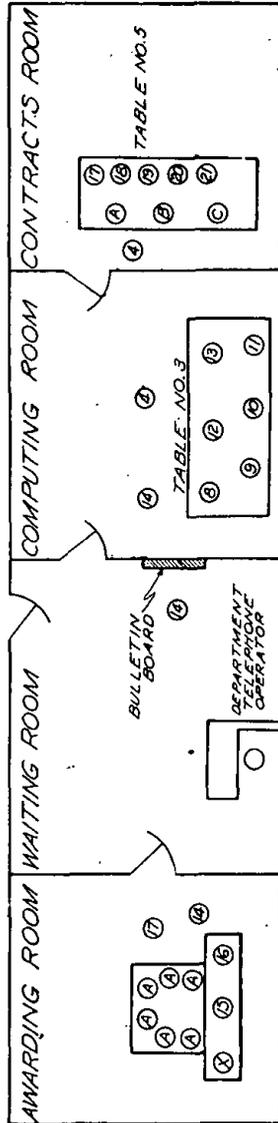


CHART OF ROAD AND BRIDGE LETTING

From the chart it is noted that the Department's large drafting room is used to open and read and tabulate all bids. This room accomodates about 100 contractors who wish table space to tabulate a part or all the bids as read. About 300 more contractors and spectators are accomodated in this room and the hallway. All bids are read through a broadcasting microphone connected through five loud speakers so every word is distinctly audible throughout the large room.

All contract plans are displayed in the hallway as shown for three weeks preceding and during the letting. This permits the contractor to view these plans without interfering with or taking up valuable space of the Engineers and draftsmen. About 200 extra chairs are provided in the hallway for the contractors and public during the letting. Three office rooms and the waiting room across the hallway as indicated is given over for the letting. The first room from the left is the awarding room, the second is a large waiting room in which is located the Department Telephone switchboard and operator. A large previously prepared bulletin board showing all projects and important construction items is hung in this waiting room so as fast as awards are made the successful contractors name is written in together with his unit bids. The third room is the computing room and the fourth is the accounting room given over to signing contracts, bonds, etc.

The notice to contractors definitely stipulates the hour at which the receiving of bids will close. Most of these bids are personally handed to a Department representative within fifteen minutes of the closing time. When the hour for closing bids arrives the Department employees take places as shown on the chart. At table one, employee No. 1 has received all proposals and grouped them under their proper project numbers as shown on the sealed envelope. No. 1 cuts the sealed envelope, opens and arranges the bid and check passing same to No. 2. No. 2 calls the chairman or representative of the County Board, Circle A, to the stand to witness the opening and reading of the bids. No. 2 reads aloud the County, project number, bidder's name and address, amount of certified check and all items and bid prices submitted together with any special conditions or provisions the bidder may have inserted, then passes the proposal to Circle A who after inspection passes same to No. 3. No. 3 lists the certified checks for permanent record and passes this record, checks and proposal to No. 4 who acts as messenger between the reading rooms and the other rooms. No. 4 takes these records to table No. 5 in the contract room.

Three tabulators Numbers 5, 6 and 7 are stationed at table No. 2 who tabulate all unit bid prices as read under the bidder's name

together with any special provisions inserted by the bidder. These three tabulators with printed sheets carrying all units of construction tabulate independently as a check thus producing three originals and saving the necessity for repeated references to the many proposals during the awarding. When all bids are read on a single project the completed tabulated sheets are passed to No. 4 who transmits them at once to No. 8 in the computing room.

No. 8 has charge of the computing and checking squads Nos. 9, 10, 11, 12 and 13 at Table No. 3. No. 9 reads one tabulation sheet aloud which is checked by Nos. 10 and 11. In reading the tabulation sheet No. 9 reads all items, quantities and unit bid prices which are caught by Nos. 12 and 13 and totals computed mechanically each acting as a check on the other. When computed No. 12 with No. 13 checking reads back the results to Nos. 9, 10 and 11 for recording. These sheets are then passed back to No. 8 who makes the final additions on an adding machine, extends all totals, checks and circles the low bid on each item, group or permissible combination of groups as covered in the specifications or stipulated in the proposal. When the low bidders are determined these sheets are passed to No. 14 who carries same to the awarding room.

In the awarding room No. 14 is ready to furnish any desired information relative to the bidder's proposal, special provisions, plans, etc. to No. 15, the State Engineer, who makes the award. The State Engineer in joint session with the members of the County Board or their representative, Circle A, review the bids, discuss the prices and take such action toward awarding or rejection as they deem advisable. A complete record of all minutes is kept by the stenographer, No. 16. In the event any question as to Federal policy or desires is raised, circle X, a representative of the Federal Bureau is consulted as previously mentioned. Any contracts advertised after November 9, 1926 must be awarded by the State Engineer alone without the vote of the county officials unless by policy he desires to have the Board express their wishes by vote but joint responsibility for any action taken can not be extended to the County Board.

As soon as an award is made No. 14 prints the contractor's name and unit bid prices on a large previously prepared bulletin board in the waiting room. This information becomes available at once to all contractors and the press.

When an award is made No. 17 who has charge of the contract room takes the tabulation sheet and together with the chairman of the County Board, the successful contractor and bondsman retire to table No. 5 in the contract room. At this table Nos. 18, 19 and 20 copy and prepare contracts for signatures of the County Board, Con-

tractor and Bonding companies. These contracts are signed at once by all parties thus avoiding long delays through the mails and also permits of the immediate release of all certified checks. No. 21 receives all certified checks as delivered by No. 4 from the reading room. After contracts are signed all checks are released to the contractors by No. 21 upon signed receipt of deliverance.

Within 15 or 20 minutes after the bids are read on the first project all rooms become active so that while bids are being opened in the reading room, read and tabulated, low bidders are being determined in the computing room, awards are being made in the awarding room, results given to the press in the waiting room and contracts are being signed in the contract room. If the letting is small less than half as many employees are necessary and all bids are read before the awarding is started. Usually the reading of bids starts at 9 A. M. and is continuous until 1 P. M. The awards are completed on these same projects by 5 P. M. Under the above system of awarding contracts from twenty-five to thirty average highway projects, each with from one to five separate contracts carrying the usual number of road and bridge items with ten to forty bidders on each project totalling several million dollars can be read, awarded, contracts and bonds signed and checks returned between the hours of 9 A. M. and 5 P. M. During the present biennium approximately 750 different contracts have been executed by this Bureau.

### GRAVEL ROADS

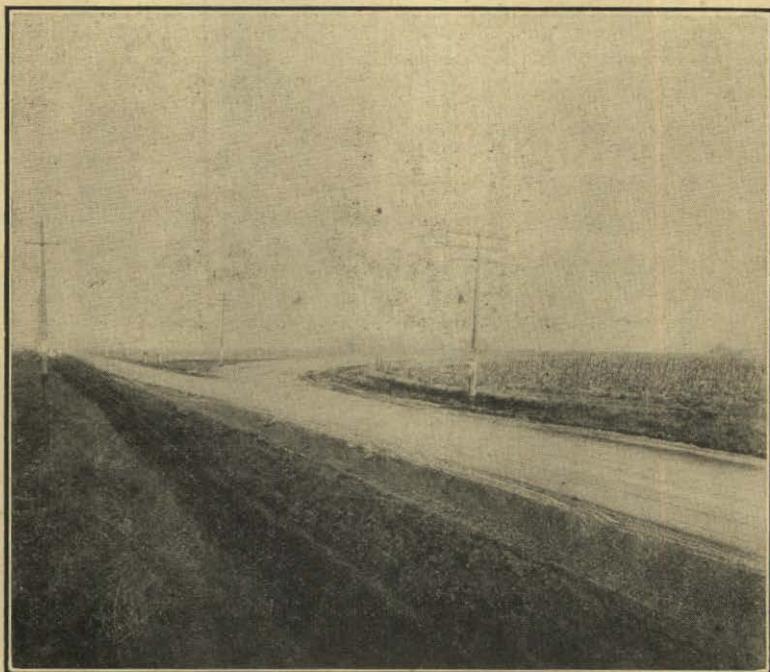
Gravel roads are no longer an experiment in Nebraska. No more promotion work need be done on this type of construction as the entire state is fully sold on Nebraska's gravel roads. "Would rather drive a gravel road than a pavement" is a common remark.

Not only have the gravel roads made it possible for the people of Nebraska to see the beauties and resources of their own commonwealth at any time of the year and thus advertise the state to its own inhabitants but they have also advertised the state to the entire nation through favorable reports of tourists. All this at a surprisingly low cost which cost represents an investment paying annually several hundred per cent dividends not alone through advertising and bringing outside wealth into the state but through reduced motor operation costs to the state's own people.

State Highway Engineers in neighboring states are generally agreed that an 8" gravel road can withstand economically only 400 vehicles per day. This is no doubt an established fact in the states having less favorable soil conditions, heavier rainfall and a poorer grade of gravel than is found in this state. The Nebraska people are

ready to spread the facts proven through experience that generally speaking half this amount of gravel will withstand from three to five times the amount of traffic and continue to do so without replacement for several years. These are bold statements but the evidence lies in every direction over the state.

For example, consider the Cornhusker Highway between Lincoln and Fremont in Saunders County. Note the gravel road photograph titled "State-Federal Aid Project No. 27, 2" or 4" Gravel Surfacing." This road has formed a better riding surface than the average pavement 12 months out of the year except for the occasional dust nuisance. This section of road is known as State-Federal Aid Project No. 27. The gravel surfacing was started in the late fall of 1919 and completed in the early summer of 1920, thus giving 7 years service up to the present time. About 6.5 miles of this project was surfaced with gravel 4" deep and 4.5 miles was surfaced 2" deep. The maintenance costs have averaged slightly less than the cost on adjoining dirt roads or about \$265 per mile per year exclusive of replacement.



State Federal Aid Project No. 27, 2" Gravel Surfacing  
Junction of U. S. No. 77 with No. 16 on the right. Picture taken  
November, 1926

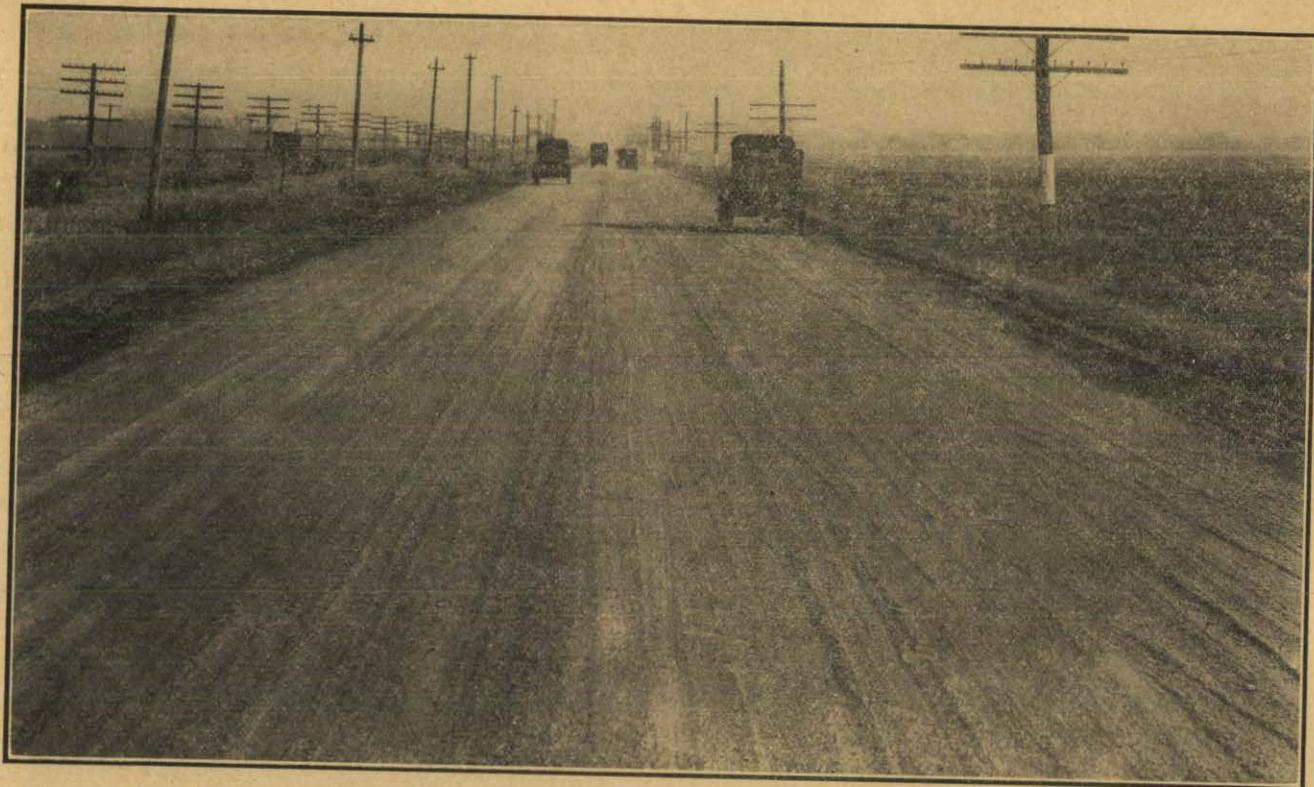


**State Federal Aid Project No. 27, 4" Gravel Surfacing**

Attention is directed to the fact as indicated on both views on Project No. 27 that the roadway is being widened 3 feet on either side, changing the present 24 foot width to 30 foot width and the small windrow of gravel placed is to surface the new shoulders.

Picture taken in November, 1926.

Both sections gave splendid service for six years without any replacement. About a year ago the 2" section began to pit out and break through in places due to the thinness of the gravel mat, consequently one additional inch of Platte River gravel was spread over the surface. In a few days the surface was again in a splendid state of maintenance and has continued so up to the present date. A few weeks ago the 4" surface began to show wear in spots and it was difficult to bring out sufficient gravel through dry weather maintenance to keep the necessary thin film of loose gravel over the roadway. Immediately one-half inch of Platte River gravel was added over the surface and today the road is in a high state of maintenance and will very probably continue in this condition for over a year without further replacement. The average traffic over this road the year round has been probably 1000 vehicles daily. The traffic census taken one week



State Federal Aid Project No. 17, Lincoln to Omaha  
Picture taken December 3, 1926, following several heavy rains and snow storms of October and November  
Plowed field on the right was a sea of mud on this date.

in August in 1924 indicated an average daily traffic of 1070 vehicles during the daylight hours only. The census for 1926 taken in the same manner indicated an average daily traffic of 1401 vehicles for the 15 hours of daylight. The probable traffic for the 24 hour day would no doubt be in excess of 2000 vehicles on this 24 foot roadway.

Let us review another State-Federal Aid project of newer construction but carrying heavier traffic. Note the photograph of this road with the title "State-Federal Aid Projects No. 17." This eleven mile project lying just outside of Lincoln on the Lincoln-Omaha road usually called the D. L. D. or U. S. No. 38 Highway was constructed early in 1923 with a 4 inch depth of gravel surfacing. After more than three years service the surface is in perfect condition supporting fast traffic including passenger busses, heavy freight trucks and cars averaging in 1924, 1434 vehicles daily during the daylight hours and in 1926, 1830 vehicles in 15 daylight hours. The probable traffic for the 24 hour day would certainly exceed 2500 vehicles. Less than 5% of the amount of the original gravel has been added to the project since completion. The greater part of the road has had no replacements, however some sections have had a load added here and there at weak spots and a few sections covering several hundred feet in a continuous stretch but totaling less than a mile altogether have had a fraction of an inch added more or less uniformly so the estimate of 5% replacement is amply high.

The above two projects are typical of the gravel mileage all over the state of which 1616 miles was contracted this biennium. When the taxpayers are confronted with these facts on the life of gravel roads built on the interest of the cost of pavement it is impossible for the state to put over a paving bond issue and is in fact difficult to provide funds for these sections where a gravel surface is plainly inadequate due to soil conditions, rainfall or excessive traffic. With the average pavement costs at \$25,000 per mile, the interest on bonds at 5% is \$1250 per year. This interest will build and maintain a three inch gravel road every two years.

From the previous discussion it is apparent that due to the proven life of Nebraska's gravel roads under limited traffic that the interest on paving bonds will not only build and maintain an equal mileage of gravel roads but will leave a surplus of perhaps \$5,000 per mile over a six year period which can be used to triple the mileage constructed or improve the existing surfaces constructed. A six year period is considered because this represents the older gravel roads in the state and they have withstood this length of service splendidly.

Referring to the saving of \$5000 it is predicted that this saving will be used in Nebraska in the near future in improving the existing gravel surfaces with a black top non-rigid type of pavement built of oils or asphalts. Within the next four years this state will witness the construction of an enormous mileage of this type of gravel surface protection much the same as they have witnessed the gravel accomplishment the past two or three years. The demand for this type of construction will not be due so much to the failure of the gravel under increased traffic as it will be due to the possible alleviation of the dust nuisance during the dry periods.

A four inch gravel surfacing has been the maximum for Nebraska with the exception of one contract using 6 inches of local poor grade gravel but many miles of two inch and three inch depths have been constructed. The policy of the present administration is to put, under agreement with the Federal Bureau a total depth of gravel surfacing of 4 inches or 6 inches to be contracted by the State in two courses. The second course to be contracted when needed. The 4" or 6 inch depth will be made up of two 2 inch courses or one 3 inch or 4 inch course following later by a second course of 3 inches or 2 inches respectively. The following table shows the gravel surfacing placed by this Department.

Year Placed	Miles
1919 .....	42
1920 .....	15
1921 .....	32
1922 .....	53
1923 .....	11
1924 .....	462
1925 .....	908
1926 .....	695
Totals .....	2218
Depth	Miles
1 ½ inches .....	21
2 inches .....	780
3 inches .....	1153
4 inches .....	260
6 inches .....	4
Totals .....	2218

## GRAVEL SPECIFICATIONS AND METHODS OF CONSTRUCTION

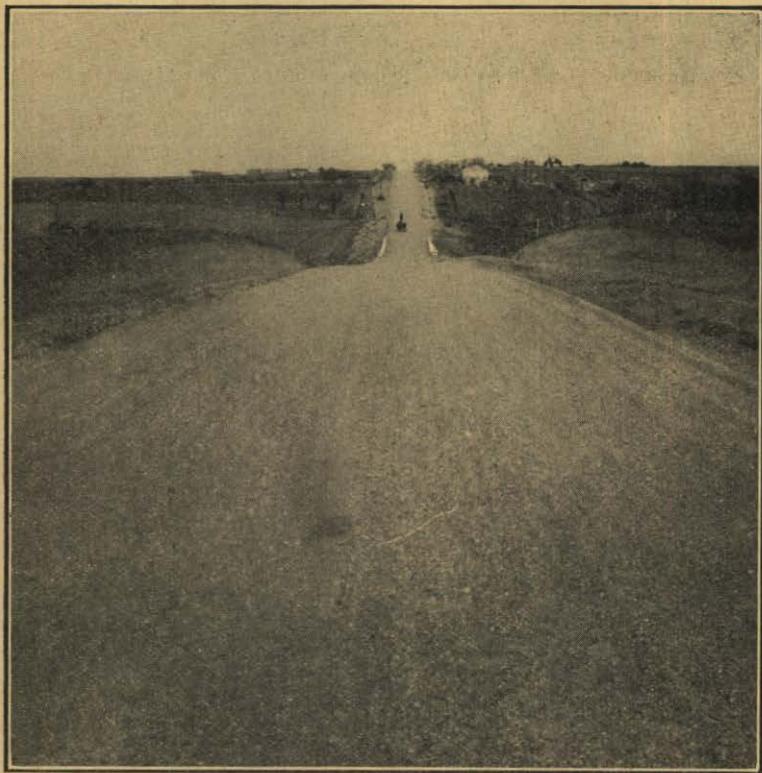
Some credit for the unusual success of gravel roads in Nebraska must be given to the materials and methods of construction. A slightly larger part of the gravel used in Nebraska is pumped from the Platte River and screened according to specifications. This gravel is very hard and so fine that engineers are inclined to speak of the material as sand rather than gravel. Out-of-state engineers, after reviewing the Nebraska specifications, comment that this state has no gravel roads but rather a sand-clay type of construction. Nebraska does have a sand-clay type of road construction but it is much different from the so-called gravel or sand-gravel surfacing.

The general screen analysis for gravel surfacing is as follows: passing one inch screen—100%, retained on No. 4 sieve from 0 to 50%, retained on No. 10 sieve—from 70 to 90%. Clay & silt content not over 20%. To obtain the above analysis, from 20% to 80% of the pumped gravel is screened out as fine sand. This analysis may be modified to meet the conditions found in suitable dry gravel deposits or unusually finely graded river deposits carrying as low as 55% retention on a No. 10 sieve. The thickness placed of the lower test gravel is increased to obtain the same quantity on No. 10 sieve as Standard or 70%.

The pumped gravel when delivered upon the road is absolutely clean and void of any silt or clays so that the finished surface should depend upon the gravel producing its own binder by pebbles pulverizing under traffic into stone dust cement which forms the best possible binder following the rains. Traffic is not in the mood, however, to await this longer period for compaction necessitated if the gravel forms its own binder so a satisfactory but less permanent binder is supplied by adding a light mixture of the subgrade in the gravel after placing.

This subgrade has been incorporated in the gravel the past 7 years by the following methods; scarifying, discing, harrowing, blading shoulder slopes and ditch cleanings over the gravel surface, and by placing the gravel in thin layers under traffic which beats the gravel into the subgrade or brings up a small part through wear. The application of thin layers under traffic as shown in the view on Proj. 71-E, as rapidly as traffic compacts same has proven to be by far the most satisfactory method since a good percentage of stone dust binder is produced and traffic is not hindered. In late fall or prolonged dry seasons a light scarifying or discing has proven desirable to hasten the incorporation of the gravel, but in general scarifying is a dangerous process unless at least one inch of gravel is left in a windrow to work over the finished scarified roadbed for wearing course. A new gravel

road receiving too much scarifying compacts quickly, forms a good surface quickly but wears out quickly, due to the addition of too much low grade binder and for the same reason such a road is badly rutted and cut up following a rain. When the rainfall and traffic is heavy and heavy soil conditions exist then a heavier first application should be placed, say a six inch depth of which four inches should be scarified and two inches left to spread over the finished surface and compacted under traffic and maintenance.



State Federal Aid Project No. 71-E

Note gravel Windrows right shoulder from where it is spread across roadway as traffic compacts it.

The secrets of good gravel roads are believed to have been solved. Proper highway construction and drainage is the first essential followed by clean gravel deposited in one windrow on one shoulder line from which it can be spread in one-half inch layers across the carefully prepared and smooth roadbed as rapidly as traffic compacts it.

This construction must be followed by intensive heavy maintenance during the heavy rains, not several hours or days after the rain, although continuous maintenance on dry graveled roads carrying a thin layer of loose gravel is essential. Such maintenance avoids chatter bumps, or corrugations, and keeps a thin film of loose but not objectionable gravel evenly spread over the surface. Nebraska's fine, hard, clean gravel with all stones over one inch diameter removed, compacts solidly and does not ravel. Too much natural clay content or the addition of a high per cent of local soil binder destroys the life of the road. Larger stones, if permitted, tip and rock under traffic, causing a small hole. The impact of traffic soon produces a large objectionable pot hole where once lay an oversized stone. One pot hole forms another particularly easy in the presence of objectionable foreign matter as lumps of earth, sod, or pieces of cloth used to plug leaky freight cars in shipment. These details are watched by the Department's inspector to insure a good gravel highway.

Gravel road construction has assumed such importance in this state that an exhaustive study of gravel road construction, wear under traffic and maintenance, and results is being made. This study has just started and involves so much work and detail analysis that any conclusions drawn from the meager information at hand might not be correct. A detailed report should be available for the public in about six months.

To begin this research a questionnaire was prepared and the District Engineers instructed to take samples of the gravel surfacing, and subgrade from all projects and fill in the questionnaires in detail. The samples were forwarded to the Testing Engineer to break down and analyze in detail. An interesting fact uncovered in this investigation and which might be mentioned here is the general distinctions of the layer of gravel surfacing or so called mats. This mat usually about 2-3 or 3-4 the depth of the original application has a distinct and well defined line of demarcation between the mat and subgrade similar to the asphalt top or mat on a concrete base. There appears to be no gradual grading of the surfacing into the subgrade regardless of the method of original construction.

From this research it is hoped that better methods of construction may be developed and a better specification be written reducing future maintenance costs. It is desired to know the clay or binder contents in the new and older gravel mats, the difference between the upper and lower half of the mats as to binder content, and gravel sieve analysis, also to know the effect of traffic on the surface in grinding down the gravel particles to a finer sieve analysis, the effect of different kinds of soil subgrades, and the effect and result of different kinds of soil subgrades, and the effect and result of different gravel specifications, construction methods and maintenance methods.

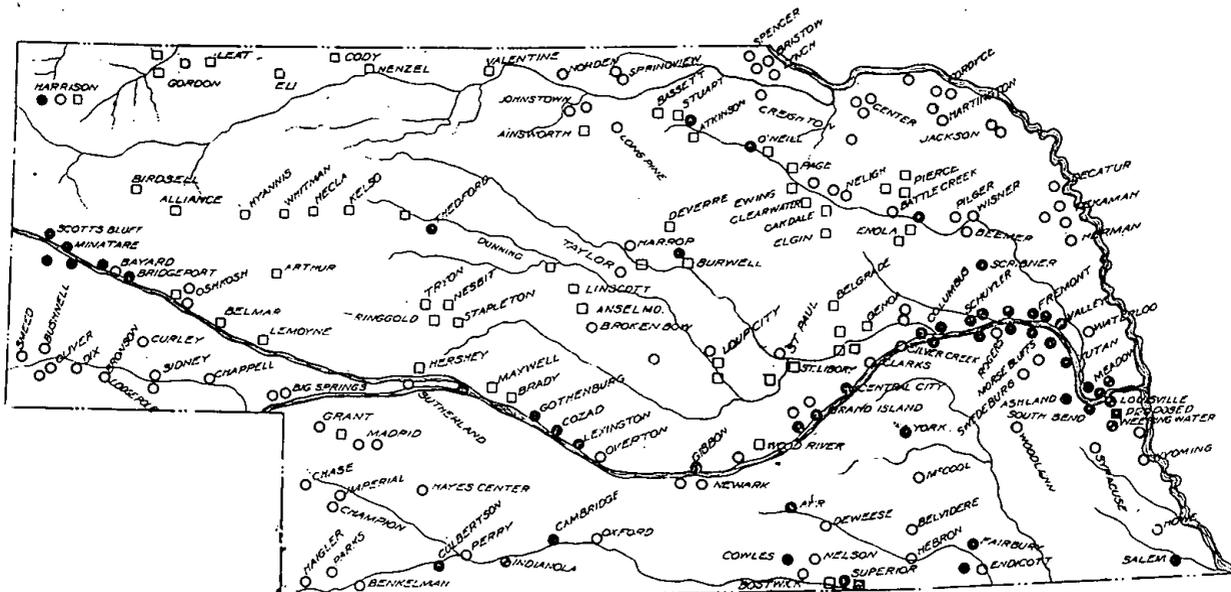
A sample of the questionnaire follows:

**Gravel Road Investigation**

1. Project No....., County....., Date Sampled.....
2. Station....., Name and Distance to nearest town....., .....miles.
3. Location.....feet from center line. Width of traveled road.....  
feet on.....feet cut or.....feet fill section.
4. Sample Nos. ....A, .....B, .....C, .....D  
(Gravel Mat) (Top Half) (Lower Half) (Subgrade)
5. Nature of Sample No. 1 when removed. Wet, Damp or Dry.
6. Nature of Sample No. 1-C, Subgrade when removed, Wet, Damp,  
or Dry.
7. Amount of last rain.....inches. Date of Last rain.....
8. Is line of demarcation between gravel mat and subgrade distinct?  
Yes or No.
9. Depth of gravel mat exclusive of loose surface material.....ins.
10. Depth of loose surfacing material over roadway.....inches.
11. Was depth of loose gravel same past several weeks?  
Yes. No. ....inches.
12. Depth of clay surfaced subgrade if on sand clay project.....ins.
13. Source of original Gravel. ....
14. Date and depth placed. ....
15. Condition of subgrade at time of placing gravel, if known.  
Deep Dust, Dusty and Dry, Dry, Damp, Very Wet, Smooth, Rutted.
16. Method of construction:  
Windrowed and spread lightly. Spread and plowed.  
Windrowed and Spread heavily. Dumped by contractor.  
Spread and Scarified lightly. 1. Application full depth.  
Spread and Scarified heavily. 2. Application.....courses.
17. Approximate time of compaction.....months during normal, dry  
or wet season.
18. Amount of replacements at this station and date.....
19. Quality of replacements and Grading.....
20. Present condition of roadway. Excellent, Good, Fair or Bad.
21. General condition of roadway. Excellent, Good, Fair or Bad.
22. Is road easily maintained? Yes or No. If no, does it ravel, cor-  
rugate, pit, absorb gravel too rapidly, too much loose gravel, ruts  
under light rain or heavy rains or winter condition.
23. Remarks .....
24. Samples taken by .....

**SURVEY OF ROAD MATERIALS IN NEBRASKA**

Road materials used by this Department must comply with standard highway specifications, must be suitably located with respect to the roads on which they are used, and must exist under conditions suitable to economic production.



**LEGEND**

- ACTIVE COMMERCIAL GRAVEL PITS
- GRAVEL DEPOSITS AVAILABLE FOR PRODUCING ROAD MATERIAL
- ⊙ COMMERCIAL STONE QUARRIES
- CLAY OR MAGNESIA DEPOSITS AVAILABLE FOR SURFACING SAND ROADS
- PORTLAND CEMENT MILLS

**WHERE ROAD MATERIALS ARE PRODUCED IN NEBRASKA**

**Sand and Gravel.** Most of Nebraska's sand and gravel is produced from mantle rock deposits, but a small portion is derived from the bedrock formation. These sources of gravel in Nebraska range in geologic time from the Pennsylvania Beds to the Dakota Formation, the Arikaree Formation, the Ogallala Formation, an unnamed tertiary formation, glacio-fluvial deposits, glacial drift and alluvium. Among these the most important are the alluvium of the Platte River, the Aftonian Sand Plain and gravel bodies occurring at the base of the Dakota Formation.

**Pennsylvania Formation.** The Pennsylvania Beds outcrop in the southeastern counties of the state. Sand is found only in a few strata such as those outcroppings at Peru and south Falls City. Here the sand is too fine to be of much value as a road material.

**Dakota Formation.** The Dakota Formation consists mainly of a buff to a rusty brown sand stone heavily stained with iron. At the base of the formation lying unconformably on the Pennsylvania rocks are lenticular beds of sand and fine gravel. The sand is too fine for most construction work but the gravel is very good for road surfacing. These deposits occur quite extensively in the vicinity of Louisville. The gravel ranges from 10 to 20 feet in thickness and contains a great many clay balls, large boulders and often a small body of fire clay. There is also in the same vicinity a buried gravel body which is glacio-fluvial or a stream deposit of cretaceous time. The deposit extends in a generally southeasterly direction from Cedar Creek to south of Richfield and is about ten miles in length. Sand is produced from this deposit at several places.

**Arikaree Formation.** The Arikaree Formation outcrops over a large area in northwestern Nebraska. The sands are grayish and generally of fine texture. In a few places it contains deposits of coarse gravel suitable for construction work.

**Ogallala Formation.** This formation is the bedrock in a large portion of the southwestern counties of Nebraska. It outcrops along the Republican River from below Franklin westward to the state line, and in the Lodgepole and North Platte Valleys. It contains a vast amount of sand and gravel some of which occurs as a friable sand stone conglomerate. The particles are made up of rounded grains of material loosely cemented by a calcareous cement.

**Sand of the Late Tertiary Age.** Beneath the loess of much of central Nebraska and extending eastward under the western edge of glacial deposits is an unnamed tertiary formation which carried vast quantities of sand interstratified with layers of clay and silt. This formation forms nearly a continuous sand plain from 25 to 100 feet

thick, outcropping along the Missouri River in Northeastern Nebraska as in Knox and Cedar Counties and in the valleys along the Republican River in the southwestern counties. The extent of this sand plain is not known nor what its geologic relation to the drift sheet may be. Much of the sand is too fine for use but a portion of it may be utilized as a surfacing material for roads. It is too dirty for concrete work, containing not only clay and silt but also an iron cement.

**The Glacio-Fluvial or Aftonian Sand Plain.** This plain lies between the Nebraska and Kansas drift sheets and has a thickness of from 10 to 70 feet. The sand varies from dirty to clean and from fine sand to coarse gravel. It contains boulders, cobbles and large clay balls which were undoubtedly carried to their present positions from the north, by streams during the glacial time. Just what caused these streams to drop their heavy load in eastern and central Nebraska is not known. This sand plain extends through much of the upland of the loess hill and drift areas of Nebraska and is reported also in southwestern Iowa, northwestern Missouri and northeastern Kansas.

Sand is produced commercially from this source at Fairbury, Endicott, DeWitt, Ulysses, Wahoo, Superior, Nelson and Hebron from the same horizon. As a surfacing material this gravel is one of the best in the state. It is of suitable size and quality and has a good binder of clay and iron oxide. When this gravel is laid upon a road and subjected to the impact of traffic it forms a surface which is extremely hard and urable in either wet or dry weather.

**Glacial Drift.** The drift of the Kansas sheet covers approximately the tier of the eastern four counties of Nebraska. It is evidenced on the surface by large boulders of many kinds of material, by rounded pebbles in the soil or by a heavy red clay. The deposits occur in pockets which contain material grading from extremely fine sand to large boulders. At the base of these deposits the material is usually clean but is badly stained with iron, making it a poor aggregate for concrete, but has some value as a surfacing material when the oversized stone is crushed finer than a 1 inch sieve.

Either for construction work or surfacing material drift sands are poor at best, and the supply is so limited that at the present time it seems inadvisable to utilize it to any considerable extent.

**Dune Sand.** Dune Sand is the prevailing surface formation of the well known sand hill region. It is too fine for any road use in that location and offers a serious problem to road construction wherever it exists.

**Alluvium.** The alluvial deposits of sand and gravel in the state are by far the most important sources of road material. These deposits occur in the valleys of the Platte, Loup, Elkhorn, Blue, Republican and Missouri Rivers. The alluvium of the Platte is very coarse in the western part of the state, becoming finer toward the east, due of course to the action of the water upon the material. That of the Loup and Elkhorn rivers is almost too fine for road use. The Big and Little Blue carry material derived from the Aftonian Sand Plain, tertiary sand and glacial drift. Much of the sand is used commercially. The alluvium of the Republican Valley varies a great deal in size and quality depending upon the region. That of the Missouri grades from very fine sand to clay and is seldom used.

In the Alluvium of the Platte, Nebraska has an unlimited source of road material. This alluvium ranges from twenty-five to 100 feet in thickness and extends the full width of the Platte Valley throughout its course. It grades from fine sand to coarse gravel and is very hard and durable making an ideal concrete or road surfacing aggregate when screened to proper sizes.

**State Owned Gravel Land.** The gravel land near Ashland purchased by the State in May, 1920, is located in Sections 30 and 31 of Township 13 North, Range 10 East, Saunders County. It is on the main line of the C. B. & Q. Railroad between Lincoln and Omaha.

There are a great many reasons which enter into the fact that Platte Valley land in the vicinity of Ashland is almost ideal for gravel production. The Platte valley is about  $1\frac{1}{2}$  miles in width at this point so the river has had neither a chance to change its course appreciably nor has it lost any of its velocity. There are no tributary streams flowing into the Platte which might carry finer material immediately above this location and the river has not meandered enough to appreciably change the alluvium, as originally deposited, below a depth of about ten feet.

There are 62.8 acres of deed land in the tract purchased. With this the State received title to thirty-four acres of accretion land. The tract has 2100 feet of trackage on the main line of the C. B. & Q. It is possible to produce from this land approximately 500,000 cubic yards of standard road gravel or 1,000,000 cubic yards of concrete gravel and the supply from the river is unlimited. The land is protected on the south from overflow by the grade of the C. B. & Q. railroad and on the east along the river front by a dike thrown up by the railroad company which facts are indeed an advantage.

The gravel on this tract when analyzed, tested from forty to forty-six per cent retained on a No. 10 screen with the exception of a small area of about twenty-seven acres which has about ten feet of fine sand deposited on the surface. To date it has been unneces-

sary to open this pit to secure proper gravel prices from the various commercial companies within the radius that this pit might be made to serve.

Since freight rates greatly reduce the area that might be served from any gravel pit, it may prove advisable to acquire additional ground for sources of gravel supply in various parts of the state, particularly along the Platte and Republican Rivers.

**Survey Methods.** The survey of road materials in Nebraska has been conducted for several years by the State Conservation and Soil Survey, however, when the Federal Aid program was enacted a more detailed survey of certain areas became necessary which was carried on by the Department's engineering forces.

The most important road materials surveyed are deposits of sand, gravel, clay and stone suitable for road construction. For the benefit of county officials and others interested in general road work, a few general statements will be made regarding methods used.

The problem of testing sand deposits is divided into distinct phases; first, that of testing alluvial deposits, and second, that of testing bank deposits. These will be treated separately as follows:

**Alluvial Sand Testing.** The economic side of the production of gravel enters so thoroughly into the situation that the quality of gravel possible to produce is often necessarily disregarded because of economic features. A site must be chosen not only with regard to the possibilities of producing gravel of good quality, and also with regard to distance to the road upon which it is to be used, with regard to shipping facilities, and the purchase price of the land.

Having decided upon a plot of land which is suitably located the detailed examination of that particular deposit is made.

All alluvial gravel lies either practically at or below the water line, therefore it is necessary to procure such equipment as will work under these conditions. A casing four or six inches in diameter is sunk and the sand is removed from within this casing by either a sand bucket, a sand pump or a trap auger. The pump is often times mechanically inefficient, and the sand bucket gives a false impression as to the exact stratification of the sand. The trap auger is the most certain and effective tool for this work. It removes the gravel exactly as it occurs in the ground, taking out the fine and coarse materials in their exact relationship. It is much slower than either of the methods mentioned above but one may be certain of the results obtained.

After several test holes have been put down evenly distributed over the plot of ground and samples have been obtained at different depths in these holes, the results are averaged and the quality of gravel possible to produce from the certain plot of ground determined.

Next, quantities of material present must be figured. An easy way of doing this in the field is to figure the area of usable ground in square yards, multiply this by the depth to which the gravel may be worked and make a correction for the material to be wasted by screening. This will give approximately the number of yards of gravel in a given area.

It then becomes necessary to map the ground as to the best possible location for trackage, driveways, buildings and the pits, so as to give the largest areas possible to gravel production. Classify the ground as to the number of trees or stumps to be pulled, the amount of stripping to be done and the nature of the material to be stripped, and evaluate the land to be purchased.

**Bank Pits.** The location of a dry land pit is much more complicated and uncertain as to results than is that of the alluvial pit. The material in these bank pits is derived from the sand plains, from two unnamed tertiary deposits and glacial pockets and because of the manner of their deposition great care must be taken in their survey. These deposits are not consistent as to thickness, quantity, quality of geologic relation to other formations making deductions very uncertain.

If seeking to locate a pit in an area where only bank pits will be possible, trace up the drainage ways in the vicinity, looking for a stream or intermittent drainage which carries gravel. If such a stream is found, follow this until the gravel body is located. Then determine the elevation of this layer of gravel and trace it by the use of a level and surface indications until a suitable location for production is found. Proceed by putting down test holes and by the methods stated previously, determine the exact quantities of gravel present.

**Clay.** Clay as treated here is used as a surfacing material on sand roads and as a binding material on sand-clay roads or sand-clay roads to be surfaced with gravel. In nearly all places in the state where gravel roads are constructed the road soil and gravel dust has sufficient cementing quality to bind the gravel together into a hard wearing surface, but in some vicinities where sand-clay roads have been built additional clay must be added to insure a suitable foundation and binder for a gravel course.

Clay is used frequently in the sandhill regions as a surfacing material where it not only binds together the fine particles of sand but also forms a hard crust-like surface that will stand the wear of the traffic.

When seeking a suitable deposit of clay the assistance of local officials or old settlers is invited. In a few instances particularly around Hecla, Nebraska, in Hooker County this problem of locating clay became so keen that the help of local people was not sufficient and several survey parties were ordered out at various periods to search the country thoroughly and make hundreds of borings within economical hauling distance on either side of the proposed road. Samples of all material containing any noticeable clay content were forwarded to the Testing Engineer and finally small deposits were discovered carrying the minimum possible amount of clay that could be utilized for road surfacing. Without the aid of the state laboratories in this instance the survey would have reported a failure.

A sand-clay or gravel-clay road is constructed most effectively when the sand and clay are mixed in proper proportions. These proportions are not purely arbitrary but are determined by definite tests of the material to be used and application of these tests made within economic limits. These proportions may be determined roughly in the field but better results are obtained by forwarding samples to the state testing engineer for detail analysis and reports.

**Gravel Deposits.** The Platte River Valley is the most important source of sand and gravel in the state. There are about 30 commercial producing plants located at different points along this stream within the limits of Nebraska. Nearly all of the aggregate for concrete work, and 60% of the gravel for surfacing on Nebraska Federal Aid roads is secured from this source. Some of this material is being shipped to other states who are patterning after Nebraska gravel roads.

Outside the limits of the Platte River Valley, the most important commercial sand and gravel producing plants are located at the following towns: Long Pine, Burwell, Norfolk, Cowles, Fairbury, Endicott, Atkinson and McCook.

During the last three years there has been a rapidly growing demand for gravel surfacing on the State Highway system. This has led to an increased interest in local deposits that might be suitable and available for surfacing purposes. Much exploration work has been done by the State Highway Department, by the local road authorities and by the contractors since the Department does not guarantee the availability of any gravel at any highway letting. This

is especially true in sections of the state, to which freight rates are extremely high from Plattè River pits. Many deposits have been uncovered and utilized, in places where previously there was little idea, that gravel existed in pay quantities. By utilizing these local gravel deposits many thousands of dollars have been saved to the tax payers in freight charges alone.

In the past it has been the policy of the Department to leave the securing of leases for privately owned local gravel deposits either up to the County Board of Commissioners of the county in which the surfacing was to be done, or to the successful contractors. It is believed that considerable uncertainty among contractors can be eliminated, and an appreciable economy effected, if the Department of Public Works had funds to investigate and determine the location, quality and quantity of gravel accessible to any given project and to secure favorable leases from land owners on all available deposits prior to advertising for bids.

**Stone Deposits.** There are very few stone deposits of commercial value in the State. The quarries located at Louisville and Weeping Water are the most important.

A large deposit of sand stone, located near Indianola has been tested and found suitable for concrete aggregate. It is proposed to lay an experimental section of Macadam road from this material which although slightly soft should give reasonably fair service. A similar experiment tried at Falls City on a small section of road did not lend much encouragement to the use of local crushed stone.

**Portland Cement.** This state has one cement mill located at Superior. This mill has a daily capacity of 3000 barrels. At the present time private interests are planning the erection of one or more cement mills in the Eastern part of the State near Louisville.

### HIGH POINTS IN NEBRASKA HISTORY

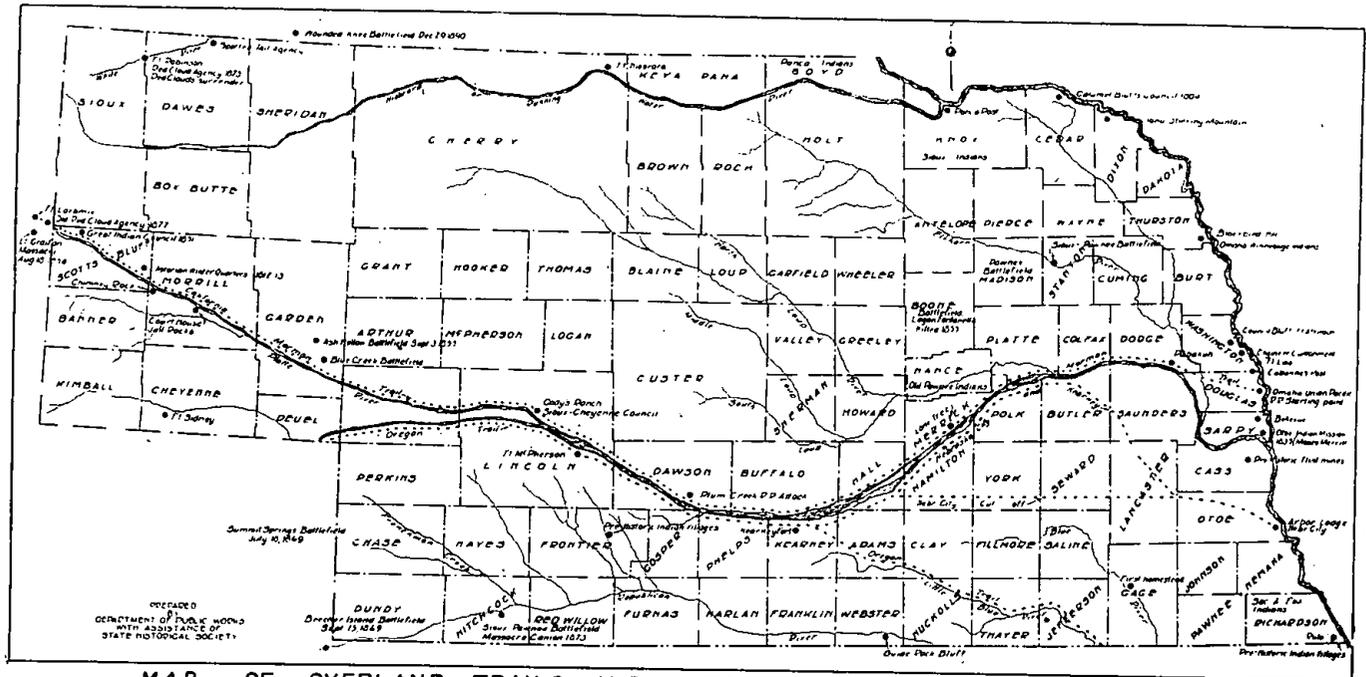
So many inquiries have been received by this Bureau from tourists over the United States as well as local citizens for information touching upon points in Nebraska of historical interest which could be visited by a stranger that certainly some recognition ought to be made of these inquiries. Upon consideration it must be admitted that any highway report of this nature, no matter how brief, would not be complete if some mention were not made of the possible points of historical interest to which the State Highway system can lead the speeding business man or the most idle traveler in a few hours time.

The usual automobile club is fully equipped with information for the tourist who is enthusiastically informed repeatedly relative to Nebraska's splendid graveled or earth highways, her extensive prairies and agricultural districts, beautifully wooded hills and wide rivers, the many lakes with their wonderful fishing and hunting, in fact the many things which those people who are living only in the present enjoy but few if any of these clubs advise relative to those things which make a red blooded American stop and ponder and which stay in his mind long after his sporting or scenic trips are forgotten. Too few of these clubs are instructed to advise or direct the public to places of historical interest as Blue Creek Battlefield, Ancient Indian Villages, Fontenelle's Battlefield, Earliest White Towns, Massacre Canyon, Red Cloud's Surrender, Beecher Island Battlefield, Oregon Trail Monuments, Buffalo Bill's Ranch and dozens of other interesting points of history.

Space will not permit in this report the relation of important events in history which made possible the great advancement in this state and the demand for modern highways of today. Even the thrilling tales of lesser importance but perhaps of more interest to the average individual must be omitted. It is readily understood why the present generation, particularly those from the eastern portion of our nation who have read some Nebraska history describing the early sacrifices, the heroic battles between the Red and White man, refer to this state as "Out Where the West Begins" and "The Wide Open Spaces" of "Where Men are Men." All this must be left for those sufficiently interested to make further inquiry of the State Librarians or State Historians. For the benefit and use of those who wish to seek further details of history or who wish to see all points of interest along their planned auto trip in this state, the principal historical sites in Nebraska are listed by counties and sufficiently described as to be readily located on any highway map. This list is copied from the yearbook published by the Nebraska Society Sons of the American Revolution, 1922-23. A map of the state is also added locating approximately the overland Trails and a few of the historical places in Nebraska. This map is copied from a drawing prepared by Miss Martha Turner and published in Mr. Addison Erwin Sheldon's History and Stories of Nebraska.

Index to marginal signs, left hand column: (n) National (s) State.

County	Site	Location
Adams	(s) Long Grave	Southeast of Kenesaw
Adams	Oregon Trail Monuments	Line of Oregon Trail
Antelope	Indian Villages	Near Clearwater & Neligh
Antelope	Indian Villages	Near Oakdale
Arthur	.....	.....



MAP OF OVERLAND TRAILS AND HISTORICAL PLACES IN NEBRASKA.

County	Site	Location
Banner	-----	-----
Blaine	Ancient Indian Villages	Near Dunning
Boone	(s) Logan Fontenelle Battlefield	Beaver Creek
Box Butte	First County Seat Black Hills Stage Station Box Butte Hill Wild Horse Butte	Old Nonpareil Snake Creek Northeast of Alliance Northeast of Alliance
Boyd	Indian Village Sites Early Hunter and Trader Camps	
Brown	Indian Village Sites Early Ranches	
Buffalo	Boyd's Ranch Mormon Settlement Oregon Trail and Soldiers Monument Ft. Kearney 1733 Ranch Soldier's Colony Platte River Bridge	Near Gibbon Near Wood River  Kearney Kearney Kearney Gibbon Gibbon
Burt	Decatur Golden Springs Indian Village Sites	Decatur East Side of County Tekamah and Elsewhere
Butler	First County Seat Indian Village Sites Early Trappers' Log Cabins	Platte River Linwood and Elsewhere Near Ulysses
Cass	(s) Rock Bluff (s) Otoe Village Site (s) Pre-Historic Flint Factories Indian Legend	Near Missouri River Near Plattsmouth  Nehawka Weeping Water
Cedar	Indian Village Sites	Bow Creek & Mo. River
Chase	-----	-----
Cherry	(n) Fort Niobrara Boiling Springs Ranch Poor's Ranch Indian Village Sites Doc Middleton's Retreat Gordon Expedition Outfit Destroyed	East of Valentine Southwest of Cody Southeast of Cody  Snake River Niobrara River

## REPORT OF SECRETARY

County	Site	Location
Cheyenne	(n) Fort Sidney	Sidney
	Black Hills Trail	Sidney North
	Indian Village Sites	Lodge Pole Valley
Clay	Oregon Trail monuments	Oregon Trail
	Russian Mennonite Settlement	
Colfax	Indian Village Sites	Numerous Places
Cuming	Indian Village Sites and Battlefields	Various Places
Custer	Fortified camp	Northeast of Broken Bow
	Early ranches	Various Places
Dakota	(s) Indian Village Sites	Homer
	Lewis & Clark camps	Missouri River
	Earliest white towns	Several Places
Dawes	(n) Fort Robinson	Near Crawford
	(s) Red Cloud Agency	Near Crawford
	(s) Indian treaty monument	Crawford
	(s) Spotted Tail Agency	Northeast of Chadron
	Red Cloud's Surrender	Chadron Creek
	Sun Dance camp	Mouth of Chadron Creek
	Whetstone Agency	White River
	Sheridan Gates	Northeast of Chadron
Dawson	(s) Crow Butte	Near Crawford
	(s) Plum Creek Stage Station	South of Lexington
	(s) Plum Creek R.R. Attack	Near Lexington
Deuel	Oregon Trail monuments	Oregon Trail South of Platte River
	(s) California Crossing	Near Big Springs
	Indian Village Sites	Various Places
Dixon	Indian Village Sites	Various Places
Dodge	Indian Village Sites	Various Places
	Rawhide creek	Near Fremont
Douglas	(s) Fort Lisa	North of Omaha
	Cabanne fur trading post	North of Omaha
	(n) Long's Hill	North of Omaha
	Mormon camp & trail	Omaha
	(n) First territorial capitol	Omaha
Dundy	Union Pacific Starting point	Omaha
	Indian Villages	Various Places
	(n) Beecher Island	
Fillmore	Battlefield	Across Colorado Line on Arickaree River
	.....	.....

County	Site	Location
Franklin	Franklin Academy	Franklin
Frontier	Indian camping grounds	
Furnas	Indian Village Sites	Various Places
Gage	(n) Oregon Trail monument	State Line Near Lanham
	(n) First Homestead (Freeman)	Cub Creek Northwest Beatrice
	(s) Old Otoe agency	Barneston
	Ancient Indian Villages	Big Blue Valley
Garden	Oregon Trail Monuments	Oregon Trail
	(s) Blue Creek Battlefield	Near Lewellen
	(s) Ash Hollow	Near Lewellen
	(s) Ash Hollow Cemetery	Near Lewellen
	(s) Fort Grattan	Near Lewellen
Garfield	Indian Village Sites	Various Places
Gosper	Oregon Trail	Platte River
	Earliest ranches	Various Places
Grant	Indian Village Sites	Various Places
	Early ranches	
Greeley	Indian Village Sites	Various Places
Hall	Indian Village Sites	
	(s) Early Mormon Settlement	Wood River
	(s) First settler's Fort (Ft. Independence)	Grand Island
	Martin Ranch	Near Doniphan
	Oregon Trail Monuments	
	Nebraska City—Fort Kearney Trail	South of Platte River
Hamilton	(s) Millspaw Ranch	Near Aurora
	Nebraska City—Fort Kearney Trail	Near Beaver Creek
	Indian Village Sites	Near Platte River
Harlan	Indian Village Sites	Republican Valley
Hayes	Indian Village Sites	
Hitchcock	(s) Massacre Canyon	Near Trenton
	Indian Village Sites	Various Places
	Military camps	Near Culbertson
Holt	Indian Village Sites	Niobrara & Elkhorn Valleys
	Early ranches	Various Places
Hooker	Indian Village Sites	Dismal & Loup Valleys
	Early ranches	
Howard	Early Indian Villages	Loup Valley
	(s) Fort Hartsuff	Loup Valley
	Early colonies	Various Places

County	Site	Location
Jefferson	Oregon Trail Monuments	Oregon Trail
	(s) Rock Creek ranch	Near Steel City
	Early colony locations	Various Places
Johnson	(s) Winslow Grave	Near Fairbury
	Early Indian Villages	Various Places
	Brownville-Beatrice Trail	Across County
Kearney	Soldier Monument	Tecumseh
	(n) Old Fort Kearney	Near Platte River
	Oregon Trail Monuments	Oregon Trail
Keith	Early Colony Settlements	Various Places
	Oregon Trail Monuments	Oregon Trail
	Indian Village Sites	Various Places
	Early ranches	Various Places
Keya Paha	(s) Texas cattle trail	Ogallala
	Indian Villages	Various Places
	Early ranches	Various Places
Kimball	Indian Village Sites	Lodge Pole Valley
	Early ranches	Various Places
Knox	(s) Ponca Indian agency	Near Niobrara
	(s) Santee Indian agency	Near Niobrara
	(s) Lewis & Clark camp	Near Niobrara
	Ancient Indian villages	Various Places
	Calumet Council	Near Missouri River
Lancaster	Ancient Indian villages	Roca and Elsewhere
	(s) Salt Basin	Near Lincoln
	Nebraska City—Fort	
	Kearney Trail	Across County
	Wm. Jennings Bryan Home	Lincoln
	Gen. John J. Pershing home	Lincoln
Lincoln	Nebraska State Capitol	Lincoln
	(s) First Log Cabin	Near 15th and O Sts., Lincoln
	(n) Fort McPherson	Near Maxwell
	(n) Fort McPherson	
	Cemetery	Near Maxwell
	(s) Early Indian Villages	Various Places
	Oregon Trail Monuments	Oregon Trail
	(s) W. F. Cody Ranch	Near North Platte
	Sioux-Cheyenne Council	North Platte
	Early ranches	Various Places
Logan	Indian Village Sites	Loup Valley
Loup	Indian Village Sites	Loup & Calamus Valleys
McPherson	Indian Village Sites	Various Places
	Early ranches	Various Places

County	Site	Location
Madison	(s) Pawnee Battlefield	Near Battle Creek
	Indian Village Sites	Various Places
Merrick	(s) Lone Tree	Near Central City
	Indian Village Sites	Various Places
Morrill	Oregon Trail Monuments	Oregon Trail
	(n) Chimney Rock	Near Bayard
	(s) Court House & Jail Rocks	Near Bridgeport
	(s) Clark's Bridge	Near Bridgeport
	Black Hills Stage Station	Reddington Gap
	Astoria Camp	Near Northport
	(s) Woman's Grave (Amanda Lanin)	Near Bridgeport
Nance	(s) Old Pawnee village	Near Genoa
	Pawnee Indian agency	Genoa
	Ancient Indian villages	Loup & Cedar Creek Valleys
Nemaha	Mormon Settlement	Near Genoa
	Ancient Indian Villages	Various Places
	(s) Governor Furnas farm	Brownville
	First Farmer's Club	Near Auburn
	(s) Early French Settlements	St. Deroin, Also Julian
Nuckolls	Oregon Trail Monuments	Oregon Trail
	(s) Oak Monument	Oak
	Early Ranches	Various Places
	(s) Pike monument	Near Hardy in Kansas
	Indian Village Sites	Various Places
	(s) Old Fort Kearney	Nebraska City
Otoe	(n) Arbor Lodge	Nebraska City
	Nebraska City-Fort Kearney Trail	Across County
	Early Steamboat landing	Nebraska City
	Indian Village Sites	Various Places
	(s) Table Rock Hill	Table Rock
Pawnee	Governor Butler Home	Near Pawnee City
	Indian Village Sites	Various Places
Perkins	Early Ranches	
Phelps	Oregon Trail Monument	Oregon Trail
	Early Colony Sites	
Pierce	Indian Village Sites	
	Early Colony Sites	

County	Site	Location
Platte	Indian Village Sites	Many Places
	Mormon & California Trail	Across County
	Early Colony locations	
	Cody & North, first rehearsal of Wild West shows	Columbus
	Early Flour Mill	On Shell Creek
Polk	Town of Cleveland	3 Miles West of Columbus
	Ferry on Loup	At Barnums
	Indian Village Sites	Various Places
	(s) Shinn's Ferry	Platte River
	Early Colony Sites	
Red Willow	Indian Village Sites	Various Places
	First County Seat	Red Willow
	Methodist College	Bartley
Richardson	(s) Prehistoric Indian Villages	Rulo and Elsewhere
	(s) Early French Settlements	Rulo, Barada
	Half-breed survey and settlements	See Early Maps
	Indian Village Sites	Niobrara Valley
Rock Saline	Indian Village Sites	Various Places
	Victor Viquain Farm	Near Crete
	First County Seat	Pleasant Hill
	Bohemian Colony	Wilber
	Pre-Historic Indian Sites	Various Places
Sarpy	(s) Fur trading post and mission	Bellevue
	(s) Astoria monument	Bellevue
	(s) Omaha Indian Village	Near Papillion
	(s) Moses Merrill Mission	Near Bellevue
	Rubidoux Trading Post	Elkhorn River
	Otoe Indian Village	Moses Merrill Mission
	(s) Pawnee Village Sites and Monument	Near Woodcliff
	(s) Neapolis Early Capitol Site	Near Cedar Bluffs
Saunders	(s) Ietan Otoe Indian Village (Treaty of 1833)	Near Yutan
	Pawnee Indian Village	Leshara
	Nebraska City—Fort Kearney Trail (Early Route)	Across County
	Indian Village Sites	Various Places

County	Site	Location
Scottsbluff	Astoria and Other Early Explorers	Along Platte River
	(n) Scottsbluff Mountain	Gering
	(s) Fort Mitchell	West of Scottsbluff
	(s) Mitchell Pass	Gering
Scottsbluff	Robideaux Pass	Near Gering
	(n) First Fort Laramie Treaty	Mouth of Horse Creek
	Oregon Trail Monuments	Oregon Trail
	Rebecca Winter's Grave	Near Scottsbluff
	Kiowa Indian Camp	Kiowa Creek
	Pre-Historic Indian Sites	Wildcat Range
	(s) Old Red Cloud Agency	Near Henry
Seward	Early Irrigation	Winter's Creek
	Early Ranches	Mitchell Valley, Farmers Canal
	Scottsbluff Pass	Various Places
	Nebraska City-Fort Kearney Trail	Scottsbluff
Sheridan	Early Ranches	Across County
	Ponca Indian Camp	Various Places
	Indian Village Sites	Walnut Creek, Beaver Creek, Camden
	Noted Ranches	Milford
Sherman	Potash Lakes	Various Places
	Indian Village Sites	Spade and Elsewhere
	(s) War Bonnet Battlefield	Antioch and Elsewhere
Stanton	Pre-Historic Mines	Loup Valleys
	(s) Dull Knife Fight	Near Harrison
	(s) Pawnee-Sioux Battlefield	Near Crawford
Thayer	Indian Village Sites	Near Stanton
	Oregon Trail Monuments	Various Places
	Indian Village Sites	Oregon Trail
Thomas	Early Colonies	Various Places
	Ancient Indian Villages	Various Places
Thurston	Early Ranches	Dismal River Near Dunning
	(s) Black Bird Hill	Various Places
	Omaha Indian Mission	Near Decatur
	Omaha Indian Agency	Near Macy
	Winnebago Indian Agency	Macy
		Near Winnebago

## REPORT OF SECRETARY

County	Site	Location
	Ancient and Modern Indian Villages	Many Places
	Home of Briggs Eyes	Near Bancroft
	Home of Fontenelle	Decatur
	Home of LaFlesche	Near Macy
	First Episcopal Church	Decatur
Valley	Indian Village Sites	Loup Valleys
Washington	(n) Fort Atkinson Site	Fort Calhoun
	(n) Lewis & Clark Council Bluff	Fort Calhoun
	(s) Nebraska University Site	Fontanelle
	(n) Lieut. Long Encampment	Below Fort Calhoun
	Early Indian Sites	Various Places
	(s) Desoto, Territorial River Port	DeSoto
Wayne	Ancient & Modern Indian Villages	Logan Valley and Elsewhere
Webster	(s) Guide Rock Bluff	Guide Rock
	Indian Village Sites	Republican Valley and Elsewhere
	(s) Stockade Fort	Red Cloud
Wheeler	Indian Village Sites	Various Places
	Early Ranches	Various Places
York	Nebraska City-Fort Kearney Trail	Beaver Creek
	Early Indian Sites	Across County
		Various Places

Later in this volume under the report of District No. 6 may be found a few tales relating facts of history in South Western Nebraska.

**DIVISION OF LOCATION, CONSTRUCTION AND  
MAINTENANCE**

In this Division the Chief of Bureau and Assistant Chief function directly through eight district engineers upon whose shoulders is placed direct responsibility for the proper location, construction and maintenance of the state highway system.

Through group conferences monthly in the State Capitol Building with the District Engineers and by occasional field trips usually with District Engineers, or Testing Engineer, the Chief of Bureau is enabled to keep in close contact with all field work. Such monthly conferences, where the problems and accomplishments of each District Engineer are discussed and future policies established, result in a very great benefit to the individual Engineers and the functioning of the organization as a whole. One highly successful conference was held in the western portion of the state at Scottsbluff in October of this year. At least one meeting in the west should be held each year so that the eastern District Engineers and the office engineer might view the efforts and results of the Western District Engineers. Such a meeting together with the tour around the state is highly educational and of great value to the Departmental organization.

Each District Engineer has established permanent headquarters centrally located with reference to highways and railroad service in his district to best serve the purpose of the office. The ten outstanding duties of the District Engineer follow, together with a brief explanation of each duty.

**LOCATION**

1. The District Engineer is largely responsible for the location of the highways. Too little power is granted this Department in the location of highways and acquiring of right of way and a correspondingly too much is granted to the local county officials who although competent are often-times seriously embarrassed by their constituents unfair demands upon them relative to a location benefiting a town or private interests at the expense of the state as a whole. Through engineering influence and with the aid of the Federal Engineer at the time of inspection the District Engineer can obtain a reasonable location for the highway or recommend the postponement of construction.

2. Preliminary survey parties are under the direction of the District Engineers. The Preliminary Engineer is shown the general alignment to be surveyed and reports direct to the District Engineer. The funds available this biennium as in all past bienniums has been

too meager to permit the Preliminary Engineer to do justice to the necessary field investigation which would insure proper and economic highway location, design and construction.

3. Through cooperation with the County Boards of Commissioners and Supervisors the District Engineer obtains resolutions required by statute locating highways, requesting state-federal construction, pledging funds for various purposes such as right of way, materials and construction.

4. The District Engineer makes the plan-in-hand inspection upon which the final plans are made previous to constructing. Upon receipt of tentative plans from the Office Engineer, the District Engineer and Federal Engineer, usually in company with the County Board, make an inspection over the route laying the proposed grade line and recommending adequate surfacing and drainage structures.

### CONSTRUCTION

5. The District Engineer has direct supervision over all construction on the state highway system and all state aid bridges regardless of their location. Frequent inspection trips are made over all work to insure adequate engineering, satisfactory progress by the contractor and proper completion.

6. The District Engineer is responsible for the engineering parties in charge of construction. Such parties consist of a Project Engineer, generally in charge of several projects together with instrument men, inspectors, rodmen, and chainmen. The Project Engineer reports direct to the District Engineer.

7. The District Engineer checks and approves all payrolls, expense vouchers, changes in construction plans, agreements, progress and final estimates submitted by the Project Engineer.

### MAINTENANCE

8. The District Engineer prepares a budget for each county at the beginning of each year of anticipated expenditures for maintenance on the state highway system and previous to January 1, 1926, submitted this budget to the County Board of their approval. Patrol sections were designated, equipment purchased, and patrolmen hired in accordance with the approved budget which previous to January 1, 1926, could not exceed 75% of the automobile license collections. After January 1, 1926, the State assumed all maintenance responsibility so budgets are now filed only with the Bureau and expenditures allowed in each county from a sum apportioned by this office. This

apportionment is based upon the predetermined needs of the county and district and the total of the budget controlled accordingly.

#### MISCELLANEOUS

9. The markings of the state highway system and placement of advertising signs are also under the supervision of the District Engineer. During the past biennium the Department has removed the old highway numbers and all advertising signs and started a systematic marking and signing of the state roads as described later.

The Department has authority to approve advertising signs upon the highway but has adopted a policy of no more approvals and a cleaning up of the right of way. In fact only one approval was granted for the previous biennium and this was for an individual sign and no approvals have been granted this biennium. In the campaign for clearing up the right of way the Department has received the splendid and solid support of all advertising and business concerns. All signs have been removed except those covered by a previously authorized permit. This latter class will be removed before July 1, 1927.

10. The District Engineers are frequently called upon to address meetings, discuss matters with various delegations, and to represent the Department at different times. For this reason considerable responsibility is placed upon District Engineers in promoting cooperation between various organizations, units of government, and the public.

#### PERMITS ISSUED TO PLACE SIGNS ON STATE HIGHWAY SYSTEM

Years 1919 to 1922 Inc.

S. M. Dunlap, Lincoln, Nebraska.	Permit No. 1. Signs on Lincoln Highway....	\$4.00
S. M. Dunlap, Lincoln, Nebraska.	Permit No. 2. Signs on Potash, Sunflower Trail, S. Y. A., D. L. D., Meridan, King of Trails, Cornhusker, Blue Pole, Golden Rod, Washington, Black Hills Trail.....	\$4.00
L. T. Cuming, Howe, Nebraska.	Permit No. 3. One sign on Washington Highway road No. 10 on west end of mile 33-34, Nemaha County, Nebraska, Auto sign size 16x24 inches, 3 feet .....	\$1.50
G. D. Parker, Johnson, Nebraska	Permit No. 4. Two garage signs 3x3 feet on Golden Rod Highway No. 19, Mile No. 10 in Nemaha County, Nebraska, @ \$4.50 each....	\$9.00

## REPORT OF SECRETARY

Sawyer, Barclay & Co. Permit No. 5. Ten signs as the following  
Pawnee City, Nebraska described locations:

- 1 on the N. E. Cor. SE  $\frac{1}{4}$ , Sec. 29, T. 2, N. R. 12 E.
- 1 on the S. W. Cor. NW  $\frac{1}{4}$ , Sec. 30, T. 2, N. R. 12 E.
- 1 on the S. E. Cor. NE  $\frac{1}{4}$ , Sec. 30, T. 2, N. R. 12 E.
- 1 on the N. W. Cor. SW  $\frac{1}{4}$ , Sec. 28, T. 2, N. R. 11 E.
- 1 on the N. W. Cor. SW  $\frac{1}{4}$ , Sec. 29, T. 2, N. R. 11 E.
- 1 on the N. W. Cor. SW  $\frac{1}{4}$ , Sec. 25, T. 2, N. R. 10 E.
- 1 on the N. W. Cor. SW  $\frac{1}{4}$ , Sec. 26, T. 2, N. R. 10 E.
- 1 on the S. W. Cor. NW  $\frac{1}{4}$ , Sec. 28, T. 2, N. R. 10 E.
- 1 on the S. E. Cor. NE  $\frac{1}{4}$ , Sec. 30, T. 2, N. R. 10 E.
- 1 on the N. W. Cor. SW  $\frac{1}{4}$ , Sec. 30, T. 2, N. R. 10 E.

Ten signs, size 24x30 inches, 5 Sq. Ft. @ .50.....\$2.50 each

National Sign Co., Ottawa, Kansas.	Permit No. 6 Along State Highway system running through Dakota, Sarpy, Thurston, Lancaster, Washington, Dodge and Douglas Counties ..... \$150.00 This fee has been deposited to show good faith in erection of signs per rules and regulations of this Department, the correct amount of fee to be determined after all signs have been placed.
A. M. Kingdom, Gretna Nebraska.	Permit No. 8. Two signs 1x4 ft. at Southwest corner of Section 31, Township 14, Range 11, Sarpy County, Nebraska, Tax Lot D-1 in Section 36, Township Fourteen, Range ten, Gretna, Nebraska .....\$4.00

NOTE: In addition to above, Permit No. 7 to the National Highway and Signal Service Association, Permit No. 9 to the Automatic Signal Advertising Company and Permit No. 10 to the Pawnee City Commercial Club for Highway Signal or marking signs have been allowed for which no fees were charged.

#### Permits Issued Biennium 1923-24

Coupe Brothers, Falls City, Nebraska.	Permit No. 11. SE $\frac{1}{4}$ of Sec. 27, Falls City Township, Range 16, Two and one-half miles south of Falls City, Highway No. 2.....\$2.50
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#### Permits Issued Biennium 1925-1926—None

## STATE DEPARTMENT OF PUBLIC WORKS

LEARN TO KNOW THE "YELLOW" STATE HIGHWAY SIGNS.  
ONLY 4 SHAPES, AND UNIFORM OVER THE "U. S."  
EACH SHAPE FLASHES A CERTAIN WARNING, UNDERSTOOD  
BEFORE WORDS ARE LEGIBLE.



### "DIAMOND SHAPE"

A HAZARD WITHIN THE ROAD AS LOOSE GRAVEL,  
NEW FILL, NARROW BRIDGE, CURVE ETC.

MEANS GO SLOW.



### "SQUARE SHAPE"

A HAZARD OUTSIDE THE ROAD THAT MAY  
COME IN AS SCHOOL CHILDREN, CROSS ROAD  
TRAFFIC, ETC.

MEANS USE CAUTION



### "CIRCULAR SHAPE"

MEANS A R.R. CROSSING AND NOTHING ELSE



### "OCTAGONAL SHAPE"

MEANS STOP AND NOTHING ELSE.

NO STOP SIGNS HAVE BEEN INSTALLED BY  
THE DEPARTMENT OF PUBLIC WORKS TO DATE

## HIGHWAY MARKING

During the present biennium one of the outstanding improvements being made is the uniform marking of the State Highway System.

For a number of years the need of this marking has been very apparent, however, Nebraska did not commence this for the reason that it was felt that a standard system all over the United States should first be adopted.

The American Association of State Highway officials in 1924 appointed a committee to work out a uniform system of warning signs and also an interstate system of marking roads carrying the same numbers throughout, the only change in the markers being the name of the State in passing from one state to another.

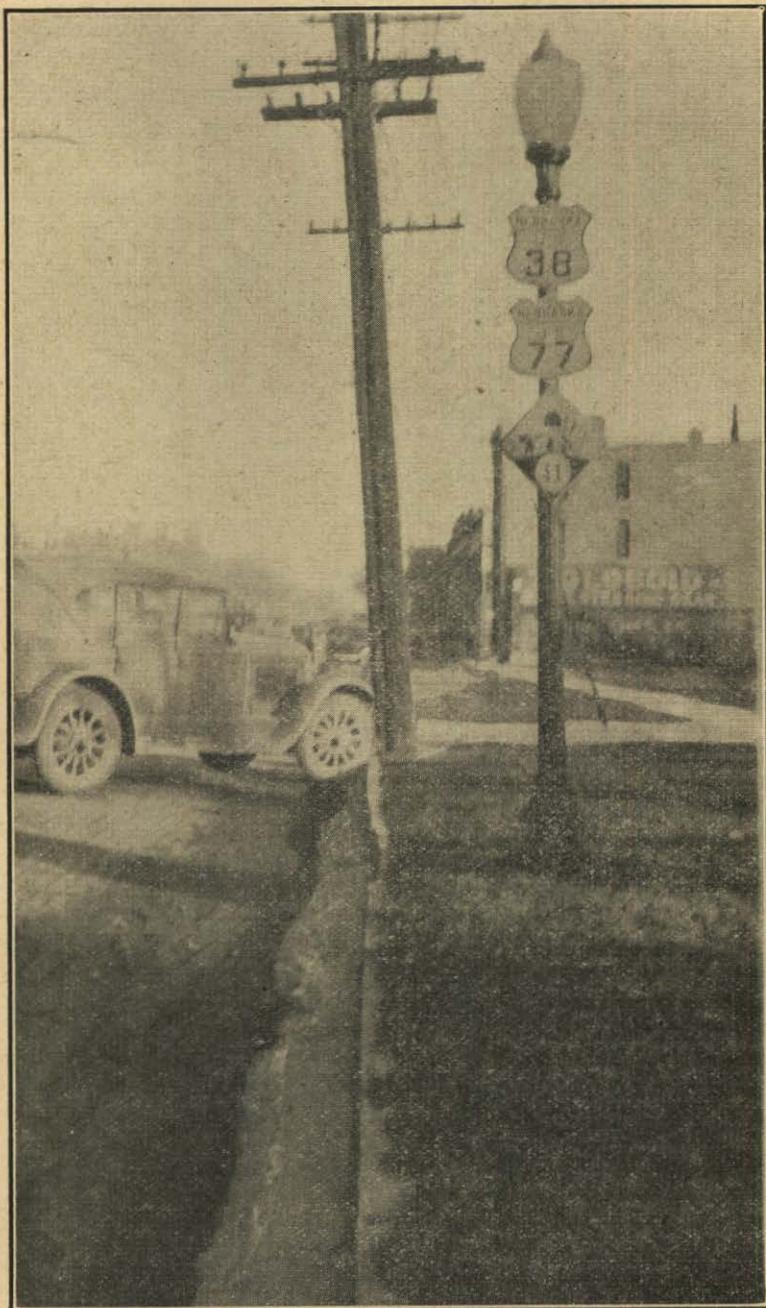
The interstate routes selected in Nebraska are the Lincoln Highway, U. S. Route No. 30; Grant Highway, U. S. Route No. 20; D. L. D. Highway, U. S. Route No. 38; Washington Highway, U. S. Route No. 75; Cornhusker Highway, U. S. Route No. 77; Meridian Highway, U. S. Route No. 81 and Platte Valley Highway, U. S. Route No. 26.

A uniform system of warning signs is based upon what is known as the "shape system," a round sign meaning a railroad crossing, a diamond shaped sign indicating some hazard within the road itself necessitating slow speed and a square sign caution with respect to some possible hazard outside of the road such as a school house, cross roads, etc. This system of warning signs is universal all over the United States. Over one half of the States already having erected markers conforming to this and practically all of the rest of the states having assured of their compliance with it during the next year. It is the opinion of those who have made a study of this proposition that it is one of the most important steps ever taken in the way of promoting convenience and safety for the traveling public. All warning signs have a 24 inch diameter or side dimension using black letters on a yellow background thus the yellow color wherever seen on the highway flashes the warning signal and the shape transmits the degree or class of danger ahead.

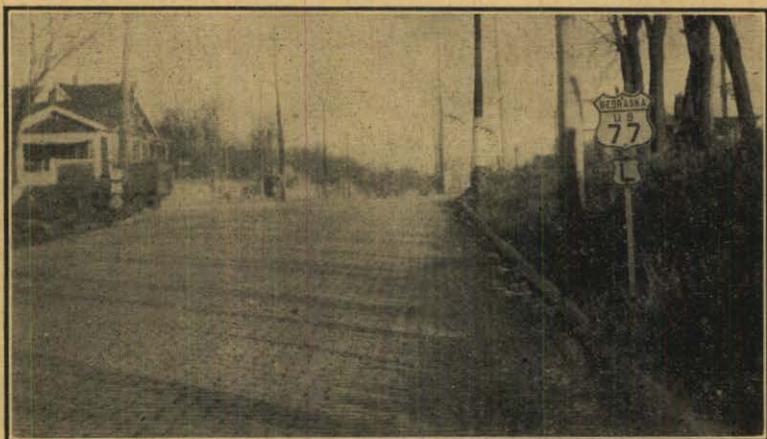
In order that this marking system can be most efficient, it is necessary that all advertising signs be removed from within the right of way and it is desirable that advertising signs be removed from the vicinity of the right of way. In line with this, the Department has had removed the greater part of the advertising signs lying within the right of way, during the current year.

The State Highway Marker adopted by this Department is the covered wagon, emblematic of the state's early history. This marker is 15 inches square with black figures on a white background which is distinctive from the warning signs.

The following picture story indicates the marking system on East "O" Street directing the traveler over several routes without hesitation. The first view shows the tourist that he is on highways No. U. S. 38 leading to Omaha and across the State of Iowa, No. U. S. 77 leading to Fremont, Sioux City and North to Canada and No. 11 leading east to Union near the Iowa State line. The second view turns the traveler, on U. S. 77 to the left but pulls the traveler on U. S. 38 or No. 11 across the intersection as indicated by the sign in the distance across the intersection. A close up view of the latter sign is shown in the third picture. Continuing east on "O" Street the fourth view turns the U. S. 38 traffic to the left while just beyond the intersection the covered wagon pulls the traffic on No. 11 straight ahead as shown on the 5th view. The junction sign informs the autoist that he is approaching a state highway four hundred feet ahead. This is a 24 inch square with black letters and figures on a white background. The picture view No. 6, indicates the junction of highway No. 24 from the south midway between views No. 1 and No. 2 with U. S. 38, U. S. 77 and No. 11. The marker indicating route No. 24 may be seen at the corner on the opposite side of the street from the junction markers.



"View No. 1"



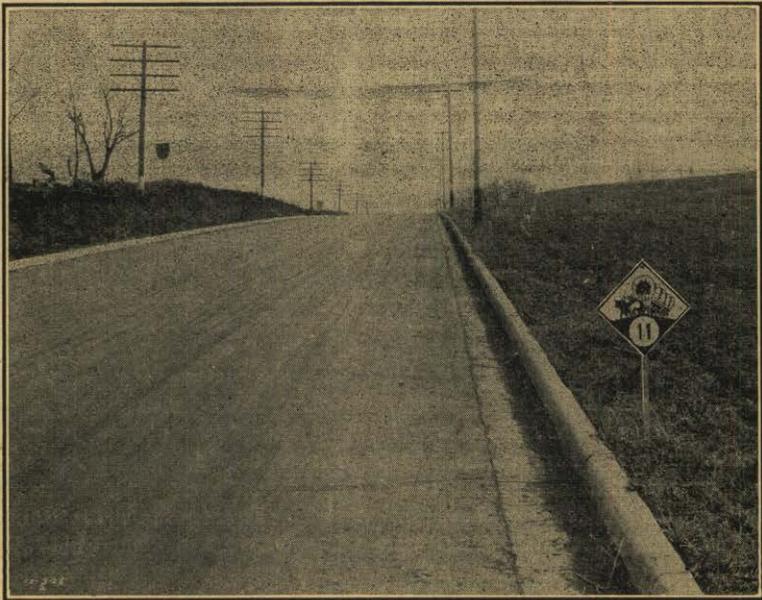
"View No. 2"



"View No. 3"



"View No. 4"



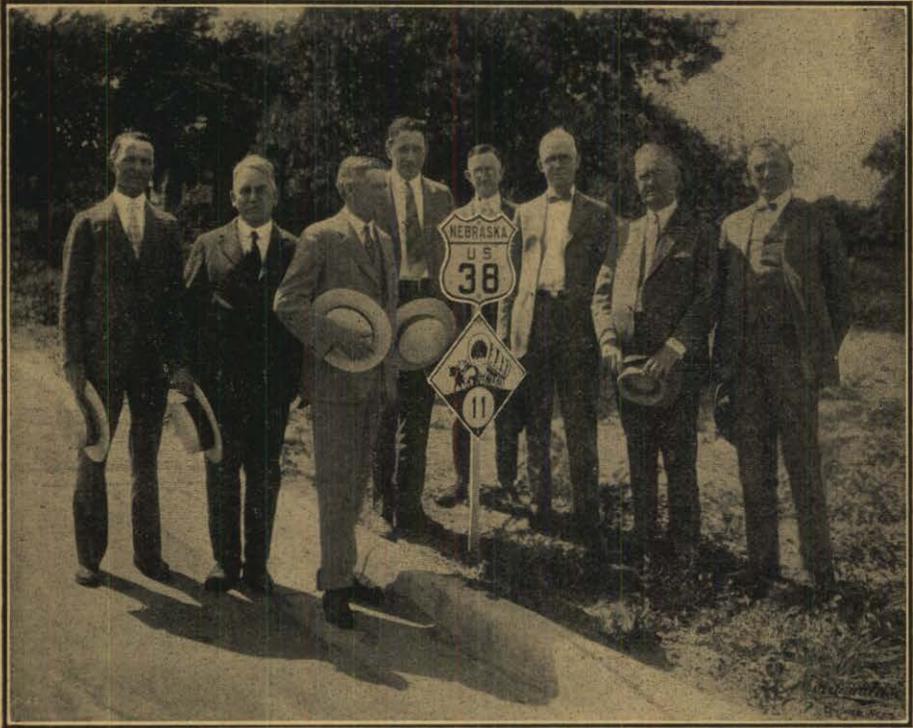
"View No. 5. State-Federal Aid Project No. 133-E."



"View No. 6"



“Typical Diamond Shape Slow Sign, Warning of Sharp Turn Left”



**"Governor McMullen Erects the First Highway Markers in Nebraska,  
June 5, 1926**

Reading from left to right. David F. Meeker, Secretary to Governor, Burt A. George, Legislative Representative of Nebraska Good Roads Association, Charles H. Roper, Pres. D. L. D. Highway Association, Mont C. Noble, Chief of State Bureau of Roads and Bridges, A. A. Jones, Manager Outdoor Advertising Company, R. L. Cochran, State Engineer, Governor Adam McMullen, Frank C. Zehrung, Mayor of Lincoln.

## STATE HIGHWAY MAINTENANCE

As previously stated the 1925 Session of the State Legislature passed a law making it the duty of the Department of Public Works to maintain the whole of the State Highway System including Bridges thereon. This act became effective January 1st, 1926. Financing was provided for by setting aside 30% of all motor vehicle registration fees and such part of the Gas Tax as was found to be necessary.

The Maintenance organization is under the Bureau of Roads and Bridges, the Ass't Chief of Bureau being directly charged with full responsibility since the office of State Maintenance Engineer has not been established. The state is divided into eight districts each in charge of a District Engineer who has charge of both construction and maintenance within his district. Each district is divided into patrol districts made up of from one to three counties in charge of a resident engineer who has direct charge of all maintenance and construction within his district or a chief patrolman who is responsible only for maintenance. These men hire all patrolmen and extra labor and are held responsible for results obtained.

All fuel, lubricants, repairs and emergency materials are purchased by the Chief Patrolmen, while equipment such as maintainers and tractors are purchased through the Lincoln office.

All payrolls are made up in the district office from daily reports sent in by the patrolmen and extra laborers. A cost distribution sheet is also made for each man showing the amount chargeable to the different classes of work performed during the month. Material and supply vouchers are made up by each dealer from whom material has been purchased. These are forwarded to the District office where they are checked and distribution made to the different classes of work.

Both payrolls and material and supply vouchers are forwarded to the Lincoln office where they are checked and sent on to the Finance Department for payment.

The cost distribution sheets are retained in the cost accounting department, where all records are transferred to tabulating machine cards which provides an easy and speedy method of distributing costs to the proper district, county, patrol and class of work.

A performance record is also kept for each individual piece of equipment which gives at the end of the year the total hours used, miles operated, amount of fuel and lubricant used and repair charges. These cost records are valuable for the comparative cost of mainten-

ance of different types of surfaces and with different types of equipment and for planning future budgets. Equipment records are used for ascertaining the most economical type and make of equipment to purchase.

When the Department took charge of maintenance the following equipment was taken over which had been purchased from the "State Highway Fund;" 220 one to five ton Trucks, 376 graders and maintainers, 113 tractors, 60 one man maintainers. The following new equipment has been purchased during the year of 1926: 10 trucks, 116 graders and maintainers, 39 tractors, 141 one man maintainers, 43 weed mowers, 2 complete pressure sand blast and paint spray outfits and 900,000 lineal feet of slat snow fence.

The total cost of maintenance this year will be slightly under \$2,000,000.00. All details of expenditures will be reported in the biennial report of 1927-1928.

In view of the fact that it was necessary to build up an organization within a very limited time, the Bureau is very much gratified with results obtained during the past year of State Control of Maintenance.

## REPORT OF DISTRICT ONE

R. O. Green, District Engineer

## MILEAGE OF STATE AND FEDERAL ROADS WITH CLASSIFICATION OF IMPROVEMENTS

COUNTY	Total State and Federal Roads	Paved Roads Outside City Limits	*Graveled Roads Maintained by State	Sand-Clay Roads	Constructed to Permanent Grade Without Surfacing	Constructed to Temporary Grade	Total Improved Roads Sum of Columns 2, 3, 4, 5 and 6	Unimproved Roads
	1	2	3	4	5	6	7	8
Cass .....	86.75	0.0	43.50	0.0	14.79	28.46	86.75	0.0
Fillmore .....	63.55	0.0	23.85	0.0	33.50	4.20	63.55	0.0
Gage** .....	108.80	1.15	55.70	0.0	20.70	31.25	108.80	**1.0
Jefferson .....	41.54	.12	28.82	0.0	12.60	0.00	41.54	0.0
Johnson .....	49.20	0.0	14.95	0.0	4.42	***29.83	49.20	***0.0
Lancaster**** .....	115.30	12.47	69.63	0.0	22.90	10.30	115.30	0.0
Nemaha .....	38.11	.61	25.36	0.0	8.14	4.00	38.11	0.0
Otoe .....	63.38	.68	53.70	0.0	6.00	3.00	63.38	0.0
Pawnee .....	38.55	.00	15.75	0.0	6.60	16.20	38.55	0.0
Richardson .....	64.15	.00	25.85	0.0	0.70	37.60	64.15	0.0
Saline***** .....	73.91	0.90	38.36	0.0	.00	24.65	63.91	10.0
Sarpy .....	50.07	1.50	47.80	0.0	.00	.77	50.07	0.0
Saunders***** One Patrol .....	5.90	1.30	4.60	0.0	.00	.00	5.90	0.0
Thayer .....	55.17	.00	16.00	0.0	36.45	2.72	55.17	0.0
TOTAL .....	854.38	18.73	464.87	0.0	166.80	192.98	844.38	11.0

\* Column three includes short pieces of gravel road maintained by State within city or village limits of less than 1400 population.

\*\* Not in column one or column seven. One mile under contract. When this is built the state highway system in Gage County will be one mile shorter on account of relocation of 107.80 miles.

\*\*\* The State-Federal system in Johnson County does not follow about thirteen miles of the present temporary grade. When right-of-way is obtained and construction completed this thirteen miles will be abandoned in favor of the state federal system.

\*\*\*\* There is a part of one patrol—West "O" Street 3.98 miles of gravel included herein which is a part of patrol No. 239 of Seward County, District No. 2.

\*\*\*\*\* Five miles of Nebraska Highway No. 41 east of Milligan in Saline County included in the tabulation is in patrol No. 159 of Fillmore County.

\*\*\*\*\* Only one patrol No. 179, D. L. D. thru Ashland of Saunders County is in this District. Balance of state highway is in District No. 2.

## Cass County

The State Highway System of Cass County includes a part of the Lincoln-Omaha Roads, the Omaha-Kansas City Road and the East "O" Street Road, an important feeder to the capital city from the east.

The most important factor bearing on the road situation in Cass County during the biennium now closing, was the construction of the K. T. Bridge across the Platte River north of Plattsmouth in 1925 by the King of Trails Bridge Company and the purchase of the bridge by the State and Cass and Sarpy Counties in 1926. The State paid

fifty per cent of the cost of the bridge and tolls are being collected until the balance, together with interest on the unpaid portion is collected, at which time the K. T. Bridge will become a free bridge.

With arrangements made whereby a free bridge would eventually be accessible, Federal Aid was obtained for grading, building drainage structures and applying a gravel surface from Plattsmouth north to the Platte River, the last gap to be closed between the Kansas line south of Falls City and the Platte River north of Plattsmouth.



**State Federal Aid Project 153-A**

Note Gravel Surfacing under construction with windrows on left not all spread

During the biennium a total of about thirty-five miles of gravel surfacing was placed on the State Highway System within the county, and about thirteen miles brought to permanent grade with suitable drainage structures. The gravel surfacing was financed from State and Federal funds together with county and precinct funds and some donations by private parties of the communities benefited by the improvement.

#### **Fillmore County**

The construction of gravel surfacing in Fillmore County began in 1925 during which season the D. L. D. Highway, now U. S. Highway No. 38, was graveled across the county except about two and one-fourth miles east of Fairmont and one mile west of Fairmont. The delay in placing gravel near Fairmont was caused by lack of right-of-way for the new locations desired in that vicinity.

The 1926 construction consisted of building drainage structures, grading and placing gravel on the remainder of the D. L. D. Highway. This work follows a new location each side of Fairmont whereby two right angle turns and two railroad grade crossings of the main line of the Burlington are eliminated. These new locations were made possible through the co-operation of the local people and County Board with the State and Federal road authorities.

In addition to the above work contract was awarded for drainage structures and grading of the Meridian Highway, U. S. No. 81, from Geneva to the North county line, as well as gravel surfacing from Geneva to Fairmont. During the season the structures were built, about one-half of the grading completed by the county as contractor, and about one-third of the gravel contract completed.

In addition to the work done on the State Highway System a gravel street and road was built from the Meridian Highway through Geneva and out to the Geneva Girls' Training School. Within the city State funds were used to supplement those of the local Improvement District and outside the city State funds were used alone. The expenditure was made under the provisions of the appropriation which set aside from the Gas Tax \$25,000 per year for the years of 1925 and 1926 for the purpose of placing gravel surface on roads from State Institutions to State Highways.

#### Gage County

During the years of 1925 and 1926 the gravel road program was carried forward in Gage County and four times as much mileage of gravel placed as during the preceding biennium. At the close of the present biennium Wymore is connected with gravel north to meet Lancaster County gravel from Lincoln and Filley is connected with the gravel roads of Jefferson and Thayer counties to Hebron.

In addition to the gravel program, the 1924 contract from Beatrice to Blue Springs was completed in 1925 and the state highway was graded from Wymore to the Kansas line and work begun on Nebraska Highway No. 4 through Virginia at the close of the biennium. A relocation has been made through Virginia following the abandoned right-of-way of the old Kansas City and Northwestern Railway, which gives better view in the vicinity of the Rock Island depot and grade crossing, as well as flatter curves. Also the system was shortened one mile at Rockford by eliminating the mile west on the south side of Rockford and making the connection north on the east side of Rockford. The Adams-Clatonia road east and west across the northern part of the county as well as the road north from Adams to the Lancaster County line are a part of the Federal Seven Per Cent System.

Maintenance of these roads was begun by the State in January of 1926. During the summer the worst places have been graded with teams and side ditches cut with a tractor and blade grader along the portions which had not previously been built up by the county.

In addition to the work done on the state highways by the State, about two-thirds of a mile of gravel surface was built south from the State Institute pavement one mile east of Beatrice to Nebraska Highway No. 3 or Golden Rod. On this the grading was done by Gage County.

#### Jefferson County

During the biennium gravel road construction has been continued in Jefferson County and now Nebraska Highway No. 3 is graveled across the county through Fairbury.

During 1926 Nebraska Highway No. 15 was graded and small drainage structures and bridges built from the junction of Highways No. 3 and No. 15 north of Fairbury to the north county line. With the completion of this construction the entire mileage of the State Highway System in Jefferson County has been brought to permanent grade and structures built. This is the first county of the group now in District One in which all the state highway has been brought to permanent grade.

During the last two years considerable road gravel has been produced along the Blue River in Jefferson County for state roads within the county as well as in neighboring counties for surfacing. New pits have been developed to supplement the inadequate supply from the old pits and meet the new demand.

#### Johnson County

Gravel road construction was begun in Johnson County in the spring of 1926, at which time gravel was placed from Tecumseh through Vesta to Crab Orchard. This project was graded in 1920 and 1921.

During 1926 contract was let for small structures, one bridge and grading from Nemaha County line due west to a point 2.75 miles north of the west side of Tecumseh. At the close of the construction season about 40% of this work will be done.

The completion of the remainder of the State Highway System in Johnson County will involve relocations at Crab Orchard to obtain better alignment and from Sterling to Tecumseh to shorten distance

and avoid heavy grades with possible rock excavation in some of the hills.

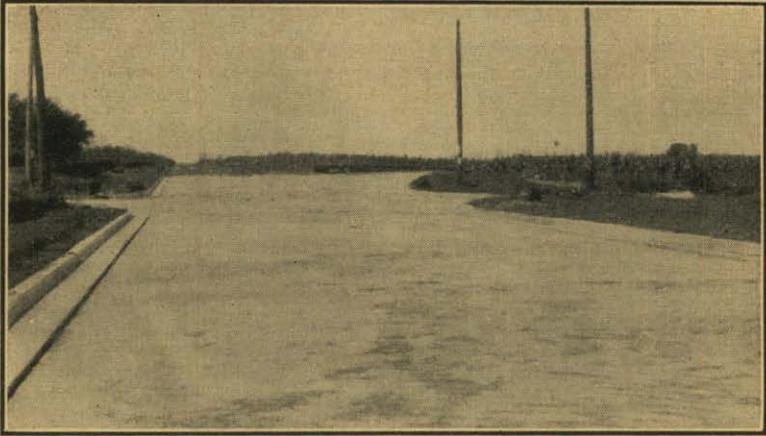
### Lancaster County

The mileage of the State Highway System in Lancaster County is greater than in any other county in District One. This is on account of the many state highways which lead into Lincoln as well as on account of the size of the county.

At the close of the present biennium we have slightly more than 70% of the state highway system within the county surfaced, which consists of 12.47 miles of brick or asphalt paving and 69.63 miles of gravel surface. Slightly over 91% of the system has been brought to permanent grade, leaving only 10.3 miles to be graded and permanent drainage structures built where they have not already been constructed.

During the years 1925 and 1926 gravel surfacing was placed on Nebraska Highway No. 33 from the Cornhusker Highway west to the county line towards Crete; and on U. S. Highway No. 77 from Havelock to the north county line. East "O" Street, Nebraska Highway No. 11 has been graded and drainage structures built from Lincoln to the east county line, except in the vicinity of the grade crossing of the Missouri Pacific Railway just east of Bethany where an underpass is planned, one-half mile of asphalt pavement laid and gravel surface placed on the remainder.

The city of Bethany and Lancaster County have built Cotner Boulevard from East "O" Street northeast to Bethany. The boulevard has been extended north and northeast from Bethany to Havelock, using city improvement district, state and federal funds. The combined project makes a new route for the Lincoln-Omaha road leaving Lincoln, whereby a number of right angle turns are eliminated and the larger business districts of University Place and Havelock avoided in lieu of the smaller business district of Bethany now traversed by the new route.



State Federal Aid Projects 291-A and -B



State Federal Aid Projects 291-A and -B

The above two views show concrete base under construction or bituminous concrete top. Note the use of tar paper on the dry unsprinkled sub-grade. The use of tar paper on the subgrade for all Nebraska pavements has eliminated practically all checking and cracking

When the new numbering of the highway system was adopted the Lincoln-Nebraska City Road, Nebraska Highway No. 24, was routed through College View, Cheney, Palmyra, Syracuse and to Nebraska City. To date the east three miles in Lancaster County have not been brought to a permanent grade on account of lack of construction funds but after the maintenance of the system was assumed by the State in 1926 maintenance funds were used to place this short stretch in sufficiently good condition that it is now open for travel.

Gravel surface was placed by the State on grades prepared by the county from the State Hospital to the State Reformatory and from University Place east to one of the State Experimental Farms, a total combined distance of three and two-thirds miles in both projects. The State expenditure was made from the \$25,000 per year appropriated from the Gas Tax for the years of 1925 and 1926 to construct gravel surface to connect State Institutions with the State Highways.

#### Nemaha County

During the present biennium the state continued the previous program in Nemaha County by grading and building drainage structures from Johnson west to the Johnson County line, which completed the grading of the Golden Rod Highway in the county. The Rohrs-Johnson project, a 1924 contract, was completed in the spring of 1925, which was the same type of improvement as the above.

In 1925 the graveling of the state highways was begun on the K. T. and completed early in 1926. The contractor made use of the local material, crushing the oversize to obtain material to meet the grading required in the specifications. A satisfactory surface has been obtained, particularly south of Auburn. The first application on the north three and one-quarter miles was taken from a pit northwest of Auburn and this was finished with material hauled from a pit northwest of Nebraska City. The balance of the material for the project was hauled from a pit southwest of Auburn, which portion has proved to be the best of the project.

In 1926 gravel surfacing was placed from the end of the concrete pavement west of Auburn to Rohrs, using washed gravel from Platte River pits. While the roadbed is not absorbing this gravel very fast the surface has been very good since a short time after the gravel was hauled.

There remains four miles of the highway system to be graded and structures built and 12.14 miles of surfacing to be placed in order to complete the 38.11 miles of state highways in the county.

## REPORT OF SECRETARY

## Otoe County

In the spring of 1925 field investigations were made to determine available supplies of local gravel for the project from Dunbar to Syracuse. Construction was begun on this late in the fall of 1925, at which time only one-half the contract thickness was placed over a part of the project, but the two towns were connected with surfacing before the contractor stopped for the winter. Early in 1926 the remainder of the surface was placed, using a small amount of Platte River gravel to complete as the local supply of satisfactory material was depleted in that locality.

In 1926 contract was let for grading and drainage structures from Syracuse west to meet the Federal Aid Projects completed west of Unadilla and contracts were awarded for gravel surfacing from Syracuse to the corner one-half mile west of Palmyra.

The grading project west from Syracuse involves a relocation at Syracuse going north on the east side of the town and west at the next section corner in order to eliminate several right-angle turns. From Wolf Creek to Unadilla the road follows the north side of the Burlington track on a relocation which eliminates two grade crossings. North of Unadilla the new project continues due north two miles to meet the section line east from south of Cheney and north of Palmyra, thence west and thus makes one right angle turn instead of three.

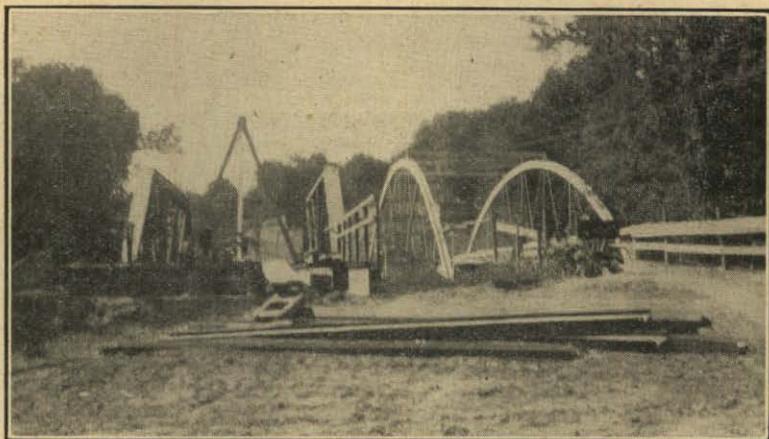
At the close of the biennium there remains three miles of the system to be constructed to grade and drainage structures to be built and nine miles of gravel surface to be placed in order to complete the system in the county.

## Pawnee County

In 1925 State Highway No. 4 was graded and drainage structures built from Lewiston west to the Gage County line. High fills were constructed between deep cuts through the hills and very satisfactory gradients were obtained.

The same year gravel surfacing was begun at Pawnee City and constructed from a point about three-quarters of a mile south of Table Rock to about four miles west of Pawnee City. In the spring of 1926 the contract was completed making a total of 15.75 miles of gravel surfacing on State Highway No. 4, in Pawnee County.

Late in the summer of 1926 work was begun on drainage structures and grading from the Richardson County line to the drainage ditch east of Table Rock. The completion of these contracts will effect an improvement through the steepest hills on the highway system in Pawnee County.



State Federal Aid Project No. 208-C

Replacing an old rainbow arch with a modern steel truss bridge on straight alignment



State Federal Aid Project No. 208-B

Note the new bridge on straight alignment with old bridge on the right among the trees

**Richardson County**

Late in the season of 1925 the placing of gravel surface was begun on the K. T. Highway, U. S. No. 73, through the eastern portion of Richardson County. This work was completed about mid-summer of 1926. Local material from a bank north of Salem was used to construct the surface in the south half of the county, except 1.5 miles just south of Falls City, and also for one-half the depth of the surface in the north half of the county. The north end was completed with shipped in washed gravel.

To date the section built with a base course of local gravel covered with washed gravel has been the most popular with the local people.

Early in 1926 an experimental section of 1.5 miles length just south of Falls City was constructed of crushed Nebraska limestone spread three inches deep and compacted by traffic the same as gravel surfaces are compacted in this State. This material compacted very readily and made a satisfactory surface until dry weather, at which time the fine stone dust was whipped off the surface by wind and traffic.

After construction of a 100 foot bridge on U. S. Highway No. 75 north of Dawson in 1924, using State-Federal funds, the State and County placed patrol maintenance on this highway north and south across the central portion of the county in 1925 and the state continued the maintenance with its own forces in 1926.

During 1926 a steel and concrete bridge was built across the Nemaha River just south of Dawson, where an old steel rainbow arch failed during the spring freshets.

A new bridge with channel changes and a straightening of the Highway was constructed at Whiskey Run Creek about five miles north of Dawson. This improvement added greatly to the safety of the highway at this point.

**Saline County**

At the beginning of the biennium there was gravel surfacing in Saline County from Dorchester to Friend and less than a mile east from Crete. At the close of the biennium there is a gravel road across the County through Crete and Friend, from Dorchester to the north County line and from Wilber to Crete. The work during this biennium included a second application late in 1925 of two inches on top of the gravel placed between Friend and Dorchester in 1924.

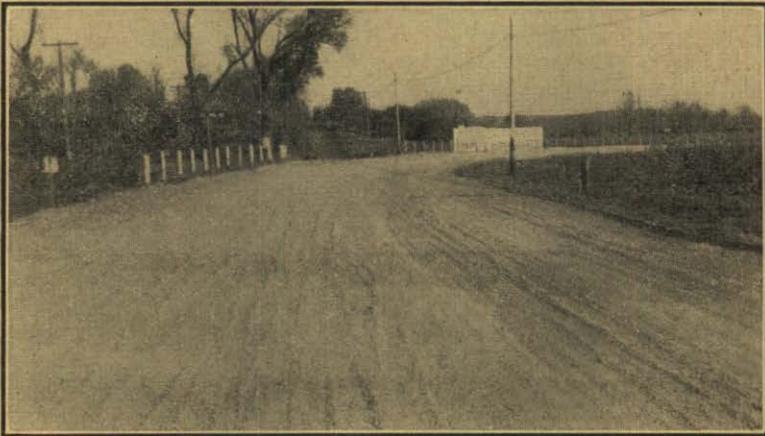
During 1926 the State Highway from the Gage County line through

Wilber and Western to the Jefferson County line was re-shaped and widened slightly with a tractor and blade outfit. This constitutes the road constructed to a temporary grade as reported in the table showing mileage of state highways in District One. The ten miles of unimproved road is from this highway due west of Wilber to the Fillmore County line southeast of Milligan.

### Sarpy County

The construction of gravel roads was begun in Sarpy County in 1924 and at the close of 1926 they have gravel surface on practically all of the state highway system within the county.

During the present biennium the grading, structures and gravel surface have been constructed from Melia through Gretna to the Douglas County line north of Gretna; from Gretna east to within about three miles of Papillion together with the connection south of

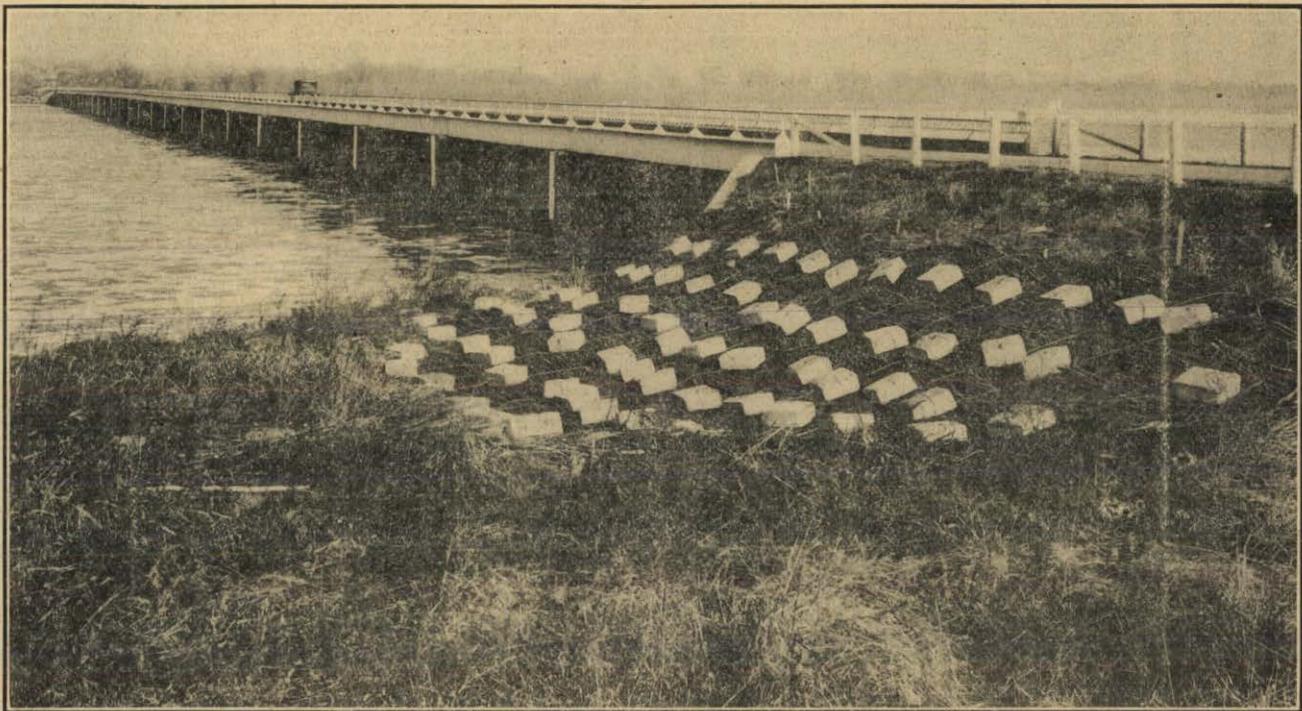


State-Federal Aid Project No. 138-A

New relocation shortening distance and eliminating sharp, dangerous, blind corner.

Millard near Chalco to the Gretna-Papillion road; from a point a mile east of Papillion to the Douglas County line near Ralston and to Fort Crook, except about three-quarters of a mile on the latter road. Also from Omaha to Fort Crook and the biennium closes with the last piece from Fort Crook to La Platte under construction. Six-tenths of a mile of brick pavement was constructed south of Omaha.

Sarpy is not a large County and this large construction program



**Plattsmouth State Aid Bridge**

Transverse joist type, 20 ton capacity, 20 foot concrete roadway, 8" H-Steel piling encased in concrete to stream bed. Piling lengths 50 ft. to 75 ft.

was made possible only because eight of the precincts and five road improvement districts voted a total of \$391,000.00 for road improvements during the years 1924 to 1926 inclusive. This money was expended on 81.25 miles of roads within the respective precincts and improvement districts. Of this total mileage, approximately 43 miles is on the state highway system, on thirty-seven miles of which either or both state and federal funds were used jointly with the bond funds voted by the local communities served. The remainder of the roads improved with the bond funds are county or precinct roads.

#### Saunders County

For the convenience and economy of administration by the Department of Public Works, the D. L. D. Highway, U. S. No. 38, through Ashland is included in District One. No construction work was done on this portion of the system during the present biennium, all expenditures being confined to maintenance.

The report on Saunders County will be found in the report on District No. 2.

#### Thayer County

At the beginning of the biennium the last gap on Highway No. 3 across the county was graded and structures built. This was a short project east of Deshler.

During the winter of 1925 and 1926 and early summer of 1926 gravel surface was placed on No. 3 from Hebron to the east county line, and now Hebron is connected with Lincoln and Omaha by a surfaced highway: Local material, some pumped from the Blue River near Hebron and some taken from dry banks, was used for this surfacing.

At the close of the biennium the Meridian Highway, U. S. No. 81, from Hebron to the Kansas line is under construction. When completed, practically all of the state highway system in the county will have been constructed to permanent grade and structures built ready for gravel surfacing. This will make it possible to use practically all of the funds available during the next biennium for gravel surfacing.

## REPORT OF DISTRICT TWO

M. F. Black, District Engineer

## MILEAGE OF STATE AND FEDERAL AID ROADS WITH CLASSIFICATION OF IMPROVEMENTS.

COUNTY	Total State & Federal Aid Roads 1	Paved Roads outside of city limits 2	Graveled Roads outside of city limits 3	Sand-Clay Roads 4	Constructed to perm. grade without surfacing 5	Constructed to temp. grade 6	Total imp. roads sum. of cols. 2, 3, 4, 5, & 6. 7	Unimproved Roads 8
Butler .....	55.250	0.850	28.030	0.00	19.118	7.252	55.250	0.00
Colfax .....	38.410	1.410	23.000	0.00	14.000	0.000	38.410	.....
Dodge .....	70.500	13.024	27.775	0.00	29.701	0.000	70.500	.....
Douglas .....	116.815	103.815	13.000	0.00	00.000	0.000	116.815	.....
Platte .....	76.500	2.229	43.000	0.00	23.561	7.710	76.500	.....
Polk .....	62.460	.....	20.480	0.00	16.480	25.500	62.460	.....
Saunders .....	63.410	1.601	53.349	0.00	.....	8.460	63.410	.....
Seward .....	57.000	.....	40.820	0.00	6.680	9.500	57.000	.....
Washington .....	45.000	1.285*	23.868	0.00	5.369	14.478	45.000	.....
York .....	54.500	.....	54.500	0.00	0.000	00.000	54.500	.....

\* In Herman &amp; Ft. Calhoun City Limits.

## Butler County

The highways within Butler County, maintained by the State Highway Department include State Highway No. 15 extending from the Seward County line to the Colfax County line and State Highway No. 16 extending from the Saunders County line to the Polk County line, both of which are of major importance.

State Highway No. 15 carries the traffic to Lincoln and southern parts via Seward and State Highway No. 16 carries the traffic to Omaha and the east via Yutan Bridge and Center Street in Douglas County.

During the Biennium, State Highway No. 15 has been gravelled from Colfax County line to David City and is being graded from David City south towards the county line to David City and gravelled from David City to the Polk County line.

The soil on Highway No. 15 varies from loess in the hills to sandy loam in the Platte River bottom and on Highway No. 16 the soil is mostly loess with outcrops of joint clay.

The entire system is easily maintained and the drainage problems have not been intricate as the streams are mostly sluggish.

Due to the fact that all the railroads traversing this county are branch lines, no attempt has been made to separate grade crossings.

Snow removal has been carried on during the past biennium with the regular patrol forces and the use of snow fence has been successful and Butler County has had no blockades during the past two years.

### Colfax County

The highways under the jurisdiction of the State Highway Department are Highway No. 38, extending from the Dodge County line to the Platte County line and Highway No. 15 extending from the Butler County line to the Stanton County line and each of these serve the local as well as the through traffic.

Both of these highways have bus and truck lines plying to Columbus and Omaha as well as Lincoln and due to the tonnage hauled and the prevalence of hard tires, the roads are very difficult to maintain.

U. S. Highway No. 38, being located in the Platte valley has a soil varying from sand to gumbo and state Highway No. 15 varies from sand and gumbo in the bottoms to loess in the hills.

U. S. Highway No. 38 has been constructed from the Dodge County line to the Platte county line and has been surfaced with gravel and presents an excellent appearance as well as riding qualities.

One mile of State Highway No. 15 has been paved and the major part across the county has been graded and with a small amount of work in the valleys, this will be ready for gravel surfacing.

The entire system has been maintained with one man tractor patrols and considering the traffic and type of soils the highways have been in very good shape during the past biennium.

Considerable study has been made on the grade crossings within this county and with the new relocation on the north side of the main line of the Union Pacific railroad, two dangerous grade crossings have been eliminated.

While this improvement was met with much opposition in Schuyler and Richland by the townspeople and the merchants on the start, they now feel that the elimination has been an asset rather than a liability.

Snow removal has been carried on with the regular patrol forces during the past biennium and the roads have never been closed or impassable and with the use of the snow fence purchased recently, the snow hazard will be reduced to a minimum.

**Dodge County**

The Highways maintained by the State Highway Department within Dodge County include State Highway No. 8 and No. 18 and U. S. Highway No. 30 extending east and west through the county and Federal Highway No. 77 extending north and south each of which are subjected to heavy commercial truck and bus traffic and difficult to maintain.

The soils encountered on each of these highways varies from sand and heavy gumbo in the Platte and Elkhorn valleys to loess and sandy loam in the hills, each of which present a problem in maintenance and construction.

Highway No. 8 is paved from the Douglas County line to the north city limits of Fremont and being improved to the Cuming County line. No. 18 has been given a light coat of gravel from Fremont east. No. 30 has been paved from Fremont to Ames and graveled in sections westerly to the Colfax County line and No. 77 has been paved from the Saunders county line northerly to the south city limits of Fremont and graded and graveled to its northern terminus.

The maintenance of the earth and gravel sections due to the diversified types of soil has been a problem to handle, each soil demanding a different type of maintenance and different equipment.

Considerable paving is contemplated to the west of Ames this season and with the relocation of the highway to the north of the Union Pacific Railroad from Ames west to  $4\frac{1}{2}$  miles east of North Bend, much of the danger of these railroad crossings will be eliminated and the distance of the highway will be shortened and alignment straightened.

Snow removal has been carried on with truck and tractor and by our regular patrol forces, and at no time have the roads been impassable or closed and with the recent purchase of snow fence supplanting the fence already on hand the expensive problem of snow removal will be reduced to a minimum.



**State-Federal Aid Project No. 27-F**

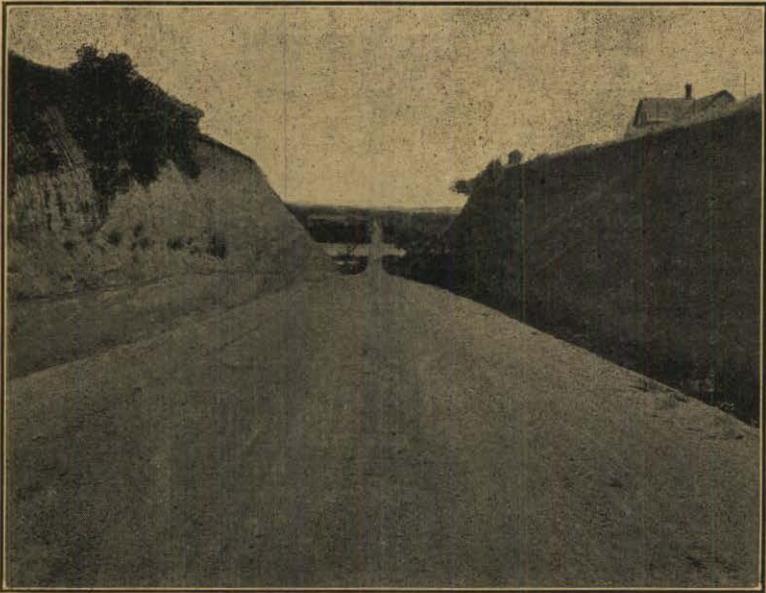
Concrete Pavement south of Fremont.

#### **Douglas County**

Douglas County, the richest and most populous county in the state and with the largest automobile registration, in which is located the metropolitan city, has the most miles of surfaced highways and with the exception of thirteen miles of gravel the entire system has been paved. This improvement has been made with County funds and Federal Aid.

Practically all the standard types of hard surfacing have been laid in this county and a very close account of the maintenance is being kept. In this way the state highway department is in a position to determine the economic type for future work.

The Highways under the supervision of the Department includes State Highway No. 5 and No. 31, U. S. Highway No. 75 extending north and south through the county, and State Highways Nos. 8, 16 and 36 and U. S. Highways No. 30 and No. 38 extending east and west.



State-Federal Aid Project No. 235-A

Looking toward the Yutan Bridge.

The soils in this county are such that highway maintenance and construction have presented no difficult problems save in the ditches and these for the most part being loess have required considerable checking and blocking to prevent erosion.

During the past biennium Highway No. 16 has been paved from the D. L. D., U. S. No. 38 north of Millard to the Saunders County line and one mile on Highway No. 38 contiguous to the Sarpy County line, that part of State Highway No. 36 from a point five miles east to State Highway No. 8 west of Bennington.

The maintenance has been carried on with team patrols mostly and one truck on the State Highway No. 31 and a small construction outfit has taken care of the paving and culvert repairs. This outfit is equipped with a small mixer, compressor, jack hammers and asphalt kettles together with a small truck to carry equipment from one piece of work to the other.

Due to the fact that all grade crossings have been protected



**State-Federal Aid Project No. 20-A**

**Fremont-Omaha.**

either by watchman or signals no grade crossings elimination has been completed.

Snow removal has been carried on with the regular patrol forces during the winter, supplanted by such extra labor as is needed and with the purchases of additional snow fence during the past year, no trouble is contemplated.

**Platte County**

The highways in Platte County, under the jurisdiction of the State Highway Department include U. S. Highway 30 and State Highway No. 13 extending east and west and U. S. Highway No. 81 extending north and south across the county.

The soils in the county are diversified, consisting of sand and gumbo, in the Platte and Loup bottoms to loess in the hills, each of which present a different problem in maintenance and due to the type of traffic carried are difficult to maintain.

The entire system within the county has been constructed partly with the State and Federal Aid and partly from maintenance funds excepting the short section of U. S. Highway No. 38 from Duncan west. The contract for grading and graveling for this section has been awarded during the past year and will be completed in the early

spring. Contracts for graveling U. S. Highway No. 81 from Columbus to the Madison County line have been completed as well as on U. S. Highway No. 38 from Columbus east to Colfax County line.

A close study of grade crossings has been made in this county and with the construction of the Duncan West projects all grade crossings will be eliminated from Columbus to Grand Island, each of which has taken a huge toll in lives as well as heavy property loses.

The maintenance for the most part has been carried on with truck and tractor equipment and has been very satisfactory.

Snow removal has been carried on with the regular patrol forces during the past biennium and has been no small item due to low grades on the highway.

With the installation of snow fence purchased this year with the use of that which we have already on hand and being equipped for any emergency that may arise no trouble is contemplated.

#### Polk County

Highways maintained by the State Highway Department in Polk County includes U. S. Highway No. 81 extending from the York County line to the Platte County line. State Highway No. 38 extending west and northerly from Osceola towards Genoa and State Highway No. 16 extending from the Butler County line to the Hamilton County line. A new and better location is contemplated for State Highway No. 16 and this has been sanctioned by the Bureau of Public Roads as this contemplates a shorter distance between Osceola and U. S. Highway No. 38 and a better stream crossing over the Platte River at Clarks.

The soil is an excellent type to construct and maintain but due to a series of low lagoons without outlets, water has been a source of considerable trouble in our maintenance program.

U. S. Highway No. 81 has been graveled from York County line to Shelby and State Highway No. 16 has been graveled from Shelby east to the Butler County line during the past biennium.

No work has been done on State Highway No. 16 west of Stromsburg or on State Highway No. 38 from Osceola to Genoa on account of relocations and insufficient funds.

The maintenance has been carried on with truck and tractor patrols supplanted by such extra teams and labor required.

The snow removal has been taken care of with the regular patrol equipment and forces and by the installation of snow fence, this item has been negligible.

#### Saunders County

The highways included in the State Highway Department program are State Highway No. 16 extending from the Douglas County line to the Butler County line and U. S. Highway No. 77 extending from the Lancaster County line northerly to the Dodge County line.

During the biennium the State Highway No. 16 has been graded and graveled with Federal and State funds from the Douglas County line to Wahoo and from Weston west to Butler County line. Included in this improvement is the Yutan State Aid Bridge between Douglas and Saunders counties. State Highway No. 16 has divided the traffic from U. S. Highways No. 30 and 38 which had become congested. In the near future it is expected that through traffic will equal either of the U. S. Highways.

The maintenance has been carried on with truck and tractor outfits located at Wahoo, Cedar Bluffs and Yutan and the work has been very successful.



State-Federal Aid Project No. 27-B  
High Truss 120 ft. Span.

A careful study of railroad grade crossing has been made and by relocation on Project 27-G two grade crossings have been eliminated east of Ceresco, and it has been found possible to eliminate the two at Wahoo without a considerable expense.

The snow removal has been taken care of during the past biennium by the regular patrols and such other help as needed and at no time have the roads been closed or impassable. The judicious use of snow fence in this county has reduced the expense to a minimum and with the further use of new fence purchased this year, snow hazard will be practically removed.

### Seward County

The highways included in the State Highway Department program for the biennium ending December 31st, 1926 are U. S. Highway No. 38 and State Highways No. 11 and No. 15, each of which are of more than local importance.

U. S. Highway No. 38 and State Highway No. 11 extend east and west through the county, while State Highway No. 15 traverses the county north and south.

The soil of this county is such that no difficulty is experienced in maintenance and when surfaced with a proper amount of gravel has the appearance and riding qualities of a paved road.

Extensive gravel deposits exist in the southern part of the county in and along the Blue River and are being used locally for surfacing but the major part of our surfacing gravel comes from the Platte River east and north.

During the biennium State Highway No. 15 was graveled from a point four miles north of Milford to the York County line, and U. S. Highway No. 30 was graded from Milford to the Saline County line and graveled from Lancaster County line to the Saline County line, completing two east and west roads across the county and with the close of 1926 plans will be completed to grade and gravel the section from Seward north to the Butler County line completing the 7% system in this community.

The maintenance within this county during the past biennium has been carried on with truck and tractor patrols using one man regularly and employing such extra help as was needed and was very successful.

Snow removal was carried on by the regular patrols and heavy equipment. At no time was the highway closed for more than one

hour. Late in the year considerable snow fence was purchased to supplement that which was purchased before and will still lessen the snow hazard for the coming season.

### Washington County

The highways maintained by the State Highway Department in Washington County include State Highways No. 5 and 31 extending North and South through the county and State Highway No. 18 extends east and west, each of which are subjected to heavy truck traffic due to their proximity to Omaha.

During the past biennium State Highway No. 5 has been graveled from Douglas County to Burt County line and five miles of state Highway No. 18 has been graded and major drainage structures completed and State Highway No. 31 has been bladed.

The soil varies from gumbo in the bottoms to loess in the hills and due to the erosions creeping back from the river it has been difficult to maintain.



**State Federal Aid Project No. 91-C**

Creosoted Trestle Bridge, length 124 feet, roadway 20 foot, Capacity 20 tons, Height 43 feet above stream bed.

The section of the highway from Blair south six miles has been the most expensive piece of road to maintain in the district as it is continually eroding from rains. Soil saving dams and devices have



State Federal Aid Project No. 91-A

Original height of fill when built in 1921 was over 60 feet. By raising the intake or iron pipe culvert as a soil saving device the upstream side of the grade has filled in about 40 ft.

been placed and are functioning satisfactorily at some of these erosions.

The county through their maintenance funds has contributed to gravel construction in this county and through their aid, that section of No. 5 from Blair northerly has been graveled.

Concrete paving has been built by City and Federal Aid through the villages of Ft. Calhoun and Herman and this no doubt will be a nucleus of future surface developments.

The maintenance has been carried on with truck and tractor patrols and has been very efficient.

No grade crossing elimination has been planned for this county as all the crossings are near towns and on branch railroads.

Snow removal has been taken care of by the regular patrol forces with heavy equipment and at no time have the highways been closed. The purchase of additional snow fence together with that which was purchased in previous years, bids fair to reduce the snow hazard to a minimum.

**York County**

The Highways maintained by the State Highway Department within this county include U. S. Highway No. 81, which extends from north to south across the county and State Highway No. 11 which extends from east to west.

The entire state highway system, within the county has been completed during the past biennium and York County roads stand preeminently among the best maintained highways within the district. Local gravel has been found near York but is only of value to those roads within a short radius of the pits since the major part of the gravel used in construction and maintenance has come from the Platte and Blue Rivers lying to the east and the south.

The soil for the most part is of exceptional quality with which to build and maintain roads and the drainage problems are not intricate and due to the gentle rolling land the construction costs have been reduced to the minimum.

Grade crossings have been eliminated at Bradshaw and alarms requested at York and the railroad promises immediate action in the installation.

Snow removal has been taken care of with the patrol forces and heavy equipment and with recent purchases of snow fence no further difficulty is anticipated.

## REPORT OF DISTRICT THREE

### A. C. Tilley, District Engineer

#### MILEAGE OF STATE AND FEDERAL AID ROADS WITH CLASSIFICATION OF IMPROVEMENTS.

COUNTY	1 Total State & Federal Roads	2 Paved Roads outside city limits	3 Graveled Roads outside city limits	4 Sand-Clay Roads	5 Constructed to perm. grade without surfacing	6 Constructed to temp. grade	7 Total imp. roads sum. of colg. 2, 3, 4, 5, & 6.	8 Unimproved Roads
Antelope	72.362	0.0	30.773	16.921	2.031	22.637	72.362	0.0
Boone	43.027	0.0	18.191	.939	23.897	0.0	43.027	0.0
Burt	83.69	0.0	38.15	0.0	4.23	41.31	83.69	0.0
Cedar	75.094	0.0	40.228	0.0	10.166	24.7	75.094	0.0
Cuming	73.5	0.0	34.682	3.089	0.0	35.729	73.5	0.0
Dakota	55.174	0.0	16.754	0.0	5.433	32.987	55.174	0.0
Dixon	60.283	0.0	10.731	.189	25.423	23.94	60.283	0.0
Madison	81.693	0.0	53.945	0.0	11.298	16.45	81.693	0.0
Pierce	55.796	0.0	10.615	5.299	20.41	19.472	55.796	0.0
Stanton	40.192	0.0	21.342	0.0	0.0	18.85	40.192	0.0
Thurston	42.516	0.0	12.556	0.0	7.31	7.65	27.516	15
Wayne	65.597	0.0	14.178	0.0	13.419	38.0	65.597	6.0
<b>TOTAL</b>	<b>748.924</b>	<b>0.0</b>	<b>302.145</b>	<b>26.437</b>	<b>123.617</b>	<b>281.725</b>	<b>733.924</b>	<b>15</b>

#### NOTES

Antelope	Column No. 3 includes .9 mile gravel in Oakdale and .5 mile in Neligh. Column No. 3 also includes 3354.7 feet of Project 139-C and Project 139-J under contract for gravel and expected to be done this year. Does not include 83-A which is under contract for gravel but probably will not be completed.
Burt	Column No. 3 includes 1.629 miles State Aid Gravel in St. Edward.
Cedar	Column No. 3 includes 3.237 miles gravel in Laurel, Hartington and Coleridge, some placed with State Aid and all maintained by State.
Cuming	11.439 miles Project 262-A grading in progress. Not included in Column No. 5.
Dakota	1.93 State Aid graveling in Dakota City and Homer included in column No. 3. 8.591 miles Project 271-A contracted for Gravel but not complete is not included in column No. 3. 3.158 miles grading on Project 271-A not included in column No. 5 as it is not started.
Madison	Column No. 5 includes Project 275-A nearly completed and expected to be finished this year. Column No. 3 includes .449 mile graveling in Meadow Grove and .3 mile from end of Project 139-I to Tilden pavement.
Pierce	Column No. 5 includes permanent grade 1.189 miles in Plainview and column No. 3 includes 1 mile gravel placed by State in Pierce.
Stanton	Column No. 3 includes .591 mile gravel along side Pilger and within City limits. Also .75 mile gravel in Stanton.
Thurston	Column No. 3 includes .511 mile State Aid gravel in Walthill and Winnebago. Project 49-F, 7.31 miles under contract for gravel not included.
Wayne	Column No. 5 includes 5 miles of Project 274-A. Total length under contract 12.279 miles.

#### Antelope County

Antelope County is crossed east and west by two important highways, U. S. Highway No. 20 crosses the entire northern part of the County passing through each town and affording a good outlet to the Sioux City Market. This Highway begins at Boston, Massachusetts and ends at Astoria, Washington, carrying the same number for the entire distance. State Highway No. 8 also crosses the County for its

entire length. This County also has a north and south Highway, being No. 14, which runs through the County from Neligh to the south County line.

Extensive improvement has been made in Antelope County's Highways during this biennium. At the end of the last biennium the County had 12 miles of graveled roads. It now boasts of one road, No. 8, which is graveled entirely across the County and it also has six miles of graveled road from Neligh to the south making a total of 37 miles of graveled Highways.

In addition to the above improvements, U. S. Highway No. 20 has been constructed to permanent grade from Orchard to Brunswick a distance of 13 miles. Many miles of this project had to be clay surfaced as the northern part of Antelope County is sandy in parts.

Local gravel pits fortunately located have made gravel construction particularly economical in this County. Gravel testing as low as 30% on a No. 10 screen and seldom higher than 50% on a No. 10 screen has been used with excellent results. Nearness of the gravel has made it possible to gravel considerable mileage as a maintenance feature.

The maintenance in Antelope County has been very good at all times. In spite of the fine gravel used in the gravel construction in this County, very little maintenance gravel has been necessary as this fine material has withstood the effects of a medium traffic excellently. Replacements will be necessary on portions of Highway No. 8 during the coming biennium.

A new bridge across the Elkhorn river between Clearwater and Neligh including advantageous straightening of the alignment adjacent to the bridge has been an outstanding improvement. A short project east of Oakdale to eliminate two dangerous railroad crossings has also been a decided improvement, appreciated by all who use this highway.

### Boone County

The highway system of Boone County consists of Highway No. 14 which crosses the County north and south and Highway No. 32 which extends from Albion northeast to the County line and to Madison where it connects with U. S. Highway No. 81.

During this biennium a very visible improvement has been made throughout this County. From the south County line to a point three

miles north of Albion, gravel surfacing has been placed, a distance of about sixteen and one-half miles, all being placed during this biennium except one mile was previously graveled.

Highway No. 14 north of Albion for about five miles in the vicinity of Loretta is subjected to severe washes caused by filling and silting in of ditches and subsequent overflowing. Before this portion is graveled it will be necessary to rebuild the grades, making them higher throughout and to provide larger drainage structures.

From Albion to the east County line on Highway No. 32, earthwork construction has been completed and this highway is now ready for gravel construction. In fact the entire system in Boone County is now graded with sixteen and one-half miles also graveled.

During this biennium, particularly during 1926, Boone County maintenance costs have been increased due to bad washouts caused by unusual rains. On one occasion incompleted Projects 207-A, 207-B and 83-B were all washed out in several places, making it necessary to detour traffic. The grades were rebuilt and bridges back-filled by reconstruction crews. Old settlers stated that they could not recall a time when so much water fell in so short an interval.

#### Burt County

Burt County is crossed by two very important through highways and these in turn are fed by secondary State Federal Highways which make a very advantageous network within this County, serving local farm to market traffic and through traffic as well.

U. S. Highway No. 77 crosses the County north and south and Highway No. 5 from Omaha connects with it at Oakland. Highway No. 9 starts from No. 77 west of Oakland and affords a connection with No. 8 to the west at West Point. No. 51 from Pender, via Bancroft connecting with No. 77 north of Lyons and crossing the county to Decatur and running thence south to Tekamah passes through a good farming country throughout its length and affords an excellent outlet for marketing the produce of this section.

Marked improvements have been made during this biennium. Gravel surfacing has been placed from the south county line via Tekamah to Oakland and from Tekamah to Decatur. Contracts have been let for graveling and grading from Oakland to the north county line and when completed, there will be a continuous gravel road from Sioux City to Omaha. This is a heavy traffic road both in volume and weight of traffic. Twelve large passenger busses maintain a regular schedule and freight trucks are numerous.

Local gravel deposits north, south and west of Tekamah have been a boon to a gravel road program and the nearness of the local material has made this type of surfacing economical. The deposits north of Tekamah contain very fine material which is mixed with just enough damp clay to cause difficulty in screening. For this reason poor progress has resulted but by patient, untiring work, it has been possible to produce specification material and thus take advantage of the native deposit.

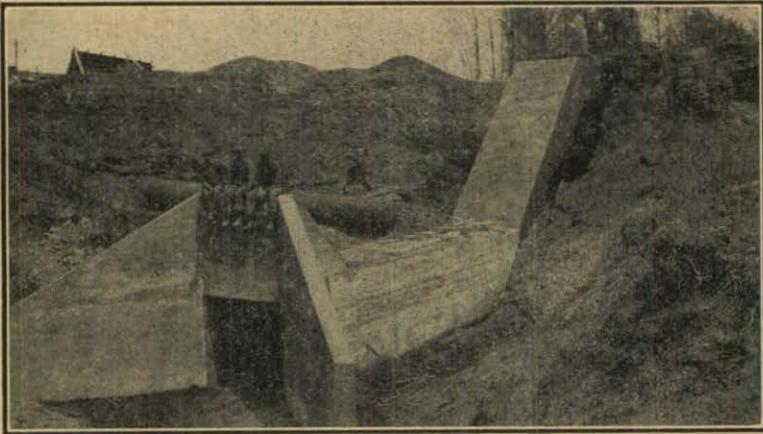
Close cooperation and good understanding with the County Board and the various communities has made for unhampered progress and marked improvements.

### Cedar County

Located in Cedar County is the only bridge across the Missouri river for many miles up and down the river. Consequently this is a very important crossing and the traffic converges to this point. Highway No. 15, a part of the Omaha-Yankton Highway, crosses the county north and south for its full length. During the past two years, this highway, from Fordyce to the Yankton bridge, has been constructed. Formerly sandy, hilly and with a very steep narrow and winding approach to the Missouri river bottom, the construction of this road has been a notable improvement. Because the Yankton bridge is a toll bridge, the Federal Bureau refused participation in the construction of the highway leading to it and for that reason, all state funds were used in this construction.

Gravel has been placed from Laurel to the south county line making a continuous gravel road from Fordyce to Laurel and to Omaha except for nine miles in Wayne County, which will be graveled next year.

The Yankton bridge also provides a crossing for the Meridian Highway, being U. S. No. 81, which crosses Cedar County for five miles adjacent to the bridge. This stretch of road was blade graded during this biennium and a good temporary grade prepared for the traffic. Much improvement in alignment, to eliminate sharp corners, is anticipated when construction of this road is undertaken.



An unusual culvert installation, State-Federal Aid Project, No. 72-B

U. S. Highway No. 20 crosses the county east and west connecting all towns in the south part of the county with Sioux City, the market center. This road has a good temporary grade and receives regular maintenance. A bridge was built east of Laurel during this biennium and next year the construction of U. S. Highway No. 20 will be started in this county.

The relocation of highway No. 15 at Fordyce to the north side of the track in order to eliminate two dangerous railroad crossings and three turns is an important short project that is planned for 1927 construction.

#### Cunning County

Cuming County has four State-Federal Highways, which are so located as to take care of both the local and through traffic very admirably. Highway No. 8 affords an Omaha connection and runs west through the County from West Point. Highway No. 15 from Wisner north to the County line is a part of the Omaha to Yankton route. There is also Highway No. 9 which runs from West Point east to a connection with U. S. Highway No. 77 and north from West Point through an excellent farming country to Pender and points beyond making a connection with the Sioux City Highway at Emerson. Another excellent connection was made a part of the "seven per cent" system during this biennium when the road from Pender to Bancroft and east to connect U. S. Highway No. 77 north of Lyons was made a State-Federal Highway.

All of these Highways tap a very rich and productive farming community and it will be noted that all parts of the County are con-

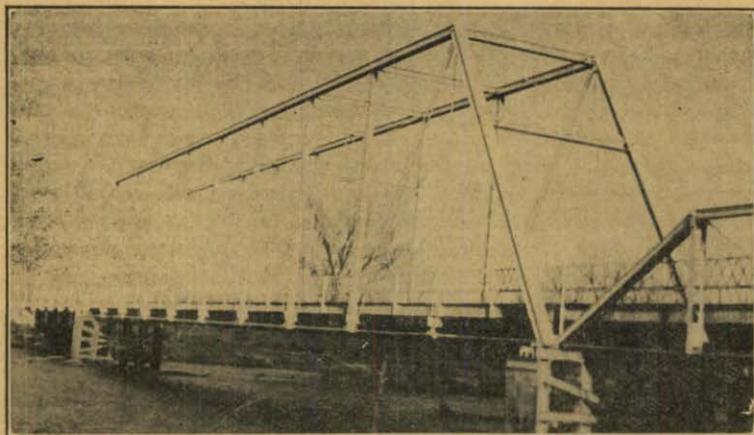
nected with local and long distance markets by a direct system of State Highways.

Highway No. 8 is graveled entirely across the County for a distance of about 27½ miles. About 14 miles were graveled during this biennium. In addition to this, Highway No. 15 from Wisner north to the County line, a distance of 7 miles, has been constructed and is being graveled as is the 2 miles on the Wayne, Cuming County line. This closes the gap and provides a gravel road from Wayne to Omaha. A contract has been let for the construction of grades and drainage structures on about 12 miles of Highway No. 9 from Pender north to the Bancroft road and this is now under construction. A new creosoted gum floor has also been placed on the Wisner State Aid bridge during this biennium.



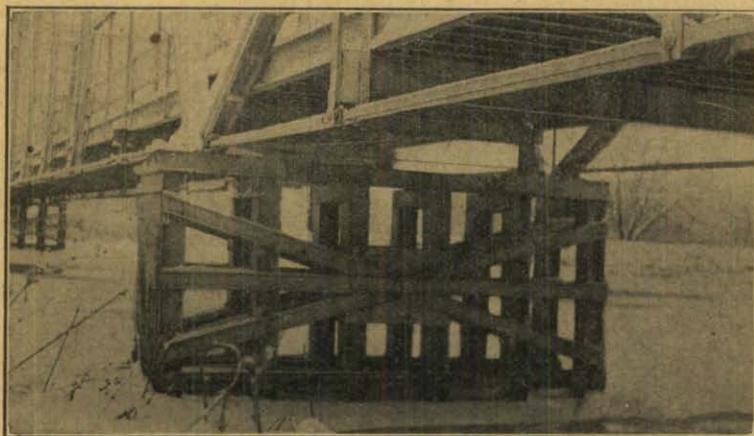
**Wisner State Aid Bridge**

Note seasoned, creosoted, black gumwood floor



Wisner State Aid Bridge

The central high truss, 200 foot span has been in continuous use for 42 years



Wisner State Aid Bridge

Note type of foundation consisting of double line of H Steel piling, reinforcing over channels patterned after the British Union Jack.

Local gravel deposits in the Western part of the county have been opened up and have made it possible to construct gravel roads quite economically. The soil from which Highway No. 8 is built, was for the most part very difficult to maintain as an earth road but graveling has solved the problem to a large extent and an excellent road has resulted. The soil on the other Highways is quite easily maintained and a good surface for travel has been kept at all times.

The traffic through this County is very heavy on Highway No. 8 as it carries through traffic and is subjected to considerable local hauling. It traverses a great cattle feeding country.

### Dakota County

Dakota County, adjacent to Sioux City, is situated, in the neck of a bottle, one might say, as all traffic from the Nebraska side to Sioux City, a great market center, must pass through Dakota County to the Missouri River Bridge.

U. S. Highway No. 77 crosses the County north and south in the east part of the county and U. S. Highway No. 20 crosses east to the west along the north part of the County. Highway No. 35 crosses diagonally between the above two, from the northeast corner of the county to the southwest corner. It will be apparent therefore that all traffic converges toward the northeast corner and the routing of these important highways is such that they very ably care for all local traffic as well as for the through traffic.

During this biennium U. S. Highway No. 77 has been graveled entirely across the County except for two miles, previously graveled. On U. S. Highway No. 20 all of the grades from Jackson to South Sioux City were prepared for graveling by State and County forces except two miles. These two miles of grading, together with the necessary drainage structures, and gravel for all of the distance from Jackson to South Sioux City have been contracted and work is in progress.

On both Highway No. 20 and No. 35 excellent routing has been possible due to complete cooperation of the County.

Heavy bus traffic and heavy freighting, both long distance and farm to market, coupled with a heavy automobile traffic are a cause of difficult maintenance throughout this county. As the roads leading into here are improved and consequently increases the traffic even more than at present. It will be necessary from an economical standpoint to consider hard surfaced roads for this County.

**Dixon County**

With portions of the County very hilly, Dixon County presents quite a problem in road building. It is faced with routing the highways through the hills, thus making excessive grades or especially heavy construction, or with routing the highways in the foothills where they are subject to severe washing from side hill drainage and consequent silting of ditches.

In spite of this however, some very good routes have been located and several good stretches of highways have been constructed during this biennium.

Dixon County is crossed north and south by Highway No. 9 and is crossed east and west in the northern part of the County by U. S. Highway No. 20 and in the south part of the county by Highway No. 35 which was added to the State-Federal system during this biennium.

From Ponca to Martinsburg has been graveled during the past two years.



**State-Federal Aid Project No. 270-A**

**Ready to Market Nebraska's Corn Crop**

Composed of a soil which cuts badly and is very heavy when wet, the graveled of this portion has been an outstanding improvement. Located as it is in the foothills with a stream crossing and recrossing it, this road has been subject to severe washes and the ditches are constantly filling with silt from the adjacent hills. The maintenance

has therefore been difficult and has consisted of constant ditch cleaning. The road being graveled has made it difficult to dispose of the material taken from the ditches as this was formerly bladed up into the grade before the gravel was placed. Undoubtedly it will be necessary to regrade this project before another application of gravel is placed, at which time the grades should be built high throughout and larger drainage structures should be provided so as to take off the flood waters practically unchecked and consequently avoid the filling of ditches and consequent over flow.

A local gravel deposit at Martinsburg was used to gravel the above project. This is the only deposit yet found in the County containing satisfactory material and its supply is quite limited.

From Allen to Waterbury on Highway No. 20 an excellent grading project was constructed during this biennium. By routing this Highway parallel to the railroad it was found possible to avoid many turns and the grades were reduced by avoiding numerous steep hills. This involved the buying of right of way in which the County cooperated.

All of the highways not constructed to permanent grade have been temporarily graded, so that all are in fair condition for travel in spite of the hills which are quite steep and frequent in places.

The cooperation of the County has been excellent at all times which has helped very materially in the progress of the construction and maintenance of this county.

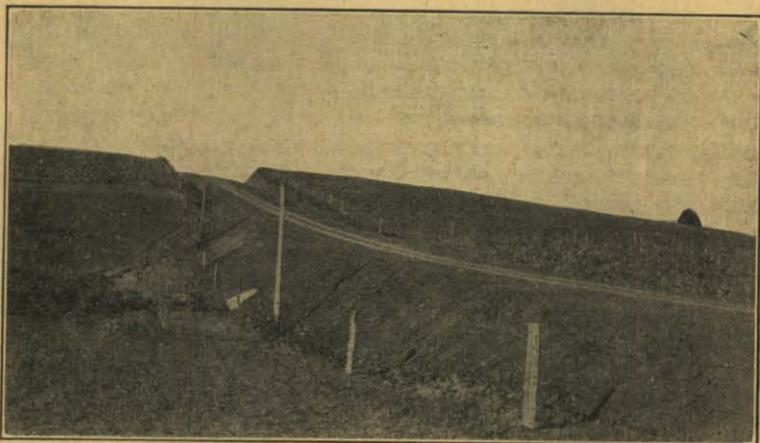
#### Madison County

Madison County with four State and Federal Highways has the greatest population of any County in Northeast Nebraska. This county has U. S. Highway No. 81, known as the Meridian Highway crossing it from the north to south and has State Highway No. 8 across its entire length from east to west. In addition it has State Highway No. 35 leading to Sioux City. This Highway was approved by the Federal Bureau during this biennium and made a part of the seven percent system. Highway No. 32 starting at Madison, the County seat, crosses the County to the west passing through a very rich farming country and affords an excellent market road to that part of the county.

Extensive progress has been made in this County during the past two years on the State Highway system. U. S. Highway No. 81 is graveled entirely across the county north and south and State Highway No. 8 is graveled entirely across the county east and west. In addition to this a road from Norfolk to the State Hospital has been graveled, 1 mile of this being on State Highway No. 35. This gives

Madison County 54 miles of gravelled highways, 28 miles of which were graveled during this biennium. During the past two years there has also been constructed 13 miles of permanent grade between Madison and the west county line on Highway No. 32, permanent grade from Meadow Grove to Tilden, and permanent grade for 2.5 miles north and for 2.5 miles east of Norfolk. It will be noted therefore that many miles of the Highways of this county were both graded and later graveled during this biennium.

It is to be noted that every mile of State Highway in this county which has been built to permanent grade, has also been graveled except the project between Madison and Newman Grove on which the contract for permanent grading was awarded during the later part of the biennium.



"State-Federal Aid Project No. 207-C .

Soil conditions in Madison County vary to such extent that one mile of Highway is sometimes composed of three or four different soils, a fact that in the past has made good maintenance expensive and difficult. Graveling however has been very successful and has been instrumental in relieving this condition to a great degree. The end of this beinnium finds Madison county roads in excellent condition for all year round travel.

A fine spirit of cooperation has existed between the County officials, city officials, chamber of Commerce, and the Department and the highly successful program which has been carried out in this county can be largely attributed to this cooperative and progressive spirit.

The county roads, too of Madison County have been developed on a systematic basis making a fine network of county roads connecting with State Highways and insuring a good market road to each market center in the county.

Located one mile north and one mile east of Norfolk on a graveled road, built with State Highway funds, is the Norfolk State Hospital for insane. This institution including improvements and buildings cost approximately \$2,500,000 and is said to be one of the best institutions of its kind in the United States. Surrounded by well kept grounds and a model farm, this institution is a small town by itself with a population, including inmates and employes, totalling nearly 900 people.

#### Pierce County

With only two Highways through the County, it is notable that Pierce County is crossed both north to south and east to west by an important interstate route. Highway No. 20 with origin at Boston, Massachusetts, and objective at Astoria, Washington, crosses the county from east to west. The Meridian Highway, from Mexico City to Winnipeg, Canada, crosses it from south to north.

During this biennium Highway No. 81 from Pierce south to the county line, a distance of approximately ten miles, has been graveled. Also Highway No. 20, from the west county line to the intersection with Highway No. 81, has been constructed, a distance of 16 miles. Being an east and west road subject to drifting snow, all fills were made from borrow pits to avoid cutting the knolls. An excellent all year road has resulted.

About 5 miles of Highway No. 81 and about 9 miles of Highway No. 20 remain to be constructed but for the present an excellent temporary blade grader road has been built and has been in good condition at all times.

Splendid cooperation has existed between the State, County and communities within the county.

#### Stanton County

State Highway No. 8 crosses this county east and west and State Highway No. 15 extends from Pilger south to the Stanton-Colefax County line.

This county now boasts of an excellent graveled road entirely across its length east and west, all of this graveling having been accomplished during this biennium. Highway No. 15 south from Pilger has a good temporary grade and being in a very rolling country,

the drainage is good and well confined, so that under good maintenance it has been possible to keep this road in excellent condition.

Local gravel deposits in the eastern part of the county have made gravel construction economical and was the means of accomplishing the completion of a larger construction program than otherwise would have been possible with the more or less meagre finances of this county. In the western part of the county, local gravel deposits were discovered but consisted of a preponderance of fine aggregate making it necessary to supplement this material with a coarser material shipped in from the Platte River.

Varying soil conditions on Highway No. 8 made its maintenance difficult in the past but gravel surfacing has proved very adaptable with the result that uniform maintenance of a very satisfactory nature is now being obtained.

Due to the location of the Highway west of Stanton where it parallels the foothills and is subjected to severe washes and consequent filling of ditches, expensive reconstruction has been necessary frequently. It has been found that drainage ditches to the Elkhorn River on the south are practical without undue cost and plans are being considered to cut such ditches and thus provide better drainage by means of which the above condition can be avoided. Cooperation of the Chicago and Northwestern Railroad Company, whose tracks parallel the highway is being sought as they have the same problem of maintenance.

#### Thurston County

Located close to Sioux City, Thurston County Highways particularly U. S. Highway No. 77 crossing the County north and south, are subject to very severe traffic. Highway No. 77, a through route, carries the traffic from the Cornhusker Highway and from the Washington Highway.

During this biennium this Highway has been graveled or is under contract for its entire length through the county. All of the county's State-Federal funds for this biennium have been used for this purpose, thus, with the work under contract in Burt County, closing the gap between Sioux City and Omaha and making a continuous gravel road for the whole distance. The result is that much of the traffic that formerly went down the Iowa side to Omaha, now goes over Highway No. 77.

In the western part of the county, Highway No. 9 runs from Pender to the county line and to West Point affording a connection with High-

way No. 8 and from Pender west and north to Wakefield. This road has been well maintained and in good condition at all times.

During this biennium another State-Federal Highway has been added to the system in Thurston County. This is Highway No. 51 starting at Emerson where it connects with No. 35 to Sioux City and runs south through Pender and south and southeast from Pender to a connection north of Lyons with Highway No. 77 and continuing on to Decatur and Tekamah. The addition of this Highway gives an excellent outlet from all towns in the county over a State Highway.

Thurston County with two Indian Reservations makes an interesting picture for the tourist. Two tribes, the Winnebagoes and the Omahas are located here. On a bright warm day the Indians may be seen anywhere draped in their bright colored shawls or blankets, wearing moccasins, and bedecked with gaudy jewelry. In September of each year a great pow-wow is held consisting of feasting, Indian dances, Indian games, and rodeos. Tribes from all over the middle west take part and tourists from long distances visit the reservations during the festivals which last for several days.

#### Wayne County

Wayne County representing some of the best farming country in the State is crossed north and south by State Highway No. 15, the Omaha to Yankton road, and is crossed east and west by State Highway No. 35 which was added to the seven percent system during this biennium. This is the Norfolk to Sioux City Highway. The county also has State Highway No. 9 from Wakefield south to a point west of Pender.

Highway No. 15 is constructed to permanent grade entirely across the County and is graveled from Wayne south to the County line. This Highway connects at Wisner with Highway No. 8 and the entire distance from Wayne to Omaha is now graveled or under contract for gravel, giving Wayne County an excellent all weather road to the State's metropolis. During the early part of the next biennium it is planned to gravel Highway No. 15 from Wayne north to the County line to connect with the gravel across Cedar County.

Highway No. 35 has been constructed from the county line three miles west of Hoskins to a point two miles west of Winside. This is an exceptionally heavy piece of construction, and a notable improvement as portions of this project were relocated from the old traveled road to eliminate four railroad crossings, to shorten distance, to improve grades, and to reduce the snow conditions which, on the old location of the road, were a cause of serious and lengthy delays to traffic.

## REPORT OF SECRETARY

Excellent soil conditions prevail throughout the county. The soil is particularly adapted for gravel surfacing and as a result the graveled road south of Wayne is in excellent condition.

All of the State Highways in this County are constructed to permanent grade or temporary grade, there being no unimproved State highways in the county. The temporary grades are blade grader sections for the most part with the low portions either graded up by casting in with elevator grader or by fresno work. Good drainage structures have been provided even on temporary grades so that under careful maintenance the roads in this county are in very good condition at all times.

## REPORT OF DISTRICT FOUR

F. C. Rolls, District Engineer

## MILEAGE OF STATE AND FEDERAL AID ROADS WITH CLASSIFICATION OF IMPROVEMENTS.

COUNTY	Total State & Federal Roads 1	Paved Roads outside of city limits 2	Graveled Roads Maintained by State 3	Sand-Clay Roads 4	Constructed to perm. grade without surfacing 5	Constructed to temp. grade 6	Total imp. roads sum. of cols. 2, 3, 4, 5, & 6. 7	Unimproved Roads 8
Adams .....	50.0	0	50.0	0	0	0	50.0	0
Clay .....	50.29	0	50.29	0	0	0	50.29	0
Greeley .....	69	0	00.0	1.74	21	46.26	69.0	0
Hall .....	72.75	1.0	70.25	0	0	1.5	72.75	0
Howard .....	62.0	0	18.0	0	5	39	62.0	0
Hamilton .....	63.25	0	36.5	0	16.75	10	63.25	0
Merrick .....	70	0	36	0	7	20	63	7
Nance .....	45	0	15	0	6	24	45	0
Nuckolls .....	49.11	1.33	36.78	0	0	0	38.11	11
Sherman .....	57	0	0	3.0	27	27	57	0
Valley .....	56	0	13	0	14	29	56	0
Webster .....	47	0	22	0	10	12	44	3
TOTALS .....	691.40	2.33	347.82	4.74	106.75	208.76	670.40	21

## Adams County

The State Highways in this county are graveled completely. The two inches on the D. L. D. was not sufficient for the heavy traffic and it was necessary to add additional gravel in 1926. Considerable trouble has been experienced in past winters with snow on the D. L. D. but with the large amount of snow fence this road can be kept open. Adams county roads are among the best.

One-man graders and one tractor and planer outfit are used for maintaining. On account of the heavy traffic maintenance is quite a problem on the D. L. D.

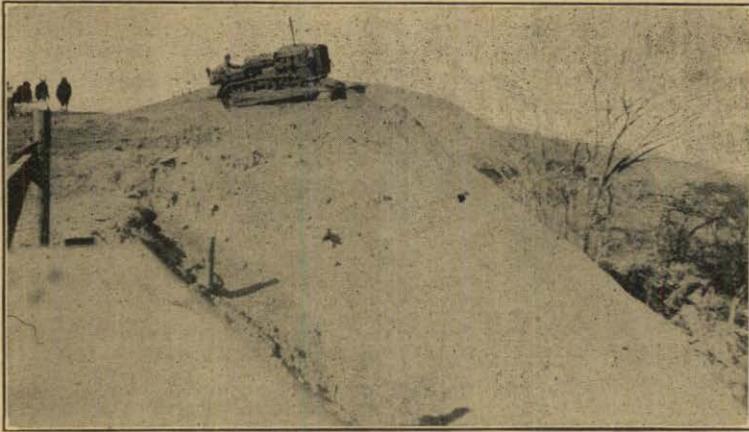
### Clay County

The entire system in this county has been graded and graveled and ranks with the finest roads in the State. The soil is very good and the roads are easily maintained. The topography is flat to rolling with no drainage problems. One-man graders and a tractor and planer are used for maintaining.

### Greeley County

Probably the heaviest piece of road grading in the State was done on the Greeley-Howard County line east of Wolbach. Yardage moved was approximately 30,000 per mile. Practically the whole State System runs through hilly country and construction is necessarily expensive. Greeley County has 23 miles of first class roads but on account of the great amount of grading yet to be done, no gravel has been started.





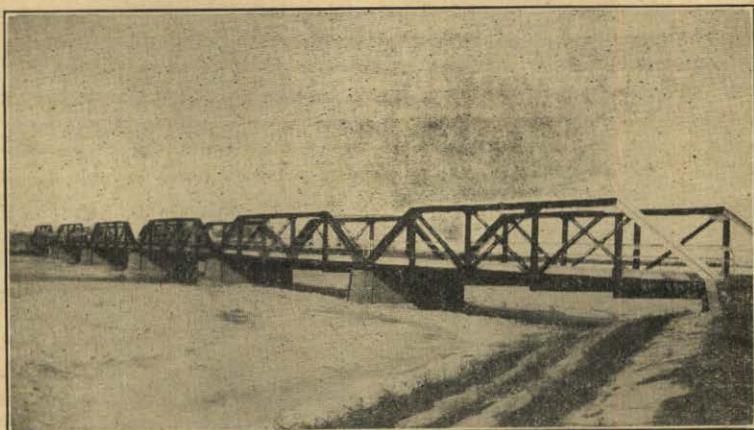
Not an uncommon experience with any progressive highway department.

The two views above show how one District Engineer and his patrol forces eliminated a dangerous and narrow wood bridge which was expensive to maintain and substituted a 36-inch corrugated pipe culvert under a 45-foot fill. The wooden trestle was 60-foot long and 30-foot high. The second view shows the 45-foot fill nearly completed.

A State Highway crosses the southwest corner of Greeley County through the "Chalk Hills." This road had practically no work done on it previous to this year. With state funds only we have made this a very good road, in one place making a fill of 45 feet. This is a very picturesque route, as it runs along the Loup Valley.

#### Hall County

Hall County now has 70.25 miles of well graded and graveled roads. Of this amount Hall County Supervisors, who have always been good road enthusiasts built thirty-five miles of gravel from their own surplus funds. Probably one of the biggest improvements in this county was the building of four steel and concrete bridges over the Platte River on the Grand Island-Hastings highway, a total length of 1040 feet. Highway constructing during the past two years consisted of the building and graveled of five miles, which completed the gap between Grand Island and Hastings. Also, eleven miles of as fine a road as is in the State was built on the Potash Highway closing the gap between the Lincoln highway gravel and the Buffalo County line. Part of this road runs thru low flat country and it was necessary to raise the grade above the surrounding country.



**One Section of the Platte River Bridge, State-Federal Aid Project  
No. 215-A**

Total length consists of six 80 foot spans, one 80 foot span, three 80 foot spans, and three 80 foot spans all in different sections, 20 foot roadway.

The Lincoln Highway across Hall County has a number of turns and two bad railroad crossings. It is now proposed to eliminate both these features by constructing a new highway on the north side of the Union Pacific tracks, which will also save about seven miles in distance.

**Hamilton County**

At the end of 1924 this county only had 1.71 miles of gravel on the State System, but now has 41 miles leaving only 21 miles to complete the system. Hamilton County has probably as fine a soil as any county in the State. A feature of improvement was the building of eleven miles west of Aurora. This road always blocks with snow in the winter so the new road grades were raised to eliminate this trouble. Teams and one man graders are used for maintaining.

**Howard County**

This county has shown a decided improvement in the past two years. Twelve miles of gravel road was built on the Grand Island Highway, which not only connected up with Grand Island but also protected an expensive clay surface.

The road west of St. Paul is very hilly and was generally snow bound each winter. Nine miles of this has been improved and the road is open the year round. Howard county has still a large mileage to improve.

#### Merrick County

Considerable trouble and expense is encountered in building roads in this county on account of sandy and gumbo soil and low swampy ground.

Twenty miles of road through this sort of country has just been completed with a twenty-eight foot roadway. As there is no chance to erect snow fence on account of being parallell to the railroad, it was necessary to raise grade the entire length rather than just through the low ground. Great difficulty was encountered finding suitable binding material for surfacing.

The county supervisors have co-operated to the fullest extent in acquiring right of way for the road and clay pits. The construction of Project No. 278-B eliminated two dangerous railroad crossings on the Lincoln Highway. One-man graders and tractor and planer are used for maintaining. Maintenance is a problem in this county on account of traffic and soil conditions.

#### Nance County

A great improvement has been made from Fullerton south to the Merrick County line as the result of building project No. 50-D. This formerly could hardly be called a road but since the lines have been straightened, grades raised and clayed and graveled, it now compares with the best in the State. Work is now in progress between Genoa and Fullerton where numerous grade crossings are being eliminated, also distance shortened and lines straightened. When this project is completed, it will be a decided improvement. Future work in this county will be expensive on account of heavy work in the hills.

One-man graders are used for maintenance.

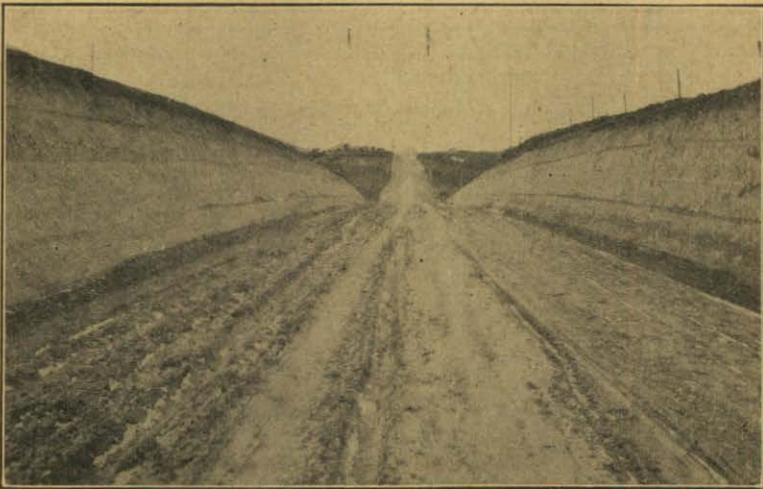
#### Nuckolls County

Graveling and grading in this county is completed with the exception of eleven miles between the K. N. D. and the Webster County line. This is on a new location and will probably use up the next two years approtionment. Topography is rolling to hilly. Roads are comparatively easily maintained and are always in fine condition. Floods on the Republican River near Superior cause trouble but steps are now

being taken to remedy this. One-man graders are used for maintenance.

#### Sherman County

Of great benefit to this county is the construction of Project 292-A, now being built from Loup City to Ashton. The road crosses the roughest part of the county and is their only outlet to the east. The supervisors have contracted the grading and have a well organized force. When 18 miles of gravel on the Potash is completed there will be a continuous stretch of gravel from Broken Bow to Lincoln and Omaha, a distance of about 260 miles.



Almost Down to Grade on State-Federal Aid Project No. 292-A  
Valley County

A very fine gravel road has been built from North Loup to Ord. Drainage has always been a big problem on this stretch, which necessitated extensive drainage surveys to correct. From Ord to Arcadia the heaviest construction has been accomplished. This is practically the only outlet for the southwest part of the county to the county seat. Valley County Supervisors were the grading contractors on this work.

The soil washes easily but otherwise the roads are easily maintained.

## REPORT OF SECRETARY

## Webster County

Ten miles of heavy construction has been completed from Red Cloud to Guide Rock. In addition to this, 18 miles of gravel has been placed on the Red Cloud-Hastings road. The poor alignment through Cowles has been improved and distance shortened. Red Cloud is now connected with a well graveled road with the D. L. D. and Lincoln Highway.

## REPORT OF DISTRICT FIVE

A. M. Gaddis, District Engineer

## MILEAGE OF STATE AND FEDERAL AID ROADS WITH CLASSIFICATION OF IMPROVEMENTS.

COUNTY	Total State and Federal Mileage 1	Paved Roads Outside City Limits 2	Graveled Roads Outside City Limits 3	Sand Clay Roads 4	Constructed To Perm. Grade Without Surfacing 5	Constructed To Temporary Grade 6	Total Improved Roads, Total Col 2, 3, 4, 5 and 6 7	Roads Unimproved 8
Banner .....	28.4	0	7	0	14	7.4	28.4	0
Box Butte .....	83.0	0	31	0	15	35	81.0	2
Cheyenne .....	79	0	38.9	0	10.5	29.6	79.0	0
Dawes .....	120	0	1.2	5	29	85.5	120.0	0
Deuel .....	46	0	31	0	0	15	46	0
Garden .....	36	0	21.5	3	2	4.5	31	5
Kimball .....	49.5	0	20.5	0	3	16	49.5	0
Morrill .....	86	0	33.6	0	0	49.4	83.0	3
Scotts Bluff .....	60	0	26.5	1.5	0	32	60	0
Sheridan .....	102	0	41	2	25	8	76	26
Sioux .....	55	0	8.9	0.5	11	23	43.4	11.6
TOTALS .....	744.9	0	260.4	12.0	119.5	305.4	697.3	47.6

Figures include all work under contract.

## Banner County

Grading and graveling from the Scottsbluff-Banner County line south has been completed during the biennium, leaving approximately seven miles of unimproved highway to connect with the improved road in the south end of the County. Twenty miles remain to be graveled to complete the surfacing across the County. Since there is no railroad in Banner County it is of utmost importance to carry the construction work to completion to provide a year around outlet to the people of the county. Maintenance on the whole has been good. Considerable money was spent during the winter of 1925 and 1926 on account of snow, in an effort to maintain continuous traffic. Efforts were reasonably successful, dependent on conditions which prevailed during the winter.



**The Unimproved State Highway Appears Lost Among the Canyons And Pines In Banner County**

#### **Box Butte County**

The most important achievement during the biennium was the completion of the road south from Alliance tapping the North Platte Valley highway seven miles northwest of Bridgeport. Approximately eight miles of this highway lies in Box Butte County, all of which was graded in 1925 and graveled early in 1926. The completion of this highway serves to connect northwest Nebraska with the rest of the State and is greatly appreciated. All projects which have been built with Federal Aid have been gravel surfaced except between Berea and Hemingford, a distance of about eight miles, which should be completed soon. Total mileage of gravel roads in the County is thirty-two out of a total of eighty-three miles of State Highway in the County. In 1926, approximately twenty miles of the highway system were graded with an elevating grader, supplemented with team work, and ten miles were bladed to State Standard. With a little more grading the twenty miles will be ready for gravel which should be undertaken as soon as possible.

Maintenance has at all times been good. Snow conditions during the winter of 1925 and 1926 were especially bad, which left the roads in very bad shape in the early spring of 1926.

**Cheyenne County**

In addition to completing gravel which was under construction at the beginning of the biennium, approximately 26 miles of gravel have been placed under contract, ten of which have been completed. About 15 miles of grading and two bridges also have been completed, during the biennium, making a total of graded road completed, forty-nine miles and thirty-nine miles of gravel out of a total of seventy-nine miles, the total highway system of the county.

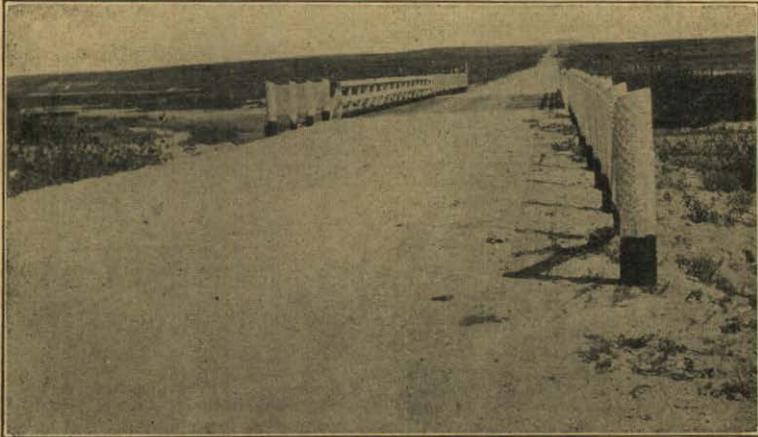
Improvements which should be taken up soon are the completion of the north and south highway from Gurley through Dalton to the north County line; from a point ten miles west of Sidney to the West County line and a connection of approximately seven miles between Sidney and Lodgepole, all of which should be accomplished during the coming biennium.

**Dawes County**

Aside from one Federal and State project in the south end of Dawes County, construction work has been confined to the Blue Pole Highway U. S. No. 20. Grading and structures have been completed on six miles west of Chadron and approximately twelve miles between Chadron and the East County line. Ten large bridges and one subway under the C. & N. W. Railroad tracks were included in this work. The project near the South County line was approximately two miles in length.

The road from Chadron north and Crawford south were both put under State maintenance at the beginning of 1926 and considerable heavy work was done south of Crawford, making considerable improvement in the condition of this road. The highways in this county are unusually expensive to build, and only a small part of the total mileage of the county has been completed. No graveling has been done and gravel is needed unusually bad on a large percent of the mileage. The county allotment will not be adequate to complete the system for considerable time unless other funds are made available for this work.

The next construction to be taken up is the completion of the highway between Chadron and Crawford, the route of which will be changed to the south side of the Railroad track the entire distance. Good results have been obtained by the maintenance forces in the county.



State Federal Aid Project No. 76-B

A real speedway where once existed a bad sand hill trail.

#### Deuel County

The biennium has seen the completion of the Big Springs west project which included both grading and gravel. This practically completes gravel surfacing from a point six miles east of Big Springs to ten miles west of Sidney, a distance of about seventy miles. This has not all been built to Federal and State standard but a large part of it contains natural gravel sufficient to be called gravel surfaced.

The grading and graveling of a five mile connection between Big Springs and Julesburg is under way and should be completed early in 1927. Approximately fifteen miles of State Highway in this county remain to be built to Federal Standard, the portion from Chappell to the west county line and that from Big Springs west 5 miles on the Denver branch of the Lincoln Highway.

#### Garden County

Very gratifying results have been obtained in this county during the biennium. In addition to about seven miles of gravel which was placed previously, about twenty miles have been added, and about fifteen miles have been graded. Two Platte river bridges have also been completed. The entire highway system but about nine miles has been improved with Federal aid, and one more year should see the completion of the entire system in the county. By relocations which were undertaken several bad turns and railroad crossings have been

eliminated. Fine cooperation has been received from the county Commissioners. Maintenance in the county has been very good.

#### Kimball County

At the close of 1926 the Lincoln Highway through Kimball County, between Dix and Bushnell was put to standard grade and graveled. The Kimball-Scottsbluff highway leading north from Kimball contains sufficient gravel in most places to justify the postponement of surfacing on the road until the more traveled Lincoln Highway is taken care of. In addition to the completion of the gravel east and west, the highway from Bushnell to the State line was regraded with State forces and is in good condition. A new bridge is also contracted north of Kimball over Lodgepole Creek, an improvement much desired by the residents of Kimball and the north table of Kimball and Banner Counties.

A total of about sixteen miles remains to be put to permanent grade and about twenty-nine miles are yet to be graveled to complete the present highway system. The highway from Dix to the East County line is probably the most needed improvement.

#### Morrill County

The most outstanding and important improvement during the biennium was the completion of the portion of the Bridgeport-Alliance road from Angora to Alliance. This job went forward with remarkable speed, now being completely graveled, and serves to connect Northwest Nebraska, South Dakota and the Black Hills, with Southern and Eastern Nebraska and Colorado. It is considered by people of western Nebraska generally to be the most important piece of road work yet completed in this section. In addition to this the Broadwater bridge was completed and considerable grading work was done east and west of Bayard. Some improvements also were made on the Bridgeport-Sidney highway north of Dalton. Considerable improvements are yet necessary to complete the highway system in this County. Bayard east and west should be graveled, Broadwater east and west should be built and a project should be placed north of Dalton.

#### Scottsbluff County

The most outstanding accomplishment in this county in the past two years is the awarding of contract on paving between Scottsbluff and Gering connecting paving in Scottsbluff with pavement in Gering. This was made possible by the participation of the Federal Bureau, the State, the County, the two municipalities and the property owners along the improvement. This work will be completed early in 1927.

In addition to this, four miles of graveling was completed east of Minatare and five miles of grading and gravel south of Gering, on which three new bridges were built. Sections of the highway which should come up for early attention are as follows: From Morrill to Henry, where it is planned to parallel the railroad track; both directions from Minatare, a total distance of about five miles, gap of about four miles between Gering and Stage Hill at the South County line. Additional improvement also will be needed between Mitchell and Scottsbluff.

Additional gravel is being placed on the Scottsbluff east road to take care of the exceptionally heavy traffic it receives.

#### Sheridan County

During the biennium the grading of Highway U. S. No. 20 was completed across the county with the completion of the work from Gordon to the Cherry County line, a distance of six miles. This highway has been graveled from Gordon to Hay Springs and is an excellent piece of road. The Potash Highway, State No. 2, was graded and graveled from Antioch to Lakeside and graveled from Antioch west to the county line. All of the mileage in this county has been graded with the exception of a portion of the Potash Highway from Lakeside east to the County line, approximately twenty-four miles, a project which will be very expensive to build. This work should be carried to completion as rapidly as possible, as should the completion of the gravel on U. S. No. 20 and State No. 62 from Gordon north. The County officials of this county have been very enthusiastic over the work on their highways and have lent every help possible to make it a success. Maintenance has been excellent.

#### Sioux County

The highway in Sioux County from Harrison east to the west limits of Fort Robinson has all been graded to State and Federal Standard, three miles of which have been graveled. Gravel contract has been awarded on additional six miles, but was not placed on account of the grading not being completed in time to allow it. In 1926 the highways from Harrison west to the State line and from Harrison south about ten miles were graded with a heavy outfit, a total of about 197 miles. The next work to be taken up in Sioux County is the completion of the graveling east of Harrison and the grading and graveling from Harrison west. The completion of the road south should follow in proper order.

## REPORT OF DISTRICT SIX

A. T. Lobdell, District Engineer

## MILEAGE OF STATE AND FEDERAL AID ROADS WITH CLASSIFICATION OF IMPROVEMENTS.

COUNTY	Total State & Federal Roads	Paved Roads outside of city limits	Graveled Roads outside of city limits	Sand-Clay Roads	Constructed to perm. grade	Constructed to temp. grade	Total imp. roads sum. of cols. 7, 2, 3, 4, 5, & 6.	Unimproved Roads
	1	2	3	4	5	6	7	8
Chase .....	65	0.0	31.0	10.5	10.0	4.5	56.0	9.0
Dundy .....	43	0.2	22.8	4.8	0.0	5.2	33.0	10.0
Franklin .....	52	0.2	0.0	1.0	23.0	9.8	34.0	18.0
Frontier .....	68	0.2	0.0	0.0	47.0	2.8	50.0	18.0
Furnas .....	70	0.4	5.0	1.6	32.0	23.0	60.0	8.0
Gosper .....	52	0.0	11.0	0.0	19.0	22.0	52.0	0.0
Harlan .....	87	1.0	8.0	0.0	10.0	43.0	62.0	25.0
Hayes .....	62	0.1	11.0	0.0	24.0	18.9	54.0	8.0
Hitchcock .....	77	0.2	15.0	0.0	8.0	15.8	39.0	38.0
Kearney .....	77	0.0	34.0	0.0	6.0	11.0	51.0	26.0
Perkins .....	71	0.0	29.0	3.0	0.0	17.0	49.0	22.0
Phelps .....	72	0.0	41.0	2.0	6.0	13.0	62.0	10.0
Red Willow .....	62	1.0	18.0	0.0	21.0	0.0	40.0	22.0
TOTALS .....	858	3.3	225.8	22.9	206.0	186.0	644.0	214.0

## SOME OF THE PLACES IN DISTRICT SIX

## THE BATTLE OF ARICKAREE FORK OR BEECHER ISLAND

(Taken from History and Stories of Nebraska by Addison E. Sheldon)

On the 17th of September, 1869, was fought the hardest battle between the white men and the plains Indians in the annals of the West. It was fought on the Arickaree fork of the Republican River, a few miles from the southwest corner of Nebraska and not far from the present town of Wray, Colorado, on the Denver line of the Burlington road. Fifty one scouts and Frontiersmen under the command of Lieut. Geo. A. Forsyth stood off, on a little sandbar in the river, the combined forces of the Northern Cheyennes Arapahoes and Ogalalla Sioux for nine days. They lost more than one third of their own number in killed and wounded while the Indian loss was many times as great.

For months these Indians had been murdering the settlers and travelers in western Nebraska and Kansas. Soldiers were sent to pursue them but always arrived on the scene of their action after the Indians were gone, finding nothing but the melancholy duty of burying the murdered citizens. Lieutenant Forsyth raised a company of fifty frontiersmen. Many of them had lost their dearest friends and rela-

tives by the Indians. Some of them were noted scouts. All of them enlisted to fight.

Early in September this little command started from the place of the latest Indian murder near Fort Wallace, Kansas. They struck a trail leading to the Republican River. Following the trail up the Republican River in Nebraska, it was joined by other trails and still others until the little party of fifty men was traveling a great beaten road, as wide as the Oregon Trail, made by thousands of Indians and ponies, and with hundreds of camp fires where they stopped at night. It seemed a crazy act to follow so great a trail with so small a party, but the little band had started out to find and fight Indians and kept on.

On the afternoon of September 16th, the Indians signs were very fresh and Lieutenant Forsyth resolved to go into camp early, rest his men and be ready to strike the Indians the next day. An extra number of men were posted on picket duty to prevent surprise. In the earliest gray of the next morning, the men were up and saddling their horses when there came a volley of shots from the pickets followed by the yell and rush of Indians. The savages had expected to find the soldiers asleep and their horses out feeding. Their plan was to stampede the horses and leave the soldiers on foot in the open prairie where they could easily surround them and cut them off. They found their horses saddled, every scout ready with his rifle, and soon retreated out of reach of the white men's bullets. As daylight broke, Grover, the head scout, exclaimed, "Look at the Indians!" The hills on both sides of the little valley swarmed with them. None of the scouts had ever before seen so many hostile Indians in one body.

Lieutenant Forsyth saw the situation at a glance. A few hundred yards away in the middle of the river was a sandbar island having one cottonwood tree and a growth of willows. It was the only cover in the valley. At the word of command the scouts dashed forward through the water to the island. Every man tied his horse strongly to a willow bush and dropping on his knee held his rifle in one hand and dug a hole in the sand with the other. This move was a complete surprise to the Indians. They had expected to eat up the little band at one mouthful. They now saw them making a fort out of the little island. The Indians crowded up to the bank on both sides of the river and filled the air with a storm of bullets and arrows. A number of scouts were killed and wounded, while the poor horses plunged and struggled in misery until they fell in death.

The fire of the Indians was very hot and accurate. Lieutenant Forsyth had his leg broken by a bullet and his second in command, Lieutenant Frederick H. Beecher, a nephew of Henry Ward Beecher,

was killed. Forsyth cut the bullet from his leg, which he bandaged with his own hands, telling his men to be steady, to help each other and to make every shot count. In the course of an hour the men became calmer. They were getting a good cover with sand and dead horses. Every time an Indian showed himself within range a bullet went after him. This discouraged the Indians so much that they drew back, while the scouts took time to care for the wounded and to throw up more sand.

About noon there was a great gathering of Indians on the hill in sight of the scouts. Warriors came riding in from all parts of the field. Among them was one whom every scout knew at long distance. He was Roman Nose, over six feet tall, the tallest Indian on the plains, and one of their greatest chiefs. It was evident a big plan was under way. The council broke up and the plan appeared. Roman Nose led a body of mounted young men out into the valley. Others joined them. They drew together in a line facing the island with Roman Nose at the head. The plan was now clear. This chosen body of two or three hundred was to charge straight on the island while the rest of the Indians crept up through the grass and fired as fast as they could at the scouts in their sand pits to distract their attention.

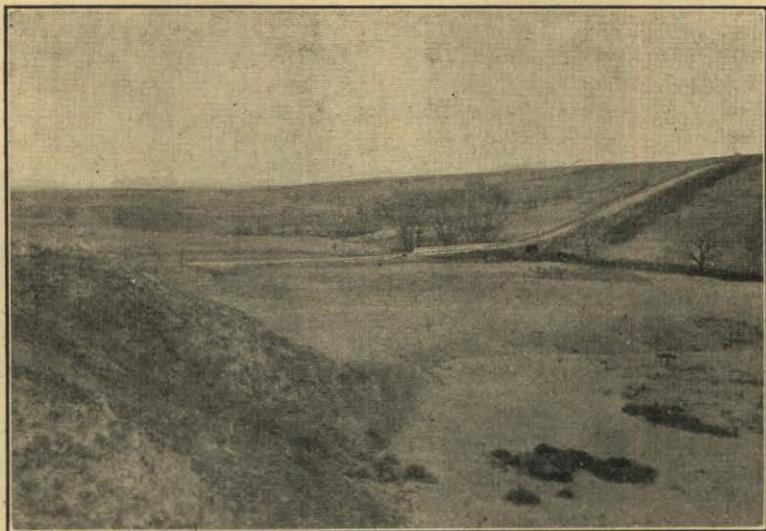
Roman Nose gave the signal and his horsemen started for the island. Lieutenant Forsyth had ordered his men not to fire until the first pony reached the river's edge. The scouts were armed with a new gun, the Spencer Seven-shooter Carbine. The Indians knew what a one-shot rifle was, but had never seen one that shot seven times without loading. On came the line of Indians, yelling and whipping their horses. Just at the river's bank the rifles of the scouts flashed from the sand pits and groups of riders fell from their ponies. On they came. Another volley and more Indians fell. Another, and another and another and another, with a steady aim and terrible effect. Roman Nose himself fell dead from his horse and the Indian line broke and scattered. Lieutenant Forsyth turned anxiously to his scout Grover. "Can they do any better than that?" he asked. "I have been on these plains, boy and man, for twenty years and I never saw anything like it," answered the scout. "Then we have got them," replied Forsyth.

The battle now changed to a siege, while from the hills arose that most harrowing of all sorrowful cries, the wail of the Indian women for their dead. Through many hours this haunted the ears of the men on the island. There were no more attempts to take the island by storm. Starvation was the Indian plan. At the first of the fight the scouts had lost their pack mules with all their provisions. They had nothing but river water and dead horse. Attempts were made after dark to creep through the Indian lines and carry word to the railroad

a hundred miles away. The first attempt failed. The Indians were too watchful. Another attempt was made, two scouts crept out in the darkness and did not return. Those left on the island could not know whether their messengers were dead or not. They could only hope and watch the line where the sky and prairie met. For a whole week they lay in their sand pits, drank river water and ate horse meat. The hot sun glared from the sky, the smell of the dead filled the air, the flies buzzed and the Indians glided stealthily about the hills. A little charge would have captured the island now, but the Indians had suffered too much to try again. They preferred to starve the scouts.

It was in the forenoon of September 25th, when a dark moving patch appeared far off on the prairie. It grew larger until the watchers saw that it was an ambulance and a column of cavalry. They knew then that the battle and the siege of Beecher Island were over. The Indians fled as the soldiers came near and soon the starving and wounded were being cared for.

General Custer said that the Arickaree fight was the greatest battle on the plains. At Wounded Knee, South Dakota, lives a tall wise Sioux named Fire Lightning. He was in the Arickaree fight and told me this story one summer afternoon sitting in the shadow of his log house and looking out upon his garden. He said the Indians lost nearly a hundred men in the fight and showed by gestures with his hands how fast the white men fired from their sand pits and how Roman Nose fell from his horse.



**The Splendid Highway, Project No. 68-A**

Traverses Massacre Canyon, the Sioux-Pawnee battlefield of half a century ago.

Another outstanding place of historical interest is Massacre Canyon on Project 68-A about two and one-half miles east of Trenton, Hitchcock County. The State Highway crosses this Canyon very close to where the massacre of the Pawnees by the Sioux took place August 5, 1873.

The following brief description is from an account of J. W. Williamson, a white man who accompanied the Pawnee Indians representing the Government. "On August 4th the Pawnees made camp on the north bank of the Republican River. About nine o'clock that night three white men came into camp and reported that the Sioux warriors were camped about twenty miles northwest awaiting an opportunity to attack the Pawnees. Sky Chief who was the Chieftain of the Pawnees did not take the report seriously.

On the following morning, August 5th, the Pawnees broke camp and started north up the divide between the Republican and Frenchman Rivers. In a few minutes a buffalo scout informed them that buffalo had been sighted in the distance and Sky Chief and most of the Indians went after the buffalo. These Indians who went after the buffalo got too far away to return for the fight when the Sioux appeared during the forenoon. After the main body of the Pawnees had traveled about a mile the head of the procession stopped as they had

received word from a scout that the Sioux were coming to attack them. At that time they were about a hundred yards from the head of the Canyon. Orders were shouted down the line for the squaws and their children together with the pack ponies to take refuge in the canyon. The warriors prepared to ride forth to meet the Sioux. After a short consultation between Chief Terra Recekons and Fighting Bear they decided that having fought the Sioux before in the open they could do so again and accordingly made ready where they were.

After a short time the squaws got themselves ready and the chant or War Song of the Pawnees was heard from the Canyon.

At this time the Sioux came over the hill and it was soon apparent that they outnumbered the fighting men of the Pawnees four to one. It was readily found that this was true as there were about fifteen hundred in the band under the command of Chief Snow Flake of Brule Sioux.

Suddenly the war whoop of the Sioux sounded and the battle was on. The Pawnee warriors answered the battle cry of the Sioux and about three hundred and fifty Pawnees rode out to meet the Sioux. The Pawnees put up a splendid fight but the odds were against them. Soon the Pawnee Chief noted that the Sioux had surrounded the head of the Canyon and orders were given to retreat. The squaws cut the thongs that bound the packs of meat on the ponies and they mounted the ponies with the children and retreated down the Canyon. Just imagine about 700 Indians and children and as many ponies huddled together and running for dear life down the Canyon with over twelve hundred blood thirsty savages coming down on them. In some places the Canyon was quite narrow and this delayed the retreat. It was due to this fact that so many lives were lost as the Sioux rode on the high ground and fired down into the helpless Pawnees in the bottom of the Canyon.

As the Pawnees reached the Republican River and were crossing to the opposite bank the Sioux cut down a good many more Pawnees and succeeded in cutting off seven hundred ponies. The Sioux then started to cross the river at another point to pursue the Pawnees when they suddenly stopped. There appeared a flag patrol and a troop of U. S. Cavalry. When the Sioux saw the soldiers they hastily retreated.

After the Sioux left, endeavors were made to have the Pawnees return and bury their dead and care for their wounded but the Pawnees said that the wounded had been killed and they did not return.

Camp was made that night on the banks of Red Willow Creek. All of their supplies had been left on the battlefield and they had a miserable night. The warriors who had fought most valiantly a few hours before pulled hairs from their head and joined in the demonstrations

of grief. The squaws and children were nearly frantic with grief and kept up an incessant wail all night.

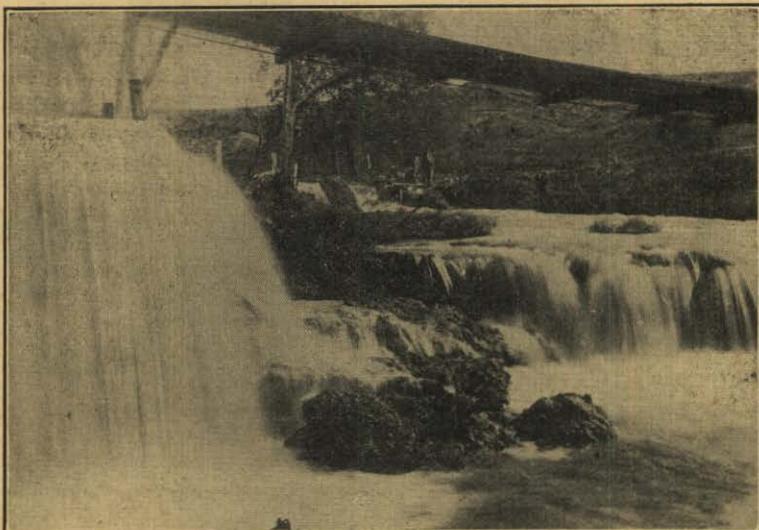
The next day the Pawnees started east and obtained food at a settlement. During the day the Pawnees killed a herd of twelve buffaloes which gave them sufficient food. After that the Pawnees walked back through Arapahoe north to Plum Creek and then to Genoa, making a sorrowful return from the last buffalo hunt in a country that had been their home for many years.

The Sioux lost fifty warriors on the battlefield, while the Pawnees lost several times that number of men, women and children. The government penalized the Sioux \$10,000 in cash which was given to the Pawnees to reimburse them for the Pawnees killed, the supplies and meat lost, and the ponies captured.

#### Texas Cattle Trail

About 1870 to 1879 during the Railroad construction in the Platte Valley there developed a need for food in the new towns developed along the Railroad. To supply this they began driving Texas steers north across Oklahoma, Kansas and Nebraska. The common point of crossing was about the west edge of Dundy and Chase Counties near where Haigler, Lamar, and Venango have been built up. This old Texas trail shows tracks sometimes two hundred or three hundred feet wide and follows from water hole to water hole.

As railroad construction continued farther west the Texas Trail was opened up from Texas to Montana and was used until about 1883. It followed in general the same lines as when it first went to Ogalalla.



Wauneta Falls, just off the State Highway Through Wauneta

#### First Settlement In Chase County

The first permanent settlement in Chase County was at Wauneta Falls, Chase County, in 1876. It was at this point that the first flour mill in southwest Nebraska was built and this was an important center and trading point in the early days.

#### Cheyenne Indians In The West

In 1878 the Cheyenne Indians stampeded from their reservation in Oklahoma and were finally rounded up by the U. S. Cavalry on the high land northwest of Wauneta which the State Highway now crosses from Wauneta to Imperial.

#### Chase County

Up to 1925 tourists on the D. L. D. in the first ten miles southeast of Imperial often wondered when they hit the long sand stretches whether they were on the right road. This condition was remedied and an excellent piece of road graded, clay surfaced, and gravel surfaced on Project 95-B from Imperial southeast for 8.2 miles in 1925. In 1926 Project 272-B from the Colorado state line east through Lamar was graded with State Funds only, for a distance of eighteen miles. The west eight miles of this Project was gravel surfaced and it is the general opinion that on the completion of this Project the roads

in Chase County became superior to those in Colorado due to more frequent maintenance and elimination of corrugated surfaces. Project 272 was relocated so as to lie on the divide between the Stinking Water and Frenchman Creeks. For its entire length no bridges and only one small pipe was used. During the construction of Project 272-A a good detour was graded, marked, and maintained.

Maintenance during 1925 was generally good due to average rain fall and good work by the patrolmen. During 1926 due to dry weather it was more difficult to maintain the surfaces, however, by placing a Wehr one-man machine at Lamar and a similar machine at Wauneta together with an Avery Road Raiser and a truck at Imperial good results were obtained. During 1926 a small patrol shed was erected at Imperial.

#### Dundy County

Dundy County with Colorado as its west boundry and with Kansas as its south boundary felt that their roads should be put up in condition better than the adjoining states. In 1925 in order to obtain this result from Haigler west to meet Colorado, Project 191 was reopened to raise the grade about 2 feet above the swamp and to gravel the project. The completion of this project in the fall of 1925 produced a road which has been spoken of as one of the best roads in Southwest Nebraska and generally superior to Colorado gravel roads. Following the placing of gravel from Haigler west, gravel surfacing was placed on seven miles of Project 71 from the Railroad crossing east of Benkelman to the west end of Project 41 at Doane except through Benkelman which was not on the Project.

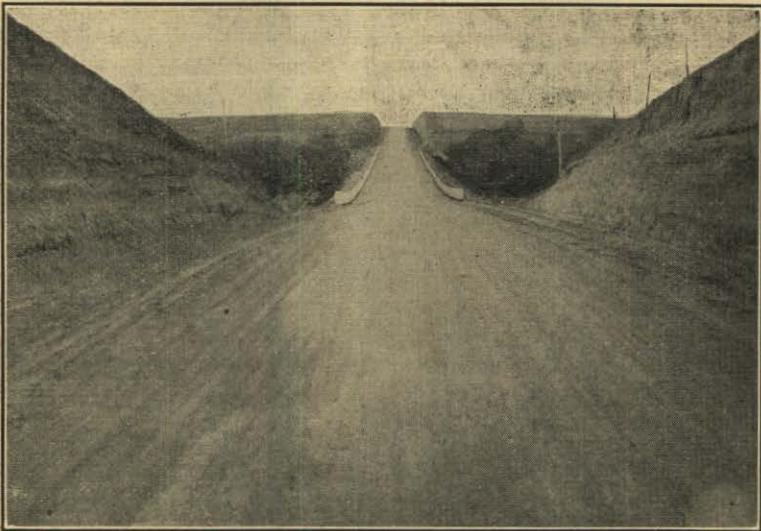
During 1926 as a result of successful gravel placed in 1925, Project 41-B, 1.5 miles long, covering the elimination of two railroad crossings and a new grade and gravel through Blue Point Hill was completed. The grading required 34000 cu. yds. earth excavation and 8000 cu. yds. loose rock excavation on 41-B. Project 74-A including 8.5 miles of grading, gravel surfacing, and a 45 foot creosoted timber trestle bridge across Rock Creek in Parks and a 204 foot creosoted timber trestle across the Republican River west of Parks was completed in 1926.

During 1925 due to lack of funds and lack of equipment, the maintenance was only fair on the State Highways. During 1926 by placing a one man Galion machine at Benkelman, another similar machine at Haigler and covering the State Highway from Max east with a machine working out of Stratton very decided improved maintenance resulted. The surface has been generally good during 1926 for the first time since the establishment of the State Highway system. The

patrolmen have kept their ditches and shoulders clean by use of "A" frames, harrows, and drags. During the construction of the projects, detours were built, marked, and maintained for the first time in this County.

#### Franklin County

Early in 1925 Project 205-B from Franklin east to Riverton was put under contract. The location of this Project was determined after a careful study and an estimate made of two other possible locations. One possibility was to go from Franklin south across the river and thence east on the south side of the river recrossing the Republican River at Riverton. This route was rejected on account of adding two railroad grade crossings, three and one-half miles of extra length, and introducing two Republican River bridges as well as flood conditions on the south side of the river. Another route investigated was on the north side of the C. B. & Q. right-of-way. This was rejected on account of necessity of buying an entirely new R. O. W. and the fact that the cost of construction would be practically the same as completing the highway on the tangent on which it was built. The construction of this highway involved 170,000 cu. yds. of earth excavation. The grading contractor built this road from August to November, 1925 and averaged over 45,000 yds. of earth excavation per month.



A Wonderful Improvement. State-Federal Aid Project 205-B

Six steel concrete bridges and twelve large box culverts were built. This was one of the heaviest jobs of construction in the state during 1925. On account of the fact that there was less than an inch of rainfall while this Project was being built and as many of the fills averaged 30 feet in height the settlement of the dirt during 1926 made maintenance a difficult matter. The placing of guard rail was held off until the fall of 1926 to permit as much settlement as possible.

During 1925 a box culvert was built on Project 71 east of Franklin to replace a concrete arch which had been used in place and which collapsed in 1925.

Maintenance during 1925 was satisfactory on the State system. During 1926 a Wehr one-man machine was placed at Riverton and a similar machine was placed at Upland. Trucks were used at Naponee and Franklin. This equipment together with a ten ton Monarch tractor and big blade at Franklin gave improved maintenance conditions in 1926.

Following many conferences and after Franklin citizens had exhibited great interest in placing the road from Franklin south on the State system an agreement was reached in the fall of 1926 placing this road under State Maintenance and getting it ready for State construction. A survey was taken on the Franklin-Minden road to eliminate four miles of distance between these two county seats which will involve about four miles of clay and gravel surfacing in the north part of Franklin County.

#### Frontier County

During 1925 Project 244 from Stockville east twenty-three miles was graded. The details of this construction are very interesting due to the economical plans and methods involved, results obtained and also the uncovering of an ancient Indian village in one of the cuts on a relocation. Eleven Indian bodies were found together with sufficient relics to prove that the village did not belong to the recent Indian races but was many hundreds of years old.

During 1926 a contract was let for the six miles from Quick south to Red Willow County on the McCook-Maywood route.

Following the completion of the Stockville-Elwood road the County Board passed a resolution asking for construction on the Curtis-Morefield-Eustis road to be located near the railroad on the High Line Highway. This route is being investigated preparatory to construction after the balance of the McCook-Maywood road shall have been completed across Frontier County.



State Aid Project No. 244

Where the soil and topography permits, Nebraska has adopted a cheap method of construction by laying the grade line to conform with the natural ground and contracting the work on a unit price complete for 100 foot length. The above construction was contracted and completed at \$3.50 per 100 feet or about \$185.00 per mile or 5c per cu. yd.

The Maywood-Curtis-Stockville road was satisfactorily maintained in 1925 but very little was done from Maywood south or from Stockville east in 1925. In 1926 with the placing of a Wehr one man machine at Curtis together with a five ton Holt tractor at Curtis, and the placing of a Hadfield-Pennfield one man machine at Orafino uniformly satisfactory maintenance has resulted.

#### Furnas County

Project 30-C consisting of a channel change with a 64 ft. creosoted timber trestle east of Beaver City in order to relieve flood conditions on Beaver Creek was completed in 1925. During 1926 Projects 254-A and B were completed from Arapahoe through Holbrook to meet Project 67-A four and one-half miles east of Cambridge. This project of ten miles required 130,000 cu. yds. During the construction of this project one of the heaviest floods in the county washed out considerable earth excavation which had to be replaced by the contractor and delayed the grading for several weeks. On this project there were built the following bridges: 21 ft. creosoted wood bridge for flood relief from Deer Creek between Arapahoe and Holbrook; 220 ft. steel wood bridge at Holbrook over Deer Creek together with the channel change is figured to eliminate flood conditions in Holbrook; 42 ft. creosoted wood bridge over Kapin Canyon west of

Holbrook; 120 ft. crested wood trestle over Carr Canyon four and one-half miles east of Cambridge. This project will aid materially in getting through traffic across Furnas County in flood times which has been difficult on account of the heavy discharge of waters directly at the foot of the hills on to the State Highway.

In order to improve a dangerous railroad grade crossing about eight miles East of Beaver City on Orleans-Beaver City State Highway Project 194-B was built and paid for equally by C. B. & Q. Railroad and State funds.

Maintenance during 1925 was fairly good. During 1926 maintenance conditions were decidedly improved by the use of a Galion one man machine at Oxford; a similar machine at Beaver City, a Wehr one man machine at Cambridge and trucks at Arapahoe. A Holt ten ton tractor and 12 ft. grader were used almost steadily on the State System during 1926 cleaning ditches and rebuilding grades. North of Arapahoe blade grading was done to complete the road into Gosper County. A patrol shed was built at Arapahoe providing a work shop, storage room, and office space for field parties. During the construction of 254-A and B detours were graded, marked, and maintained.



State-Federal Aid Project No. 252-B

Provides a sure way for the farmers to reach market with a heavy load.



**The New Three Span I-Beam Bridge, Project 252-B**

Over a relocation made possible a splendid alignment for the highway with proper elevation.

#### **Gosper County**

During 1925 no construction was done but preparations were made for a big year in 1926. During 1926 Project 11 was reconstructed and four major re-locations made from State Funds and then gravel surfaced. Project 252-B from Elwood north to the County line toward Lexington was graded, numerous small structures placed, and a 92 ft. steel concrete bridge built across Plum Creek. By the use of State Funds only the State Highway was graded from a point five miles south of Elwood to Arapahoe and a grade satisfactory to the general public was completed here. The Bertrand-Smithfield road was regraded from State Funds and thus all of the State Highway in Gosper County has been graded.

A total of sixteen major re-locations each over 400 ft. in length were accomplished during 1926. The County Board furnished necessary R. O. W. costing approximately \$7,000.00, and co-operated in the most satisfactory manner possible. In general these re-locations were made to avoid grades, shorten distances, and put in from 350 ft. to 1000 ft. radius curves in place of short curves previously used.

Maintenance during 1925 was fair. Surfaces were cared for but very little work was done outside of surface work. During 1926 under a very efficient Chief Patrolman maintenance was very much improved. A heavy grading crew was kept at work for the entire year, cleaning ditches and regrading State Highways. A Wehr one man machine has been used at Elwood together with a truck and a heavy grading outfit also working out of Elwood. The Smithfield-Bertrand road was maintained by a one man machine which worked from Smithfield to Loomis.

#### Harlan County

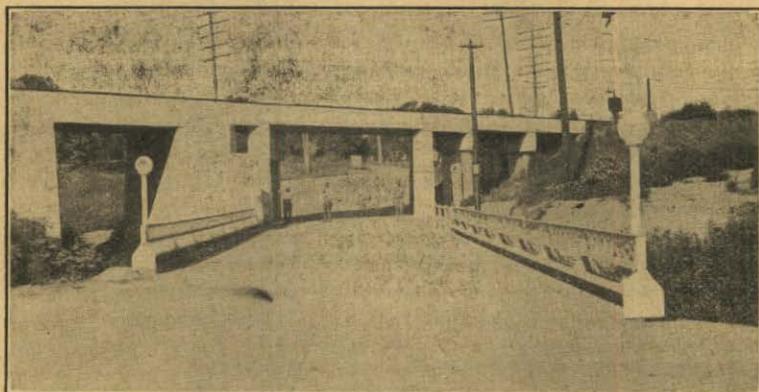
During 1925 Project 240-A was graded, three concrete steel bridges and a large number of box culverts and pipes were completed between Orleans and Oxford. This required two re-locations of about one-half mile each to eliminate turns and shorten distances for which R. O. W. was furnished by the County Board. During 1926 the Oxford-Mascot-Atlanta re-location was graded with State Funds only and traffic turned over this road during September 1926. At Alma, Project 71-E consisting of a mile of concrete paving and one-half mile of gravel was completed. Projects 71, 71-D, 220



The highway equipment and patrol shed just completed at Alma.

Many sheds have been built this year and many more will be built next year.

and a portion of 240-A were graveled in order to provide continuous gravel surfacing from the east edge of Alma through Orleans and to the Stamford road west of Orleans.



**State-Federal Aid Project No. 240-A**

Eliminated the dangerous railroad crossings for the heavy U. S. No. 38 traffic and at the same time provided a fine bridge over a troublesome creek.

Maintenance on State roads in Harlan County has been uniformly satisfactory due to an experienced patrol crew and a very capable Chief Patrolman. A Gilbert one man machine was used at Alma, a Wehr one man machine at Ragan, and also at Stamford, and trucks were used out of Alma together with a Best 60 and a big blade grader. During 1926 the entire State Highway had ditches cleaned and surfaces refreshed with new dirt.

In the construction work from Alma to Orleans the Chief Patrolman and crew moved a 6 ft. x 4 ft. x 30 ft. concrete box culvert a distance of 55ft. at a cost of \$70.00. The picture inserted shows this box culvert being moved to obtain a larger radius curve on old Project 71.

### **Hayes County**

During 1925 the survey and plans of the Hayes Center Northwest Project were completed, and a contract let in 1926 for eight miles on this Project. During the construction of the Project a wood bridge which had been expected to be used in place was washed out and a new creosoted timber trestle bridge 74 ft. long was built in its place. This same flood washed out about two miles of the south

end of Project 126-A and a State contract to replace this grading and re-locate the Highway out of the Blackwood Creek bottom was completed. In addition to this grading, gravel surfacing on five miles of Project 126-A and three miles on 63-A were completed. It required three lettings to obtain satisfactory arrangements for gravel surfacing. Contractors were loath to bid because no gravel surfacing had been done in the county and because of their inexperience in handling local (magnesia) gravel. The surveys between Palisade and Hamlet have been completed and plans have been prepared for a 1927 letting.

During 1926 great improvements were made on maintenance in Hayes County under a capable Chief Patrolman. A Wehr one man machine was located at Hayes Center and team dragging by farmers was eliminated. A similar machine was also placed at Palisade. During the construction of two Projects in Hayes County detours were graded, marked, and maintained.

#### Hitchcock County

During 1925 gravel surfacing was placed on Project 68-C from Culbertson east to the county line. During 1926 gravel was placed on 243-A and 68-D west of Culbertson. An agreement was reached through the City of Culbertson and Project 68-E was completed with large radius curves and improved grade, curb and gutter, and gravel surfacing in 1926. A further Project 243-A was built in the summer of 1926 from Palisade to Beverly to eliminate two large Frenchman River bridges, four irrigation bridges, two miles in distance, and eight sharp turns.

Due to lack of funds in 1925 there was no improvement of previous years in Hitchcock county maintenance. In 1926 maintenance was improved on State Highways in Hitchcock County by using Wehr one man machines at Trenton, Stratton, Culbertson, and Palisade. In addition a John Deere machine was used out of Culbertson. A re-location on the Federal route from Culbertson north in Hayes County was completed early in 1926.

#### Kearney County

During 1925 Project 248 from Axtell to the Platte Valley road south of Kearney was built. This project was an experiment through the sand hills. No drainage structures were used in the sand hills and instead of building high fills, rolling grades were used to utilize previously placed clay surfacing and to avoid cutting the sand hills. An eight inch ditch was used in place of the usual eighteen inch ditch. Wherever the sand hills had to be cut to obtain standard grades straw was placed in the ditches and on the back slopes to

prevent the sand from blowing away. This method has reduced the maintenance cost very greatly and has given complete satisfaction. During 1925, 2.2 miles on the D. L. D. were graded and graveled from Axtell west. During 1926 gravel surfacing was completed from Minden to Newark on Project 196. The Kearney-Axtell road was completed by Project 283 in the Platte Valley. The last connecting link on the D. L. D. from Atlanta to Omaha was completed when Project 253 from Minden west on the north side of the C. B. & Q. track to Axtell was done.

The use of Wehr one man machines at Minden, Heartwell and Axtell together with Rumley Engines south of Kearney and at Axtell and the truck at Minden has produced uniformly satisfactory maintenance. During the construction of the Projects detours were graded, marked, and maintained. State Engineering aid was furnished the County toward starting the first grading and gravel Project on county roads from Minden to Norman in 1926.

#### Perkins County

During 1925 gravel surfacing was completed from Grant to Elsie making a continuous gravel surface on this so-called "Boulevard of the Sand Hills." During 1926 Project 264-A was completed to include grading, one creosoted timber trestle, clay surfacing and gravel surfacing from Grant west to Brandon, a distance of eleven miles. This Project is on the south side of the C. B. & Q. tracks in accordance with the new route of Highway No. 17 which will cross Perkins County on the south side of the C. B. & Q. Railroad for the entire width of the county and thus eliminate four railroad crossings and be free from snow troubles as the Burlington grade protects the Highway from snow.

During this biennium the maintenance has been uniformly good. During 1926 the road from Elsie to Grinton and south to Hayes County line was regraded on the south side of the track and well maintained. The road from Brandon to Vanango was graded using a maintenance outfit and has been well maintained. During the construction of the Grant-Brandon Project, a detour was graded on the north side of the C. B. & Q. tracks requiring the use of an elevating grader for two months and heavy blade work for three weeks before this detour was used. In this way a well maintained and well marked highway has been in use clear across Perkins county while the construction was being done on the Projects. This county has the only team patrol outfit in this District. The results on the light soil of Perkins County have been satisfactory although the machine units can cover their sections quicker and better than the team patrol.

### Phelps County

Following the completion of the D. L. D. from Funk to Atlanta there was a demand in 1925 for an improved Highway from Holdrege up the "High Line". To satisfy that demand the "Holdrege-Loomis" Project 251-A was graded and graveled. In 1926 the "Atlanta Southwest" Project 145-C was graded and graveled to complete gravel surfacing across Phelps County on the D. L. D. Project 251-B from Loomis to Bertrand was graded and graveled which also completed the surfacing of the High Line Highway across Phelps County in 1926.

Maintenance during this biennium has been the best of any county in this district. By the use of Wehr one man machines at Holdrege, Atlanta, Loomis, and Bertrand gravel surfaces have been kept in almost perfect condition.

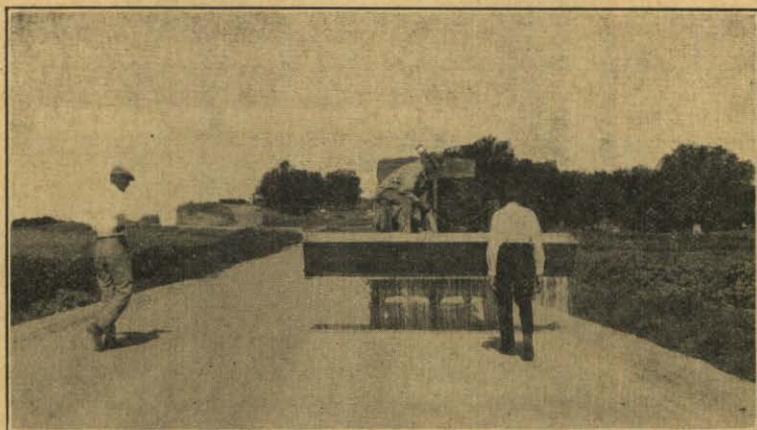
In connection with the graveling on the Overton State Aid bridge, a mile of gravel surfacing south of the Overton bridge in Phelps County was completed from State Funds. During the construction of all of the above Projects detours were graded, marked, and maintained in better condition than most State Highways were prior to 1926.

### Red Willow County

Following the discovery of gravel in the Republican Valley in 1924 and its successful use on the D. L. D., an additional gravel project was built in 1925 from McCook east to Red Willow which was preceded by the reconstruction of this old Project and the widening of the fills by State Funds. In 1926 still more Republican Valley gravel was placed from Red Willow east to near Indianola on old Project 46 together with a new 120 ft. steel bridge across Red Willow Creek to replace a 40 ft. bridge which was not sufficient for flood stages. The McCook-Maywood Highway received work under Project 245-A which extended from McCook north twelve miles.

This Project made travel possible the year round across the Red Willow Creek bottom eleven miles north of McCook which formerly in flood stages prevented passage for days at a time. By the use of a long overflow pavement and a 55 ft. steel bridge this flood condition was corrected. This bridge is the first bridge in this District on which creosoted wood block surfacing was used and so far satisfactory results have been obtained.

There had been a demand for a State Highway from McCook south and to satisfy this demand the State Engineer obtained ap-



**Experiment with Calcium Chloride on a light soil road, Project 68-B**

proval for the inclusion of the McCook south highway early in 1926. During August 1926 damaging washouts occurred on this highway and a Project was surveyed and built across the Republican River bottom directly south of McCook to insure year round traffic.

Maintenance has been fairly good although it has been difficult on account of lack of moisture to maintain the surfaces in proper shape. A John Deere tractor together with a Wehr one man machine and trucks have been used out of McCook. A Gilbert one man machine has been used out of Indianola.

## REPORT OF DISTRICT ELEVEN

F. H. Klietsch, District Engineer

## Mileage OF STATE AND FEDERAL AID ROADS WITH CLASSIFICATION OF IMPROVEMENTS.

COUNTY	Total State & Federal Roads 1	Paved Roads outside city limits 2	Graveled Roads outside city limits 3	Sand-Clay Roads 4	Constructed to perm. grade without surfacing 5	Constructed to temp. grade 6	Total imp. roads sum. of cols. 2, 3, 4, 5, & 6. 7	Unimproved Roads 8
Arthur .....	30.0	0.0	0.0	21.5	0.0	0.0	21.5	8.5
Blaine .....	36.0	0.0	0.0	7.0	0.0	18.0	25.0	11.0
Buffalo .....	85.0	0.0	85.0	c4.0	0.0	0.0	85.0	0.0
Custer .....	186.0	0.0	47.0	d10.0	21.0	99.0	167.0	19.0
Dawson .....	96.0	0.0	59.0	e 2.0	0.0	29.0	88.0	8.0
Grant .....	32.0	0.0	a 8.0	14.0	0.0	2.0	19.0	13.0
Hooker .....	45.0	0.0	b 6.0	10.0	0.0	13.0	23.0	22.0
Keith .....	96.0	0.0	13.0	8.0	4.0	50.0	75.0	21.0
Logan .....	35.0	0.0	f 3.0	11.0	5.0	10.0	26.0	9.0
Lincoln .....	153.0	2.5	g90.5	g25.0	0.0	22.0	115.0	38.0
McPherson .....	30.0	0.0	0.0	25.0	0.0	0.0	25.0	5.0
Thomas .....	51.0	0.0	h 6.0	11.0	0.0	20.0	31.0	20.0
TOTAL .....	865.0	2.5	317.5	148.5	30.0	263.0	700.5	174.5

- a included in No. 4.  
b included in No. 4.  
c included in No. 3.  
d included in No. 3.  
e included in No. 3.  
f included in No. 4.  
g included in No. 3.  
h included in No. 4.

## Arthur County

Arthur County is an inland County with its County Seat of Arthur, located approximately in the center, it is therefore quite essential that the people of this County be provided with a good road to the railroad.

This County is a sand hill county and nearly every foot of its roads will require clay surfacing when improved. The lack of suitable surfacing material makes the cost of construction high. The closest available gravel for road purposes is thirty miles south in the North Platte River valley and the present condition of the roads prohibit hauling gravel that distance.

Arthur County has two Highways, the State Highway running southeast from Arthur to Keystone and the State-Federal route running from Arthur to the Martin siding.

The Highway from Arthur to Keystone has approximately seven miles graded with a permanent grade and surfaced with the best local material available. The Arthur-Martin Highway was just recently added to the system and rapid progress has been made in getting construction started, for which funds are available to complete it to the south County line. The contract has been awarded for grading and eight inch clay surfacing and work has just started.

One patrolman with four horses, a hayrack, wagon and light blade comprise the maintenance force caring for the fifteen miles from Arthur to Keystone.

### Buffalo County

The entire State Highway system in Buffalo County has been graded and graveled with the exception of 3.5 miles located on Highway No. 10, north of Pleasanton, for which contract has been let and work started. The availability of local gravel from the Platte River has aided materially in the rapid progress of gravel surfaced roads. Three important Highways traverse this County.

The Lincoln Highway or U. S. No. 30, which for the most part parallels the Union Pacific Railroad has a very heavy traffic both local and tourist. The soil varies from a sandy loam to a heavy clay which causes the condition of the roads to vary in different sections across the county. Considerable difficulty was had the past year in keeping the surface of Project 227 smooth, due to extremely dry weather and an excess of gravel in the windrow. The project, twenty miles in length, originally received four inches of gravel and it became necessary to scarify it in order to hasten compaction and reduce the excess gravel on the surface and in the windrow. The results were very satisfactory and at present the surface is in good condition.

Highway No. 10 from Kearney north to the County line passes through yellow clay hills which makes an excellent binder for gravel. Gravel surfacing was completed about a year ago and since that time the road has been in excellent condition.

The Potash Highway or Highway No. 2 traverses the northeast part of the County. This section, Project 276-B, fourteen miles in length has recently been graded and graveled.

Eight one-man maintainer type patrols take care of the regular maintenance, with the occasional assistance of a heavy tractor and blade outfit. A machine shop has been maintained in conjunction with the County which has been very satisfactory. Soil and other conditions are favorable to good maintenance in this County.

The Platte River which skirts the southern boundary of the County necessitates the construction and upkeep of several large bridges. This year the County availed themselves of the State Aid Bridge Fund and there is now under construction a \$90,000.00 bridge and approach fills located south of Gibbon.

#### Custer County

Custer County has the largest mileage of State Highways of any county in the State. With the exception of nineteen miles of sand the soil is a good road material, being a light yellow clay. With the proper amount of moisture conditions are favorable for good roads.

The Custer County Board has been very aggressive in their ideas of road construction and have been successful bidders on the grading Projects 96-C, 188-C, 22-B, C, D, and E, all of which were contracted for in the spring of 1926 and completed in the fall of the same year.

Prior to this biennium no gravel surfacing was undertaken, this County being handicapped as to the availability of local gravel and all gravel for road purposes is shipped in. This biennium has seen the completion of approximately fifty miles of gravel surfaced roads, as follows; Broken Bow east to the County line, thirty-five miles, Sargent north, eight miles and Sargent south, seven miles.

An improvement of considerable merit was made from Broken Bow east on Highway No. 2, where in a distance of thirty-five miles, there were nine railroad crossings which were eliminated with the exception of three by the completion of Projects 22-B, C, D and E. Also in connection with this improvement construction for grading and gravel was carried through three towns on the Highway east of Broken Bow. All the above improvements being made on Federal Aid Project 22 which was completed in 1922.

With the completion of Projects 96-C and 188-C a ten mile gap was closed on Highway No. 27 from Broken Bow to Arnold. Previously this had been a bad stretch of road, being improperly located through a canyon country and with very little grading, each rain of any size would make it almost impassable.

Twelve regular patrols care for the maintenance of one hundred and sixty-eight miles of improved roads in this County. With the exception of three one-man maintainer type patrols, all maintenance is done with trucks, more frequently referred to as "old Army trucks" and wood drags. On all except graveled roads V-ditchers were used in order to bring fresh dirt on the surface and keep the weeds down. Considerable maintenance work was accomplished with two heavy

tractors and blade outfits which were operating eight months of a year reshaping and preparing projects for gravel. A first-class machine shop and equipment yard is maintained and operated jointly by State and County at Broken Bow. Excellent cooperation on the part of the County Board makes this possible and successful.

#### Dawson County

Dawson County is another one of the Counties located near the Platte River and has consequently taken advantage of local gravel for surfacing roads. During this biennium Project 39, nineteen miles in length, received a second coat of two inch gravel. In conjunction with the placing of this additional two inches, due primarily to dry weather, it was necessary to add a binder in order to hasten compaction and avoid having a surplus of gravel on the surface. The binder was obtained from the road ditches, placed on the surface and manipulated by a maintenance crew.

This County is traversed from east to west by fifty-five miles of Lincoln Highway or Nebraska U. S. No. 30, which is entirely graveled but requires considerable attention in the way of maintenance on account of the heavy traffic. While soil conditions are considered favorable, dry weather and heavy traffic make good maintenance difficult.

Project 252-A, seven miles in length, is nearing completion, grading and drainage structures are now finished and three inches of gravel is being placed. This Project also received a new standard seventy foot span low truss bridge.

State Aid Project 105, thirteen miles in length, from Cozad to Gothenburg is the cheapest and best road contracted for in the District. Grading, structures and two inch gravel surfacing cost \$1,350.00 per mile. All work being let by contract. All work is now completed and the road is in excellent condition.

Dawson County is another County which takes advantage of the State Bridge Fund, and about a year ago completed a bridge and fill approaches across the Platte River just south of Cozad.

Dawson County Commissioners never cease to want more road improvements, after all State Funds were exhausted they came with \$50,000.00 to match with a like amount of Federal Funds for the construction of a standard bridge and approaches across the Platte River south of Gothenburg, which has been contracted for and construction started. This bridge is located on the Gothenburg-Farnam

State and Federal Highway which was just recently added to our system by the Government.

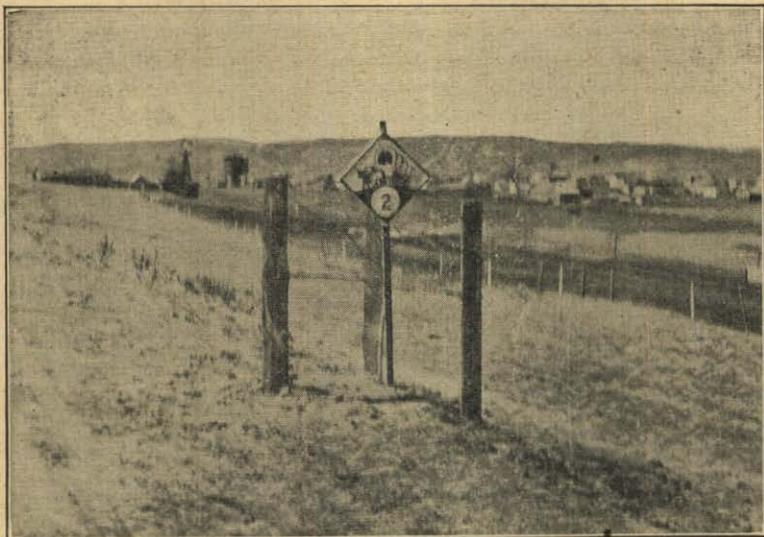
Five one-man motor patrols provide the regular maintenance for the eighty-two miles of improved roads. One heavy tractor and blade outfit is kept busy working on the different patrols, reshaping and cleaning ditches. Considerable work was necessary the past year preparing the projects for gravel.

#### Blaine, Thomas, Hooker and Grant Counties

The four counties noted have practically the same problems to face in the matter of road construction, therefore I will outline, in a general way, prevailing conditions.

These counties are traversed by the Potash Highway or Highway No. 2, running from east to west, which undoubtedly sometime in the future, will be a very important Highway of the State and after its completion will receive a large percentage of the State's through travel. Located as it is, through the heart of the sandhill country, surrounded by numerous lakes which afford excellent hunting and fishing and lying adjacent to the Bessey Nebraska National Forest Reserve which is a vivid picture, clearly showing how land thought to be almost useless can be advantageously utilized, this highway offers several reasons why tourists would be amply justified in their desire to cross our State over this route.

These counties are confronted with the proposition of clay surfacing nearly every foot of their State and Federal system. Clay surfacing materials with suitable binding qualities are very scarce and necessitates long hauls on this material which consequently causes an increased cost of construction. Dry weather and wind are the elements which cause a clay surfaced road to deteriorate rapidly unless a gravel wearing surface is provided shortly after the clay is placed. While at some points no local gravel is available, a recent investigation of the gravel situation, shows that suitable gravel is obtainable within a reasonable distance and very reasonable prices on gravel surfacing can be anticipated.



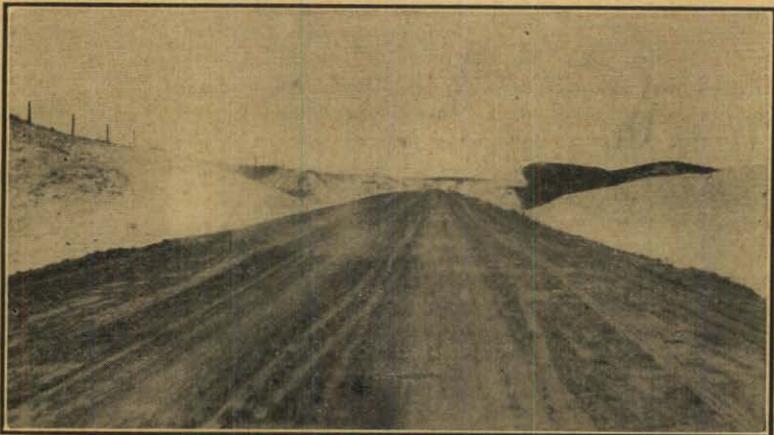
In the sand hills on the open ranges, the highway markers must be fenced for protection against cattle. The town of Ashby is in the distance.



Out where the west has begun, the autoist is helpless on the sand trails which have not been surfaced with hay.



One method of removing clay surfacing from old lake beds.



Project No. 284-A

Where once the covered wagon and oxen plodded slowly along, today the autoist burns up the highway through the barren sand hills on a clay surfaced boulevard.

Due to a small apportionment of State and Federal Funds allotted to these counties and to the increased cost of construction on account of the clay surfacing required, rapid progress cannot be expected under the present system of financing. If the completion of this Highway is to be expected in the near future, some legislative action to provide more funds is necessary.

Maintenance at present provides one man and four horses with a light blade, a hayrack and wagon for about each eighteen miles, which is a considerable distance to cover with horses. The patrolmen spend most of their time cutting and hauling hay on the sandy trails and hauling clay a long distance on some sandy stretches which have been temporarily graded.

While some temporary grading and clay surfacing has been done in the past, this biennium has seen the first standard construction of State and Federal Aid Highways which are listed below:

Blaine County: Project 284-A, 7.5 miles in length, running from Dunning southeast through Linscott to the County line. Grading and six inch clay surfacing are nearing completion, funds were not available for gravel surfacing.

Thomas County: Project 281-A beginning at Thedford and running east six miles. Nearly complete excepting two inch gravel surfacing for which contract has been awarded. Local gravel will be used for the wearing surface.

Hooker County: Project 80-B extends three miles east and three miles west of Hecla. This is probably the most objectionable stretch of sand on the Potash Highway and has caused considerable work and worry in an attempt to construct it at a reasonable cost. Bids have been received on several different types of wearing surfacing, concrete, asphalt, and clay-gravel. Concrete and asphalt bids were considerable in excess of funds available and clay bids for shipped in material or local material which had to be hauled an average of six miles were also prohibitive. After a prolonged investigation a clay material was located about two miles west and one mile south of Hecla. This material while very low in clay content, was considered worth using in conjunction with a two inch gravel surfacing and on this basis the contract was awarded and the project is nearing completion with fairly satisfactory results.

Grant County: Project 80-A runs from Hyannis east seven miles; Project 277-A passes through the town of Hyannis to a point one mile west being about two and five-tenths miles in length. The progress on these projects has been slowed up considerably on account

of using wet material for surfacing but completion yet this year is anticipated. The contract has been awarded for grading, drainage structures and two inch gravel surfacing.

The country through which these improvements run is only grazing land of very little value. Large herds of cattle tramping around on the roads do considerable damage, therefore fencing of the Highway is very important. The land owners, on account of the cheapness of the land will not fence, therefore the County and State jointly are fencing all improved roads.

#### Keith County

Keith County has two important State Highways, the Lincoln Highway or Nebraska U. S. No. 30 running east and west through the County and the Platte Valley Highway or Nebraska U. S. No. 28 which follows the North Platte River. Another secondary State Highway No. 61 which leads to Arthur, an inland town well surrounded by sandhills, is of considerable importance to Arthur, being their only outlet to a railroad.

Keith County's apportionment of State and Federal Aid is small as compared to the mileage of State and Federal Highways in the County, therefore, the progress of Highway developments has been rather slow. Soil conditions vary considerably throughout the County. Along the river bottom the soil is an alkali gumbo and becomes very sandy as you leave the valley. Gravel deposits lie along the rivers in abundance, making it an easy matter to surface with gravel.

All but five miles of the Platte Valley Highway has been built to a permanent grade but no gravel surfacing had been done until this year when seven miles from Ogalalla north received two inches of gravel surfacing. Project 224-C, five miles long and just east of Big Springs and on the Lincoln Highway was just recently completed, being graded and graveled.

A contract was awarded for construction of grading, drainage structures and gravel for twelve miles on the Lincoln Highway from Roscoe to Paxton. Work on this section has just started.

The regular maintenance of the sixty-eight miles of improved roads is cared for by two one-man maintainer type, two light tractors with wood drags and two team patrols. In addition to these a heavy tractor and blade outfit is used for special maintenance work. Considerable construction work has been done the past year by maintenance forces. Approximately twenty-five miles have been blade graded to a good temporary grade, and clay surfacing was placed

on three miles of Project 146-B which had deteriorated to such an extent as to require resurfacing.

Through the courtesy of the County Board the State is permitted to use the County's equipment yard and patrol shed at Ogalalla where equipment is stored and minor repair work done.

### Lincoln County

Lincoln County with its one hundred and fifty-three miles of State and Federal Highways, with both the North and South Platte Rivers, and with widely varying soil from the sandiest to the toughest gumbo is very much appreciative of the benefits derived for State and Federal Aid. While Lincoln County has numerous natural hazards to overcome in the progress of Highway construction, it is blessed with an unlimited supply of natural road gravel which is easily obtained from either the North or South Platte Rivers.

The Lincoln Highway which is coincident with Nebraska U. S. No. 30 crosses the County from east to west through a low country adjacent to the Platte River and with a widely varying soil, maintenance becomes a big problem. This Highway with the exception of nine miles is gravel surfaced, and it is the present plan to construct this section next year.

Construction during this biennium has been of considerable magnitude in Lincoln County. Two Platte River bridges and approach fills have been contracted for and completed: One, seven hundred and forty feet long across the North Platte River north of North Platte on Highway No. 28, being financed by local contributions, County Funds, City Funds and fifty per cent Federal Aid. Another, eight hundred and thirty feet long across the Platte River located on a County road south of Brady Island, this being financed by fifty per cent State Aid Bridge Funds and fifty per cent County Bridge District Bond Issue.

In the way of Highway improvements, other than river bridges, with State and Federal Funds, four Projects have been contracted for and are nearly completed.

Project 221 from North Platte south to Maywood was let under two separate contracts: Project 221-B, fifteen and one-half miles in length being graveled with two inch gravel; Project 221-C from the end of Project 221-B south to the County line, a distance of twenty miles, is now under construction and approximately fifty per cent complete, contract being awarded for grading, two inch gravel and drainage structures. When this Project is completed it will

give North Platte a hard surfaced road south to the County line a distance of forty miles.

Project 233-B, on which contract has been awarded for grading, drainage structures and two inch gravel surfacing and is now under construction, extends from the north City limits of North Platte, a distance of six miles, towards Tryon. This is an important piece of construction as it is a start in closing a thirty-eight mile gap through the sand hills, which separates the inland town of Tryon, located in the heart of the sandhills, from good railroad facilities.

Project 298-A begins just north of North Platte and continues north towards Stapleton a distance of six miles. Work is well under way on this project for which contract has been awarded for grading, drainage structures and two inch gravel surfacing.

Of the one hundred and fifty-three miles of State Highway only one hundred and twelve are improved and under regular maintenance. The regular maintenance patrols consist of five one-man maintainer type, one team and two heavy duty trucks, and each patrol has the occasional assistance of a heavy tractor and blade outfit. In connection with the maintenance work a remarkable improvement was made on Old Project No. 10, from North Platte to Sutherland, a distance of twenty miles, which was originally constructed with a twenty foot roadway and was recently widened to approximately a twenty-six foot roadway by the maintenance force. The maintenance force also graded six miles of Highway in the northeast corner of the County, making a good road out of what was previously only a trail. A well equipped machine shop and equipment yard is operated jointly by the County and State, which has worked out very satisfactorily.

#### McPherson County

McPherson County is an inland county with Tryon as its County Seat, the only town in the County and which is located approximately in the center, therefore, good roads are essential to its existence. This being another County in the sandhills, the improved roads with little exception must be clayed.

This County has two State-Federal Highways, one, Highway No. 27 which begins at Tryon and runs east to the County line a distance of twenty miles, and Highway No. 28 beginning on Highway No. 27, four miles east of Tryon runs south to the County line toward North Platte.

Previous to this biennium Projects 111-A and 111-B, twelve miles long were constructed with State and Federal Funds. At the time

of construction of Project 111-A a poor quality of clay surfacing material and improper maintenance since its construction, caused 2.5 miles of this Project to become deteriorated to such an extent that a contract has been let for its re-construction.

In addition to the 2.5 miles mentioned above, Project 111-C, two miles long has been built with State and Federal Funds and Project 233-C, five miles long is now under construction.

Upon the completion of Project 111-C, Tryon has an improved Highway to the railroad at Stapleton, twenty-six miles east. The beginning of Project 233-C is a start in getting an improved Highway from Tryon to North Platte, a distance of thirty-five miles.

Regular maintenance in this County consists of two-four horse team patrols, who care for the twenty miles of improved road. A heavy tractor and blade outfit is operated jointly between Logan and McPherson Counties. It will be necessary to add another patrol next year to maintain the road now being improved.

#### Logan County

Logan County is the dividing line east and west between the sand hill country and the better soil-country. The northwest half of the County is sandy while the southeast half varies from a light sandy clay to a heavier clay, which is a good road soil.

This County has two State and Federal Highways. One Highway No. 27 crosses the county from east to west and has all been graded so as to furnish a good serviceable road. Highway No. 23 begins at Stapleton and runs southeast towards North Platte.

Project 96-D located between Gandy and Stapleton, a distance of 3.5 miles is under construction and practically complete except two inch gravel wearing surface.

The maintenance force consists of one heavy duty truck and drag patrol, one four horse team patrol, and two temporary team patrols. A heavy tractor and blade outfit is also used part time for dressing up the ditches and grading unimproved roads. From Gandy east to the County line prior to this year was only a trail but this section, fourteen miles long, has been graded up to a temporary grade, and a like improvement was made from Stapleton south to the County line, a distance of six miles. On these sections only temporary patrols are used, working when necessary in order to provide the best road possible with funds available.

## REPORT OF DISTRICT EIGHT

W. J. B. Porter, District Engineer

## MILEAGE OF STATE AND FEDERAL AID ROADS WITH CLASSIFICATION OF IMPROVEMENTS.

COUNTY	Total State & Fed. Roads 1	Paved Roads outside city limits 2	Graveled Roads outside city limits 3	Sand-Clay Roads 4	Constructed to Perm. grade without surfacing 5	Constructed to temp. grade 6	Total imp. roads sum. of cols. 2, 3, 4, 5, & 6. 7	Unimproved Roads 8
Boyd .....	60.4	0	4.9	0.0	6.2	49.3	60.4	0
Brown .....	78.0	0	a8.8	9.3	3.5	26.2	46.8	31.2
Cherry .....	131.0	0	b11.0	52.0	22.8	c32	106.8	d24.2
Garfield .....	58.0	0	e5.9	9.2	3.8	10.0	25.7	32.3
Holt .....	162.0	0	f39.0	28.4	33.5	20.0	106.3	55.7
Keya Paha .....	62.6	0	g19.0	5.6	16.5	33.0	55.1	7.5
Knox .....	100.00	0	h0.0	18.9	59.1	100.0	100.0	0.0
Loup .....	46.0	0	i1.1	114.0	0.0	10.5	25.6	20.4
Rock .....	81.0	0	j16.0	1.0	30.0	47.0	34.0	34.0
Wheeler .....	64.5	0	0	30.5	1.1	k20.0	33.6	30.9
TOTAL .....	843.5	0	131.7	165.6	107.3	290.1	607.3	236.2

a 1.0 miles shown here also shown in Column 4.

b Included in Column 4.

c Contract awarded for 2 miles—Project 202-F.

d Contract awarded for 6 miles—Project 202-F.

e 3.2 miles included in Column 4.

f Includes 14.6 miles shown in Column 4.

g Included in Columns 4 and 6. Road material contains sufficient gravel.

h Included in Column 3.

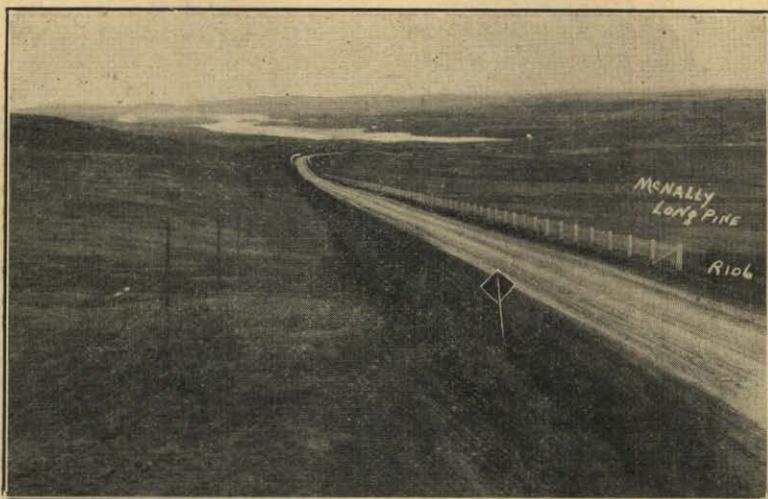
i Included in Column 3.

j Included in Column 3.

k 18 miles also in Column 4.

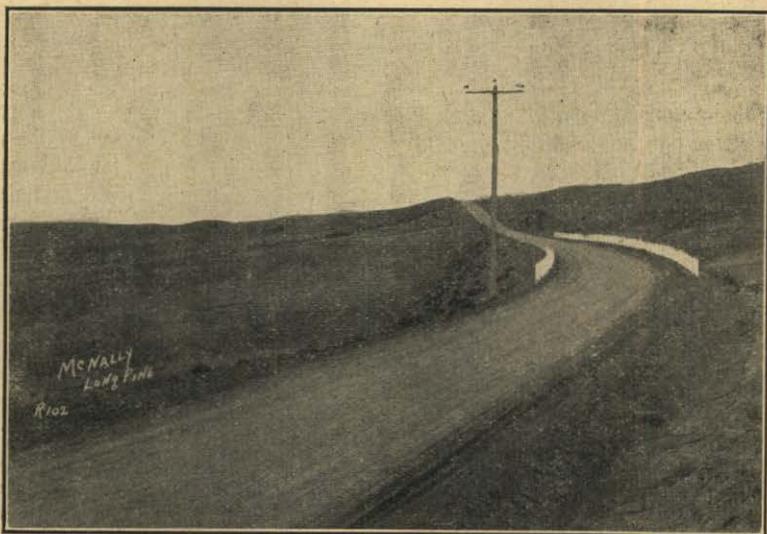
## Boyd County

Boyd County, although not large in area or in the mileage of State roads, offers a variety of problems to the road builder. State Highway No. 12, through the east half of the county, follows the winding Ponca Creek Valley, crossing and recrossing this turbulent stream in order to preserve alignment and obtain reasonable grades. Leaving the Ponca valley near Spencer, the road passes over a level table land in which the soil changes from a heavy clay to a light loam and even sand in the western part of the county. State Highway No. 8, coming up from the south, crosses the Niobrara River at the Whit- ing Bridge, and joins highway No. 12, south of Spencer.



**State Aid Project No. 14-C**

Replaces a steep winding trail down to the Whiting Bridge over the Niobrara River.



**Project 14-C**

Around the curve and the way we speed to Spencer on Project 14-C.

Federal and State Aid has been confined to the eastern part of the county, where heavy and costly construction is necessary to produce an all weather road. During this biennium two Federal Aid Projects have been completed in Boyd County. Project 14-C, on Highway No. 8, from the Whiting Bridge north three and a half miles, made a notable improvement; from a winding trail of excessively steep grades up the Niobrara Bluffs, this has become a road of pleasant alignment and easy gradient.

Project 280-C completes Highway No. 12 in the extreme east end of the county. It was an expensive piece of construction, not only because of the heavy grading involved, but because of the large number of drainage structures required, which in addition to a 160 foot steel bridge, included many large concrete culerts.

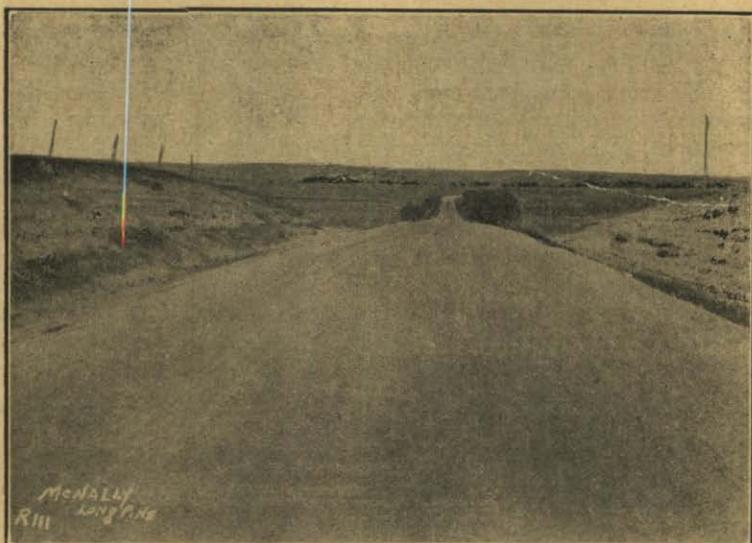
The balance of Boyd County State Highways have been put to a temporary grade and were well maintained at all seasons. The maintenance has been handled by four tractor patrols, located at Lynch, Spencer, Butte and Naper, covering the entire state highway system in the county. Through the assistance of the County Board several improvements in alignment have been made, with a view to better accommodate the increasingly heavy traffic until these roads can be constructed as Federal Aid Projects.

### Brown County

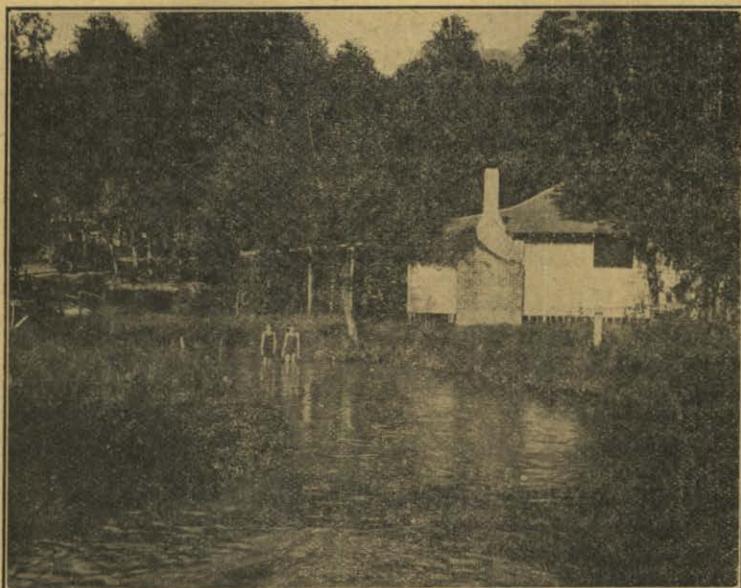
Brown County, while generally thought of as a sand hill county, has many canyons and creeks which offer a decided change in scenery from the monotony one ordinarily expects in the sand hills. One development along Pine Creek is already receiving considerable mention as a summer resort and each year is attracting more and more visitors, who wish to spend a week or two among the pines. There are many points along the Niobrara River, Pine and Plum Creeks which, with a little developing, will make ideal camping spots in the future. As the highways continue to improve and people lose their old time dread of a trip through the sand hills, these places will come into their own, and be a decided attraction for tourists.

Since the sand trails are the ones most in need of improvement, Brown County has put the greater part of its funds into constructing these roads. Project 238-A, graded and clay surfaced this year, has converted eight and a half miles of sand trail between Ainsworth and the Niobrara River into a speedway. It has made a much needed improvement on the road over which much of the hauling is done to Springview, the inland county seat of Keya Paha County.

Project 89-A extends four and a half miles south of Long Pine, and is the first step towards opening a constructed road to the south.



**State-Federal Aid Project 238-A**  
Sand surfaced with magnesia has produced an excellent highway.



In a beautiful natural park at Long Pine on U. S. No. 20

This route, for approximately twenty-five miles, lies through the sand hills, and it will be several years before sufficient funds are available to build it throughout.

Much of the unconstructed portion of Brown County State Highways lies in the sand hills, but, wherever the soil is suitable, a temporary grade has been bladed up and by constant maintenance the graded roads have been kept in good condition at all times. The sand trails have been kept hayed, which at least keeps the sand passable until such time as it will be possible to build a more permanent road. The County Board and the people of the county have been very active in highway work, and are eager to see that these trails are converted into highways at the earliest possible time.

#### Cherry County

A few years ago the name of Cherry County was, to many of us, synonymous with sandy waste and desert land. However, Cherry County is by no means all sand, as more and more tourists are learning each year. A person crossing the county on Highway No. 20 still finds a little trail road, but he is agreeably surprised, especially if he knew the country in earlier years or has been listening to tales told by those who visited the county some time ago.

In the fall, Cherry County is the Mecca for duck hunters from all parts of this and adjoining states. The many little lakes and ponds hidden among the sand hills, harbor native ducks of all varieties, and serve as a convenient stop-over for northern water fowl on their winter migration to the south land. The bills themselves abound with prairie chicken, so that during the open season we see car after car of khaki clad hunters coming in for a few days sport-following the State Highway to some chosen point and then leaving it and striking off into the hills over the winding sand trails.

This biennium has seen the completion of forty-five miles of State Highway in Cherry County, with a contract let and work in progress on an additional fourteen miles. Much of this construction has been through sand and the roadway has had to be topped with clay to provide a wearing surface. Of the forty-five miles completed, twelve west of Merriman have been graveled, making an all weather road of it, as well as insuring a longer life for the surfacing.

Highway construction is doing much to bring the East and West of Cherry County closer together, not alone in permitting faster travel but also in shortening the distance by line changes and relocations. Where trails used to wind around the hills, highways cut through; where the undeveloped roads went miles out of their way to avoid lakes and sloughs, highways go straight across. The result is that

trips that used to be figured as taking six hours over trails now require but two and a half over a good road.



State-Federal Aid Project No. 202-A 'Before'



State-Federal Aid Project No. 202-A 'After'

Not all of Cherry County is sand hills as many lakes appear directly in front of the ideal highway location and alignment but the contractors usually welcome a little mud after handling blow sand for weeks. The long almost impassable sand trails give way to the short straight clay surfaced and graveled highways.

On the unconstructed portions of the State Highway system, a temporary grade has been bladed up wherever soil conditions warrant it. The county has taken a great interest in the State's highway program and much of its success in the county has been due to the assistance given by the Board of Commissioners, who have done everything to help further the work.

#### Garfield County

All Federal and State Aid road construction in Garfield County has been from Burwell north. The two Projects completed in the previous biennium, numbers 34-A and B, extending approximately ten miles north of town, brought the constructed road up to the sand hills. Project 34-C, completed this year, carried the highway through six miles of bad sand and brought construction to within seven miles of the north county line.

The State Highways in the southern part of the county, south and west from Burwell, roughly following the North Loup River, have been bladed up to a temporary grade, and the soil is such that it forms an excellent road with just ordinary maintenance. For this reason the County Board has asked that all available funds be expended in constructing the north road through the sand, where the improvement is greatly needed. This road serves a large territory; not only as a local trade road but as a through route. It will develop also into a tourist route, for a few miles north of the county line it passes Swan Lake which in time will be developed as a camper's resort and is now well known by the devotees of the piscatorial sport.

The maintenance in Garfield County has been satisfactorily handled by two patrols; a motor patrol at Burwell and a team patrol on the far end of the north road. As in all sand hill counties the maintenance on the sand trails has consisted of haying, a temporary expedient to keep the roads passable.

#### Holt County

Holt County, with a very large mileage of State and Federal roads, lies just on the east edge of the sand hills. While some of its natural soil is good road material, much of it is too sandy to stand alone and has to be surfaced with clay, adding greatly to the cost of road construction.

During this biennium there has been a large amount of highway work done in Holt County. Project 200-A, from O'Neill to Ewing, a distance of twenty-eight miles, was graded and clay surfaced, and eight and a half miles were graveled. Five and a half miles of the

project finished south of Ewing during the last biennium is being graveled, and under favorable weather conditions, will be completed this winter.

A notable improvement was made in Highway No. 20, west of O'Neill. Where the old road followed the section lines, making many sharp right angle turns, crossing the railroad twice and striking a little sand in the thirty-four miles to Stuart, the new route parallels the railroad on the north side for practically the entire distance. It eliminates the railroad crossings, which are always a menace to traffic; it avoids all but two of the right angle turns and these have been built as long, easy curves; it shortens the distance between O'Neill and Stuart by about five miles, which in itself is an important improvement. Eighteen miles of this road, from O'Neill to Atkinson, were graded as a Federal Aid Project, while the balance of the distance to Stuart was put to a temporary grade. Much of the soil going to make up this road contains sufficient natural gravel to give the finished highway the qualities of a gravel road.

The road from O'Neill, south to Bartlett, was added to the Federal system during the biennium and is eligible for Federal Aid construction when funds are available. This road, in addition to its importance as a link in a through north and south route, will serve a good agricultural district in the south part of the county. This highway also passes near Goose Lake, which is now owned by the State and will probably be developed in the future.

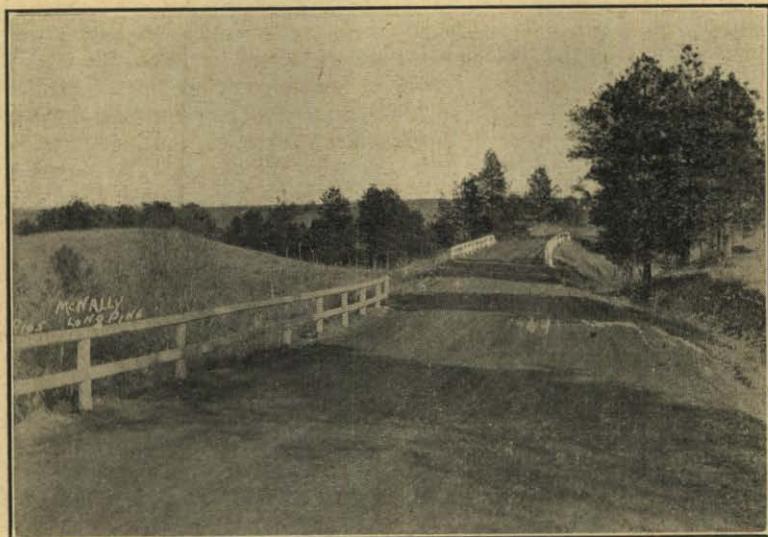
All graveling done in the county has been with local material. An extensive pumping pit was opened at Stuart, and two small pits were opened east of O'Neill. The presence of such local gravel, suitable for road surfacing, assures the county of many miles of gravel highway in the future. With a continuation of the sentiment favoring better highways, that has been evidenced in the county these past two years, it will be but a short time until the State system is graveled from east to west and north to south across the county.

#### Keya Paha County

Keya Paha County, having no railroad, must look to its highways to solve its transportation problems. The closest railroad points are Bassett in Rock County and Ainsworth in Brown County, separated in each instance from Keya Paha County by a stretch of sand hills and the Niobrara River. The river crossings were completed during the previous biennium so that for the past two years, attention has been given entirely to the east and west road, Highway No. 20.

Approximately fifteen miles, between Springview and Norden, were constructed as Federal Aid Project 267-A. Much of this road was built up of a soil composed of clay and gravel which combines to make an excellent highway, having most of the qualifications of a graveled surface.

With the exception of eight miles, the State Highway system in the county is built to either a permanent or a temporary grade, and the entire system has been under regular maintenance. Four team patrols and one tractor patrol have kept the roads in good condition, and the people of Keya Paha County, noting the added ease of hauling and driving over an improved road, have become strong boosters for everything that will help the Good Road Movement.



#### A Beautiful Winding Highway Is Project 197-A

Skirting the canyons and following the divides in and out among the pines.

#### Knox County

Knox county is one of hills and streams and due to topography of this kind, road improvement is expensive. It involves the making of deep cuts and high fills, and the construction of many large bridges and culverts, which raise the cost per mile of road built. Many expedients are employed to keep this cost as low as consistent with

good construction, one of which is seen in the substitution of creosoted timber bridges for steel structures on the project completed last year north of Center.

Nine and a half miles of grading has been completed during the biennium on Highway No. 81, in the eastern part of the County. This was Federal Aid construction and consisted of Projects 136-C and 294-A, extending from the south county line to about five miles north of Wausa. This, in addition to being a state highway, is also the route of the Meridian highway through Knox County, and, as such, it carries much interstate and tourist traffic.

A State Aid bridge is being built across the Niobrara River in the west end of the county. It is to replace an old timber structure built in 1885 by the United States Government to connect the Santee and Ponca Indian agencies. A bridge is no longer essential to the Indians, and modern traffic demands a more substantial structure than that erected years ago to accommodate the ox carts and covered wagons. The new bridge will consist of seven 100 foot steel spans, with 18 foot roadway, concrete floors, and concrete piers and abutments, forming a decided contrast to the timber trusses and piers of the old bridge.

All unconstructed portions of the State Highway System have been put to a temporary grade and kept under maintenance. This was handled by six tractor patrols, and in spite of the many drainage problems that can be solved only by construction, the roads were all kept in good condition. Much credit is due the County Board for their assistance in this work, for they have cooperated in every way to further the State Highway Program.

#### Loup County

Loup County lies well within the sand hills and most of its State Highways were sand roads. This is particularly true of Highway No. 10, the north and south route. Highway No. 11, running east from Taylor, follows the Loup River, and the soil although light stands up under traffic without surfacing. For this reason the east road has been brought only to a temporary grade, while the County Board has requested that all construction funds be spent on the north road.

The grading and claying on Highway No. 10 from the south county line to the Calamus River, fourteen miles north of Taylor, have been completed and graveling on this piece of road is now in progress. Local gravel pumped from the Loup and Calamus Rivers is being used satisfactorily for the surfacing, and the presence of such road

material in the County will be a big help in future road improvement.

The fact that the county has no railroad makes the condition of the highways of the utmost importance. The people and county officials, realizing this, have aided the State's program in every way, and are enjoying the benefits that inevitably result from co-operation in highway work.

The maintenance has been handled by two regular patrols working out of Taylor, one equipped with a truck and the other a tractor one-man maintainer. These have kept the graded highways in good condition, while a temporary team patrol in the north end of the county took care of the sand trails, haying them when needed.

### Rock County

Rock County has a large mileage of State and Federal Roads, only seventeen miles of which have been brought to a permanent grade. Material suitable for road construction is scarce in the county and construction costs have been high, with the result that but few miles resulted from a large expenditure.

Project 168-B, from Bassett to the east county line, graded and clayed in 1923, passes through some exceptionally fine hay lands. For a few months in the fall heavy loads of hay are hauled over the highway to the shipping points of Bassett and Newport, and the narrow iron tires of the hay wagons have proved very destructive to the clay surfacing. Newport is frequently given credit for being the greatest hay shipping point in the world. It required costly maintenance work each year to replace the clay that would be loosened and blown away. This year, after reclaying much of the project, a contract was let for gravel. The county now has sixteen miles of excellent gravel road, well able to stand the abuse to which it is subjected during the haying season.

The road between Bassett and Long Pine was brought to a temporary grade and the sandiest stretches clayed, so as to make a serviceable highway between these towns until such time as it can be built as a Federal Aid Project. This was a much needed improvement, for it was the longest piece of trail road east of Valentine on Highway No. 20.

The State Highway northwest of Bassett carries much of the freighting to Springview, the inland county seat of Keya Paha County, There has been no contract construction work on it this biennium, however out of the maintenance fund this year, four miles were graded up and clayed.

Due to the necessary amount of clay hauling, the maintenance has been handled principally with teams, using six patrols. After the gravel was placed east of Bassett, a tractor one-man maintainer was added to the equipment for use on the surfaced road.

### Wheeler County

Wheeler County, like many in the sand hills, has to depend largely on its highways because of the lack of railroad facilities. Bartlett, the county seat, is an inland town, with highway connections to the railroad at Ericson in the southwest corner of the county, and Spalding in Greeley County. Since the natural soil is too sandy to stand up under traffic, practically all highway construction involves clay surfacing, and for that reason is expensive.

There has been but one Federal Aid Project in the County. That was southeast from Bartlett for a distance of thirteen and a half miles toward Spalding, on which construction was completed this year.

The State Highway from Bartlett to Ericson has been graded up, and each year a little more clay is added from maintenance, until now the road is in good condition for most of its length, and well able to care for the heavy hauling to which it is subjected.

The maintenance in the county was handled with team patrols entirely until the completion of the project at Bartlett, when a tractor one-man maintainer was added. Until these roads are graveled, maintenance is largely a matter of hauling more clay to replace that which blows and washes away, so that team patrols are found to be the most practical to use.

## REPORT OF SECRETARY

## SUMMARY OF 1925 MAINTENANCE COSTS

COUNTY	75 per cent of Total Motor Vehicle License Collections	New Structures Patrol Station Construction License Plates	General Maintenance	Total Expended	Per cent of total Expended to 75 Per cent of Total Collections
Adams	\$ 51,312.91	\$ 3,435.30	\$ 18,090.34	\$ 21,525.64	42
Antelope	32,928.50	7,890.44	25,809.18	33,699.62	102
Arthur	2,276.00	101.25	1,901.32	2,002.57	88
Banner	4,875.53	310.85	3,606.37	3,917.22	80
Blaine	2,763.38	3.54	1,815.31	1,818.85	65
Boone	31,797.00	4,420.39	11,090.54	15,510.93	49
Box Butte	18,224.79	1,940.74	11,244.09	13,184.83	72
Boyd	15,216.05	413.21	13,502.10	13,915.31	92
Brown	10,152.74	511.00	8,275.26	8,786.26	87
Buffalo	57,774.42	21,177.21	31,656.87	52,834.08	91
Burt	30,066.44	946.37	27,523.13	28,469.50	95
Butler	30,378.90	9,183.92	20,556.42	29,740.34	97
Cass	40,624.91	3,735.09	21,954.86	25,689.95	63
Cedar	37,398.68	6,526.32	21,391.97	27,918.29	74
Chase	13,042.03	950.61	10,020.53	10,971.14	84
Cherry	15,025.98	1,020.55	9,267.10	10,287.65	68
Cheyenne	25,891.14	2,206.88	19,622.54	21,829.42	84
Clay	32,283.77	491.13	15,901.18	16,392.31	51
Collfax	28,241.86	6,861.97	22,009.67	28,871.64	102
Cuming	35,363.68	16,839.67	27,097.14	43,936.81	124
Custer	58,095.89	10,330.02	32,570.50	42,900.52	74
Dakota	18,801.56	354.08	16,098.08	16,452.16	87
Dawes	17,096.62	309.73	16,601.54	16,911.27	98
Dawson	40,206.40	6,674.77	33,173.02	39,847.79	99
Deuel	10,215.14	337.41	7,506.76	7,844.17	76
Dixon	25,842.05	16,999.76	18,366.81	35,366.57	136
Dodge	64,062.36	1,366.41	52,902.27	54,268.68	85
Douglas	441,638.89	341,251.43	42,367.27	383,618.70	86
Dundy	12,150.01	193.50	7,857.69	8,051.19	66
Fillmore	32,289.70	4,873.22	22,768.57	27,641.79	86
Franklin	19,231.69	1,140.32	15,102.82	16,243.14	85
Frontier	18,504.06	543.75	14,286.36	14,830.11	80
Furnas	28,253.73	4,874.30	19,774.18	24,648.48	87
Gage	66,250.19	6,692.11	20,598.33	27,290.44	41
Garden	10,542.82	137.76	11,096.39	11,234.15	106
Garfield	6,020.82	159.86	5,415.49	5,575.35	93
Gosper	11,027.85	243.96	11,326.04	11,570.00	105
Grant	2,441.75	7.08	2,480.66	2,487.74	102
Greeley	14,199.38	261.25	9,930.93	16,192.18	72
Hall	61,470.62	13,415.05	29,510.44	42,925.49	70
Hamilton	32,333.44	2,988.24	22,857.33	25,845.57	80
Harlan	19,473.67	349.16	22,854.86	23,204.02	119
Hayes	10,195.85	1,347.33	6,509.72	7,857.05	77
Hitchcock	14,746.32	119.19	11,156.00	11,275.19	76
Holt	28,028.40	6,895.39	20,160.09	27,055.48	97
Hooker	2,731.26	23.92	1,935.00	1,958.92	72
Howard	21,855.17	5,003.41	10,204.30	15,207.71	70
Jefferson	38,982.06	1,777.22	22,227.84	24,005.06	62
Johnson	21,093.70	3,862.94	12,358.29	16,221.23	70
Kearney	20,235.90	223.90	18,205.10	18,429.00	91
Keith	14,144.43	63.54	13,900.16	13,963.70	99
Keya Paha	6,196.61	864.38	4,211.75	5,076.13	82
Kimball	9,737.46	50.44	8,875.69	8,926.13	92
Knox	40,892.62	8,781.16	31,243.73	40,024.89	98
Lancaster	217,396.74	20,182.73	37,729.45	57,912.18	26
Lincoln	48,632.32	7,099.42	25,038.65	32,138.07	67
Logan	4,154.39	78.43	4,561.44	4,639.87	111
Loup	3,238.87	101.84	3,077.30	3,179.14	98
Madison	54,391.78	12,485.81	24,330.52	36,816.33	67
McPherson	2,384.06	.....	1,332.45	1,332.45	56

SUMMARY OF 1925 MAINTENANCE COSTS

COUNTY	75 per cent of Total Motor Vehicle License Collections	New Structures Patrol Station Construction License Plates	General Maintenance	Total Expended	Per cent of total Expended to 75 Per cent of Total Collections
Merrick	25,749.65	5,205.41	17,417.83	22,623.24	87
Morrill	15,774.95	3,086.84	12,819.39	15,906.23	101
Nance	19,656.73	4,934.58	15,224.33	20,158.91	103
Nemaha	29,067.45	3,665.59	20,965.26	24,630.85	85
Nuckolls	27,899.17	336.62	11,512.52	11,849.14	42
Otoe	47,817.46	105.40	20,319.89	20,425.29	43
Pawnee	20,199.50	481.89	9,879.47	10,361.36	51
Perkins	14,645.70	1,952.84	17,535.75	19,488.59	133
Phelps	27,284.56	10,061.78	28,302.73	38,364.51	141
Pierce	26,260.64	13,208.44	11,805.82	25,014.26	95
Platte	44,599.29	7,732.20	29,969.78	37,701.98	85
Polk	26,868.60	1,434.10	23,174.80	24,608.90	92
Red Willow	28,463.02	7,999.52	20,839.98	28,839.50	102
Richardson	44,318.16	6,660.35	18,517.93	25,178.28	57
Rock	5,857.73	184.52	4,758.33	4,942.85	84
Saline	39,902.51	14,505.81	21,510.68	36,016.49	90
Sarpy	22,840.09	1,998.81	22,996.71	24,995.52	109
Saunders	53,148.89	9,351.30	15,426.42	24,777.72	46
Scottsbluff	46,714.72	12,622.35	24,354.77	36,977.12	79
Seward	40,213.64	6,237.28	17,428.22	23,665.50	58
Sheridan	17,220.63	468.24	17,002.18	17,470.42	101
Sherman	18,967.98	1,822.44	13,454.34	15,276.78	81
Sioux	5,681.70	135.41	5,099.58	5,234.99	92
Stanton	19,368.82	328.74	17,766.16	18,094.90	93
Thayer	32,461.10	10.80	15,815.86	15,826.66	48
Thomas	2,046.68	12.21	2,732.28	2,744.49	134
Thurston	15,658.97	5,983.58	5,494.70	11,478.28	73
Valley	20,186.04	535.27	11,295.22	11,830.49	58
Washington	31,257.79	5,291.82	20,574.23	25,866.05	82
Wayne	29,406.29	2,990.87	17,411.99	20,402.86	69
Webster	22,533.94	924.61	19,436.16	20,360.77	90
Wheeler	4,093.38	7.38	2,702.62	2,710.00	66
York	41,349.93	3,906.48	25,219.81	29,126.29	70
<b>TOTAL</b>	<b>\$ 2,952,343.00</b>	<b>\$ 705,614.14</b>	<b>\$ 1,553,605.48</b>	<b>\$ 2,259,219.62</b>	

Total miles maintained in 1925..... 5,330.48  
 Total amount expended for general maintenance on State Highway..... \$ 1,553,605.48  
 Average expended for general maintenance per mile per month—1925  
 (12 month basis)..... 24.29  
 Total of Motor Vehicle Fees collected—1925..... 3,936,458.26  
 75 per cent of Motor Vehicle License Fund available for State Highway  
 maintenance..... 2,952,343.00  
 Total amount of claims approved—1925..... 2,259,219.62  
 Average per cent of total expenditures approved by the Department of  
 Public Works to 75 per cent of total collections..... 78  
 Total maintenance costs include purchase of equipment, the cost of which may be  
 prorated over a period of more than one year.  
 Also, maintenance costs do not include any administration.

**NOTE:**  
Pgs 173 & 174 are  
missing.

**TOTAL MAINTENANCE COSTS BY DISTRICTS—1925**

District Number	Miles Maintenance	Total Maintenance Costs	Average Cost Per Mile Per Year	Average Cost Per Mile Per Month
1	790.21	\$ 267,643.14	\$ 338.70	\$ 28.23
2	621.76	269,628.89	433.65	36.14
3	685.35	224,186.04	327.11	27.26
4	647.06	194,834.92	301.11	25.09
5	622.00	137,829.30	221.59	18.46
6	741.50	203,771.76	274.81	22.90
7	685.50	153,097.66	223.34	18.61
8	537.10	102,613.77	191.05	15.92
	5,330.48	1,553,605.48	291.46	24.29

**DISTRIBUTION OF TOTAL MAINTENANCE COSTS—1925**

	Cost	Percentage of Total Cost
Salary—Patrolmen .....	\$ 488,503.24	30.0
Repairs—Trucks and Tractors .....	118,020.92	7.0
Gas, Oil and Grease .....	233,445.18	15.0
Repairs—Other Equipment .....	38,098.08	2.0
Purchase Tools .....	16,050.21	1.0
Purchase New Equipment .....	276,069.08	17.0
Material and Repairs—Culverts—Bridges .....	20,909.17	1.4
Material and Repairs—Guard Rail .....	3,336.68	0.2
Extra Labor and Team Hire .....	174,675.23	11.0
Gravel Repairs .....	16,380.50	1.0
Pavement Repairs .....	4,271.78	0.3
Material and Repairs—Signs and Markers .....	1,716.25	0.1
Material Snow Fence—Labor for Snow Removal .....	51,815.26	3.0
Highway Commissioner .....	47,874.72	3.0
Miscellaneous Expense and Materials .....	25,591.60	2.0
Patrol Station Maintenance .....	104,016.60	6.0
(Less \$67,169.02 credit to County)		
	\$1,553,605.48	100.0

**EXPENDITURES OTHER THAN MAINTENANCE**

	Cost
New Culverts and Bridges .....	\$ 191,820.88
New Guard Rail .....	13,107.08
New Construction—Gravel .....	74,452.77
Patrol Station Construction .....	16,481.98
Heavy Maintenance and Construction .....	316,943.48
Auto License Plates .....	25,638.93
County Credits—for Maintenance .....	67,169.02
<b>TOTAL</b> .....	<b>\$ 705,614.14</b>

**TRAFFIC CENSUS REPORT, 1926**  
**TOTAL HOURLY TRAFFIC FOR WEEK OF AUGUST 15 TO 21 INCLUSIVE**

STATION	Hy. No.	LOCATION	TOTAL WEEKLY TRAFFIC BY HOURS														Total For Week	Av. Per Day	
			6-7	7-8	8-9	9-10	10-11	11-12	12-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8			8-9
Oxford.....	3	¼ Mi. E.	36	68	130	169	163	136	142	154	181	177	142	170	177	193	168	2206	316
Plattsmouth.....	U. S. 75	4 Mi. N.	172	209	338	436	442	417	353	412	484	434	519	506	471	344	313	5855	836
Scottsbluff.....	U. S. 26	¼ Mi. E.	572	530	556	742	695	603	592	716	851	826	915	1052	1108	1160	722	11640	1662
Scottsbluff.....	29	½ Mi. S.	535	703	934	1195	1152	1140	965	1224	1538	1491	1462	1596	1386	1734	1500	18555	2650
Seward.....	11	3 Mi. E.	109	69	113	138	143	178	164	216	209	242	216	273	251	197	150	2668	381
Seward.....	15	3 Mi. E.	118	203	347	464	495	510	361	461	516	491	515	544	482	436	313	6256	894
Sidney.....	U. S. 30	1 Mi. E.	162	265	380	421	386	411	360	467	452	470	561	516	490	531	458	6330	904
†So. Sioux City.....	U. S. 77	1 Mi. S.	208	317	403	696	766	720	590	637	823	859	782	935	707	859	840	10142	1448
†So. Sioux City.....	U. S. 20	1 Mi. W.	101	118	184	271	321	274	268	273	343	331	374	375	356	376	385	4350	621
†So. Sioux City Lake.....	U. S. 20	1 Mi. W.	38	74	65	55	76	116	144	170	282	265	283	441	362	482	552	3405	487
St. Paul.....	11	3 Mi. S.	103	216	260	345	429	347	287	354	395	334	369	400	385	402	430	5056	722
Tekamah.....	5	1 Mi. S.	86	192	232	320	347	326	289	385	366	437	425	394	407	450	254	4910	702
Wahoo.....	U. S. 77	1 Mi. N.E.	168	414	520	631	701	660	403	764	838	764	849	899	696	839	665	9809	1401
York.....	U. S. 81	2 Mi. S.	45	152	218	271	301	303	256	365	339	289	324	413	412	424	320	4432	633
Yutan Bridge.....	16	At Bridge	55	98	122	197	190	216	126	178	245	334	351	322	242	268	187	3131	447

Station Average Per Day .....888  
Traffic Increase Over 1924 .....23%

\* Census taken week of August 10th to 16th so as to avoid County Fair.  
† Traffic below normal because of continuous rains.

**TRAFFIC CENSUS REPORT—1926**  
**Total Daily Traffic For Week of August 15 to 21, Inclusive**

STATION	Hy. No.	LOCATION	SUN.	MON.	TUE.	WED.	THU.	FRI.	SAT.	Total For Week	Avg. Per Day
			Aug. 15	Aug. 16	Aug. 17	Aug. 18	Aug. 19	Aug. 20	Aug. 21		
†Albion.....	14	2¼ Mi. S.E. ....	510	301	361	435	477	371	370	2825	404
Alliance.....	19	1 Mi. W. ....	600	582	432	375	386	367	418	3160	451
Atkinson.....	U. S. 20	2 Mi. W. ....	597	341	364	312	308	306	339	2567	367
Bäsett.....	U. S. 20	3 Mi. S. ....	84	100	118	89	58	55	77	581	83
†Beatrice.....	3	2 Mi. W. ....	846	451	515	562	520	530	608	4032	576
Broken Bow.....	2	2 Mi. S.E. ....	337	279	267	331	308	244	402	2168	310
Chadron.....	U. S. 20	1½ Mi. E. ....	781	470	554	572	637	598	635	4242	607
Chadron.....	19	1½ Mi. S. ....	1261	625	641	702	607	749	818	5403	772
Columbus.....	U. S. 30	2 Mi. S.W. ....	2310	1353	1496	1700	1594	1495	1713	11661	1666
Columbus.....	U. S. 81	2 Mi. S.W. ....	1222	637	659	779	738	657	828	5520	789
Culbertson.....	U. S. 38	2 Mi. W. ....	465	445	408	364	410	390	337	2819	403
Culbertson.....	3	2 Mi. W. ....	376	357	371	359	372	359	337	2531	319
Falls City.....	U. S. 73	1 Mi. W. ....	1381	881	1092	1199	1083	1128	1320	8084	1155
Fremont.....	U. S. 30	11 Mi. E. ....	2538	1339	1438	1724	1337	1222	1209	10282	1468
Fremont.....	U. S. 30	1 Mi. W. ....	2587	1750	1980	2116	2044	1992	2214	14683	2097
Fremont.....	U. S. 77	2 Mi. S. ....	1967	1268	1066	1233	1158	1192	1344	9228	1318
Fremont.....	18	1¼ Mi. E. ....	786	449	455	527	638	614	687	4156	594
Grand Island.....	U. S. 30	1 Mi. E. ....	1861	1193	1282	1308	1280	1337	1286	9547	1364
Grand Island.....	U. S. 30	1 Mi. W. ....	1367	1409	1379	1361	1446	1491	1523	10246	1464
Grand Island.....	11	1 Mi. N. ....	1365	1118	1099	1079	1053	1087	1195	7996	1142
Grand Island.....	11 & 2	1¼ Mi. S. ....	2586	1426	1466	1479	1354	1413	1622	11346	1621
Greeley.....	13	2¼ Mi. S.E. ....	293	197	229	226	201	265	238	1649	236
Gretna.....	U. S. 38	1 Mi. N.E. ....	2593	1208	1075	1226	1204	1302	1439	10047	1435
Harvard.....	U. S. 38	2 Mi. E. ....	1006	757	833	772	837	793	732	5730	819
Harvard.....	14	2 Mi. E. ....	271	196	208	198	189	215	172	1449	207
Hastings.....	U. S. 38	2 Mi. E. ....	1676	1171	1331	1223	1354	1350	1262	9367	1338
Hastings.....	U. S. 38	2 Mi. W. ....	2235	1435	1597	1480	1480	1857	1654	11738	1677
Hastings.....	2	2 Mi. S. ....	917	577	674	691	645	1093	759	5356	765

## TRAFFIC CENSUS REPORT—1926

Total Daily Traffic For Week of August 15 to 21, Inclusive

STATION	Hy. No.	LOCATION	SUN.	MON.	TUE.	WED.	THU.	FRI.	SAT.	Total For Week	Avg. Per Day
			Aug. 15	Aug. 16	Aug. 17	Aug. 18	Aug. 19	Aug. 20	Aug. 21		
Havelock.....	U. S. 38	1 Mi. N.E. ....	3173	1550	1614	1438	1483	1792	1762	12812	1830
Holdrege.....	U. S. 38	4 Mi. W. ....	455	465	496	595	487	535	529	3562	509
Holdrege.....	6	4 Mi. W. ....	331	261	296	206	265	291	336	1986	284
Kearney.....	U. S. 30	1½ Mi. E. ....	1344	1004	1036	1081	1168	1352	1353	8338	1191
Kearney.....	U. S. 30	2 Mi. W. ....	3096	1757	1863	1903	1639	1774	1858	13890	1984
Kearney.....	10	2 Mi. N. ....	717	529	518	632	487	520	707	4110	587
Kimball.....	29	2 Mi. N. ....	776	850	843	813	826	886	869	5863	838
Lincoln.....	U. S. 77	11 Mi. S. ....	1263	895	833	802	860	979	1019	6651	950
Lincoln.....	33	11 Mi. S. ....	952	643	687	560	531	862	702	4937	705
Long Pine.....	U. S. 20	½ Mi. N. W. ....	467	326	240	345	337	319	314	2348	335
Long Pine.....	10	2 Mi. S. ....	96	70	83	92	56	58	75	530	76
Madison.....	U. S. 81	1 Mi. W. ....	1157	711	997	918	925	866	1994	6568	938
Madison.....	32	1 Mi. W. ....	421	260	461	437	406	400	499	2884	412
McCook.....	U. S. 38	4½ Mi. E. ....	800	762	879	818	698	735	719	5411	773
Milford.....	U. S. 38	3 Mi. N. ....	1981	1195	1272	1168	1218	1420	1357	9611	1373
Nebraska City.....	U. S. 75	1 Mi. S. ....	2021	1037	1185	1161	1173	1198	1399	9174	1311
Nebraska City.....	U. S. 75	3 Mi. N.W. ....	1762	828	876	1137	1198	1287	1476	8564	1223
Nebraska City.....	24	1 Mi. W. ....	1326	1119	1237	1370	1263	1296	1325	8936	1277
North Platte.....	U. S. 30	1 Mi. E. ....	1272	1074	1103	1162	1164	1124	1098	7997	1143
North Platte.....	U. S. 30	2 Mi. W. ....	1495	1236	1260	1307	1331	1267	1286	9182	1312
Norfolk.....	U. S. 81	1 Mi. S. ....	1267	766	845	876	769	825	1198	6546	935
Norfolk.....	35	1 Mi. N.E. ....	544	278	387	353	319	284	372	2537	362
Norfolk.....	8	2 Mi. W. ....	1270	763	918	825	774	709	795	6054	865
†Oakland.....	U. S. 77	1 Mi. N. ....	1018	564	706	603	615	597	676	4779	683
†Oakland.....	U. S. 77	2 Mi. W. ....	743	398	487	436	515	410	515	3504	501
†Oakland.....	9	2 Mi. W. ....	373	212	260	273	274	247	277	1916	274
*Ord.....	11	2 Mi. S.E. ....	249	291	256	197	282	370	247	1892	270
Oxford.....	U. S. 38	¼ Mi. E. ....	583	522	552	604	531	591	620	4003	572

**TRAFFIC CENSUS REPORT—1926**  
**Total Daily Traffic For Week of August 15 to 21, Inclusive**

STATION	Hy. No.	LOCATION	SUN.	MON.	TUE.	WED.	THU.	FRI.	SAT.	Total For Week	Avg. Per Day
			Aug. -15	Aug. 16	Aug. 17	Aug. 18	Aug. 19	Aug. 20	Aug. 21		
Oxford.....	3	½ Mi. E. ....	422	290	300	286	272	315	321	2206	316
Plattsmouth.....	U. S. 75	4 Mi. N. ....	1575	654	646	699	683	726	872	5855	835
Scottsbluff.....	U. S. 26	½ Mi. E. ....	2220	1402	1449	1421	1551	1717	1880	11640	1662
Scottsbluff.....	29	½ Mi. S. ....	3056	2429	2408	2456	2513	2799	2894	18555	2650
Seward.....	11	3 Mi. E. ....	904	186	218	371	380	251	358	2668	381
Seward.....	15	3 Mi. E. ....	1236	837	895	762	783	829	814	6256	894
Sidney.....	U. S. 30	1 Mi. E. ....	1179	846	839	817	856	965	828	6330	904
†So. Sioux City.....	U. S. 77	1 Mi. S. ....	1925	1269	1479	1236	1451	1309	1473	10142	1448
†So. Sioux City.....	U. S. 20	1 Mi. W. ....	674	505	589	469	836	563	714	4350	621
†So. Sioux City Lake.....	U. S. 20	1 Mi. W. ....	1264	226	427	395	341	285	467	3405	487
St. Paul.....	11	3 Mi. S. ....	909	654	740	612	710	710	721	5056	722
Tekamah.....	5	1 Mi. S. ....	1045	643	680	623	597	615	707	4910	702
Wahoo.....	U. S. 77	1 Mi. N.E. ....	1773	855	1207	1510	1631	1265	1568	9809	1401
York.....	U. S. 81	2 Mi. S. ....	790	412	538	644	613	776	659	4432	633
Yutan Bridge.....	16	At Bridge .....	1262	199	236	348	399	271	416	3131	447

Station Average Per Day .....888  
Traffic Increase Over 1924 .....23%

\* Census taken week of August 10th to 16th so as to avoid County Fair.  
† Traffic below normal because of continuous rains.

## TRAFFIC CENSUS REPORT—1926

Classified Traffic for Week of Aug. 15 to 21, Inclusive

STATION	Hy. No.	LOCATION	Local County				Inter-County			Inter-State			Total for Week	Per Day
			Auto	Truck	Horse	Avg.	Auto	Truck	Avg.	Auto	Truck	Avg.		
Albion.....	14	2½ Mi. S.E. ....	1870	57	69	271	635	23	94	169	2	24	2825	404
Alliance.....	19	1 Mi. W. ....	2007	146	53	315	571	7	82	361	15	54	3160	451
Atkinson.....	U. S. 20	2 Mi. W. ....	1496	63	78	234	671	21	99	237	1	34	2567	367
Bassett.....	U. S. 20	3 Mi. S. ....	250	67	47	52	125	8	19	80	4	12	581	83
Beatrice.....	3	2 Mi. W. ....	1619	147	58	261	1577	112	241	512	7	74	4032	576
Broken Bow.....	2	2 Mi. S.E. ....	1499	80	21	229	443	20	66	101	4	15	2168	310
Chadron.....	U. S. 20	1½ Mi. E. ....	2305	585	195	441	731	50	112	367	9	54	4242	607
Chadron.....	19	1½ Mi. S. ....	2867	648	77	513	1242	8	179	539	22	80	5403	772
Columbus.....	U. S. 30	2 Mi. S. W. ....	3844	270	197	616	4545	311	694	2466	28	356	11661	1666
Columbus.....	U. S. 81	2 Mi. S.W. ....	1830	170	133	305	2740	219	423	424	4	61	5520	789
Culbertson.....	U. S. 38	2 Mi. W. ....	669	224	45	134	1101	188	184	589	3	85	2819	403
Culbertson.....	3	2 Mi. W. ....	526	42	35	86	994	53	149	855	26	126	2531	319
Falls City.....	U. S. 73	1 Mi. W. ....	4803	337	31	739	1292	18	187	1569	34	229	8084	1155
Fremont.....	U. S. 30	11 Mi. E. ....	1734	469	23	318	5445	296	820	2304	11	331	10282	1468
Fremont.....	U. S. 30	1 Mi. W. ....	5993	823	50	981	4688	337	718	2756	36	399	14683	2097
Fremont.....	U. S. 77	2 Mi. S. ....	3373	359	91	546	4306	379	669	707	13	103	9228	1318
Fremont.....	18	1½ Mi. E. ....	1895	163	73	304	1523	86	230	406	10	59	4156	594
Grand Island.....	U. S. 30	1 Mi. E. ....	3437	317	42	542	3366	174	506	2169	42	317	9547	1364
Grand Island.....	U. S. 30	1 Mi. W. ....	3800	384	52	605	3361	146	501	2480	23	358	10246	1464
Grand Island.....	11	1 Mi. N. ....	3986	432	132	650	3038	147	455	251	10	37	7996	1142
Grand Island.....	11 & 2	1¾ Mi. S. ....	4694	372	84	736	4752	314	724	1120	10	161	11346	1621
Greeley.....	13	2½ Mi. S. E. ....	1136	86	57	181	311	15	46	43	1	6	1649	236
Gretna.....	U. S. 38	1 Mi. N.E. ....	1221	260	48	218	6073	457	933	1973	15	284	10047	1435
Harvard.....	U. S. 38	2 Mi. E. ....	1227	155	12	199	2730	125	408	1469	12	211	5730	819
Harvard.....	14	2 Mi. E. ....	574	69	1	80	579	28	89	196	2	28	1449	207

# TRAFFIC CENSUS REPORT—1926

Classified Traffic for Week of Aug. 15 to 21, Inclusive

STATION	Hy. No.	LOCATION	Local County				Inter-County			Inter-State			Total for Week	Avg. Per Day
			Auto	Truck	Horse	Avg.	Auto	Truck	Avg.	Auto	Truck	Avg.		
			Hastings.....	U. S. 38	2 Mi. E. ....	2923	225	36	455	4362	226	655		
Hastings.....	U. S. 38	2 Mi. W. ....	5837	551	53	920	3570	116	527	1600	11	230	11738	1677
Hastings.....	2	2 Mi. S. ....	3194	560	98	550	1149	68	174	285	2	41	5356	765
Havelock.....	U. S. 38	1 Mi. N. E. ....	5978	470	28	925	4052	254	615	2016	14	290	12812	1830
Holdrege.....	U. S. 38	4 Mi. W. ....	961	74	3	148	1473	28	213	1015	8	146	3562	509
Holdrege.....	6	4 Mi. W. ....	1237	77	1	188	521	27	78	121	2	18	1986	284
Kearney.....	U. S. 30	1½ Mi. E. ....	2740	369	37	449	2716	87	400	2360	29	341	13890	1984
Kearney.....	U. S. 30	2 Mi. W. ....	5852	392	71	902	4520	107	661	2913	35	421	4110	587
Kearney.....	10	2 Mi. N. ....	2895	220	16	447	766	23	113	185	5	27	8338	1191
Kimball.....	29	2 Mi. N. ....	1333	1283	100	388	1077	1206	326	465	399	123	5863	838
Lincoln.....	U. S. 77	11 Mi. S. ....	2578	287	7	410	2473	166	377	1122	18	177	6651	950
Lincoln.....	33	11 Mi. S. ....	2169	180	5	422	1873	101	282	607	2	87	4937	705
Long Pine.....	U. S. 20	½ Mi. N.W. ....	1319	78	88	212	618	20	91	220	5	32	2348	335
Long Pine.....	10	2 Mi. S. ....	258	18	45	46	182	11	28	15	1	2	530	76
Madison.....	U. S. 81	1 Mi. W. ....	3212	650	279	592	1660	63	246	695	9	101	6568	938
Madison.....	32	1 Mi. W. ....	1853	461	183	357	305	11	45	71	0	10	2884	412
McCook.....	U. S. 38	4½ Mi. E. ....	2077	279	37	342	1648	75	246	1266	29	185	5411	713
Milford.....	U. S. 38	3 Mi. N. ....	2061	348	11	346	5184	423	801	1556	28	226	9611	1373
Nebraska City.....	U. S. 75	1 Mi. S. ....	3388	415	60	552	2865	229	442	2145	72	317	9174	1311
Nebraska City.....	U. S. 75	3 Mi. N.W. ....	3413	228	87	533	2849	150	428	1781	56	262	8564	1223
Nebraska City.....	24	1 Mi. W. ....	5777	735	223	962	1116	220	191	780	85	123	8936	1277
North Platte.....	U. S. 30	1 Mi. E. ....	2289	149	124	366	2709	67	397	2639	20	380	9182	1312
North Platte.....	U. S. 30	2 Mi. W. ....	2941	181	30	386	2924	82	429	2990	34	432	7997	1143
Norfolk.....	U. S. 81	1 Mi. S. ....	3283	513	118	559	1707	72	254	831	22	108	6546	935
Norfolk.....	35	1 Mi. N.E. ....	1021	66	54	163	1156	8	166	221	11	33	2537	362

**TRAFFIC CENSUS REPORT—1926**  
 Classified Traffic for Week of Aug. 15 to 21, Inclusive

STATION	Hy. No.	LOCATION	Local County			Inter-County			Inter-State			Total for Week	Per Day	
			Auto	Truck	Horse	Avg.	Auto	Truck	Avg.	Auto	Truck			Avg.
Norfolk.....	8	2 Mi. W. ....	3562	224	125	559	1690	52	254	394	7	57	6054	865
†Oakland.....	U. S. 77	1 Mi. N. ....	1686	167	136	284	1618	64	240	1082	26	158	4779	683
†Oakland.....	U. S. 77	2 Mi. W. ....	1245	108	87	206	1420	79	214	562	3	81	3504	501
†Oakland.....	9	2 Mi. W. ....	810	65	68	135	770	72	106	130	1	19	1916	274
*Ord.....	11	2 Mi. S.E. ....	1062	65	37	166	601	25	89	83	19	15	1892	270
Oxford.....	U. S. 38	½ Mi. E. ....	666	17	44	104	2203	103	329	959	11	139	4003	572
Oxford.....	3	½ Mi. E. ....	666	58	23	107	1057	66	160	324	12	48	2206	316
Plattsmouth.....	U. S. 75	4 Mi. N. ....	1176	143	27	192	2988	158	449	1344	19	195	5855	836
Scottsbluff.....	U. S. 26	½ Mi. E. ....	7535	517	171	1175	2290	57	335	1047	23	153	11640	1662
Scottsbluff.....	29	½ Mi. S. ....	11927	1443	192	1937	2292	323	374	1550	828	340	18555	2650
Seward.....	11	3 Mi. E. ....	1080	78	18	168	1129	57	169	291	15	44	2668	381
Seward.....	15	3 Mi. E. ....	1423	243	15	240	3527	274	543	759	15	111	6256	894
Sidney.....	U. S. 30	1 Mi. E. ....	2494	178	44	388	1701	64	252	1801	48	264	6330	904
†So. Sioux City.....	U. S. 77	1 Mi. S. ....	3671	377	79	590	2346	313	380	3222	134	479	10142	1448
†So. Sioux City.....	U. S. 20	1 Mi. W. ....	1231	196	25	207	1110	375	212	1296	117	202	4350	621
†So. Sioux City Lake.....	U. S. 20	1 Mi. W. ....	1225	32	7	35	235	7	35	1814	85	271	3405	487
St. Paul.....	11	3 Mi. S. ....	2170	163	160	356	2273	87	337	190	13	28	5056	722
Tekamah.....	5	1 Mi. S. ....	1813	114	174	300	1831	87	274	837	54	127	4910	702
Wahoo.....	U. S. 77	1 Mi. N.E. ....	4031	2126	32	884	2714	208	417	684	14	100	9809	1401
York.....	U. S. 81	2 Mi. S. ....	2364	137	34	362	1428	36	209	419	14	62	4432	633
Yutan Bridge.....	16	At Bridge .....	881	120	12	145	1649	243	270	220	6	32	3131	447

Station Average Per Day .....888  
 Traffic Increase over 1924.....23%

\* Census taken week of August 10th to 16th so as to avoid County Fair.  
 † Traffic below normal because of continuous rains.

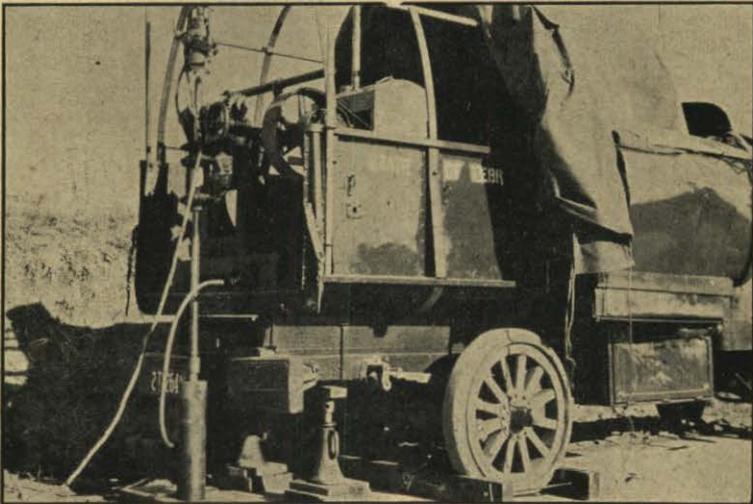
**DAILY AVERAGE-TRAFFIC INCREASE**

STATION	HY. NO.	LOCATION	1924	1926	% INCR.
Atkinson	US.20	2 Mi. West	158	367	133%
Chadron	US.20	1 1/4 Mi. S.E.	224	583	160%
Columbus	US.30	2 Mi. S.W.	1292	1666	35%
Falls City	US.73	1 Mi. West	1023	1155	13%
Fremont	US.77	2 Mi. South	939	1325	41%
Grand Island	US.30	1 Mi. West	1348	1460	14%
Gretna	US.38	1 Mi. N.E.	1279	1435	12%
Hastings	US.38	2 Mi. West	1229	1337	09%
Havelock	US.38	1 Mi. N.E.	1434	1831	26%
Holdrege	US.38	4 Mi. West	446	509	14%
Kearney	US.30	2 Mi. West	1333	1984	49%
Long Pine	US.20	1/2 Mi. N.W.	271	335	24%
Madison	US.81	City Limit S.	368	940	155%
McCook	US.38	4 1/2 Mi. East	744	771	36%
Nebraska City	US.75	1 Mi. South	1014	1398	38%
North Platte	US.30	2 Mi. West	921	1312	42%
Ord	11	2 Mi. S.E.	211	270	28%
Oakland	US.77	1 Mi. North	699	683	-01%
Oxford	3	1/2 Mi. East	286	316	02%
Plattsmouth	US.75	4 Mi. North	614	836	36%
Scottsbluff	US.26	1/2 Mi. East	944	1662	76%
Seward	11	3 Mi. East	540	1274	135%
Wahoo	US.77	1 Mi. N.E.	1070	1401	31%
York	US.81	2 Mi. South	498	648	30%

Grant Hy.	US.20	1924 550 1926 1,368
Lincoln Hy.	US.30	1924 1224 1926 1,606
D.L.D. Hy.	US.38	1924 1184 1926 1,428
Cornhusker	US.77	1924 1044 1926 1,214

## DIVISION OF TESTS

Prof. C. M. Duff of the Nebraska State University is the Materials and Testing Engineer in charge of the analysis and tests of all materials used in the construction of State and Federal Aid roads and bridges. \*This includes Portland cement, sand, sandgravel, gravel, crushed rock, concrete, steel reinforcing bars, concrete and corrugated pipe, oils, paint, asphalts, tars and paving materials.



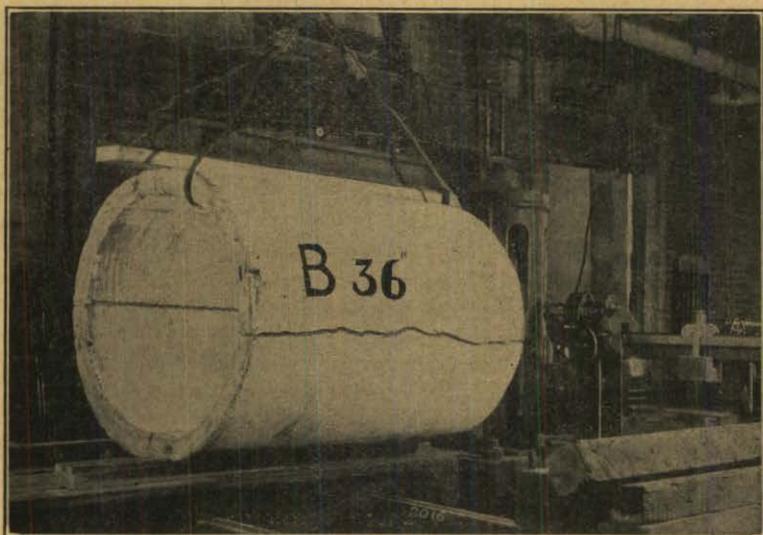
View of Concrete Core Drilling Machine

In operation on a concrete pavement 7 inches thick. Fifteen minutes time is required to cut one core but an additional 30 minutes is lost in moving and setting up

This testing is done under an agreement between the Department of Public Works and the State University by the terms of which the University furnishes the equipment and personnel for making tests. Payments are made for these tests by the Department direct to the University, such payments being based upon an agreed price for each test.

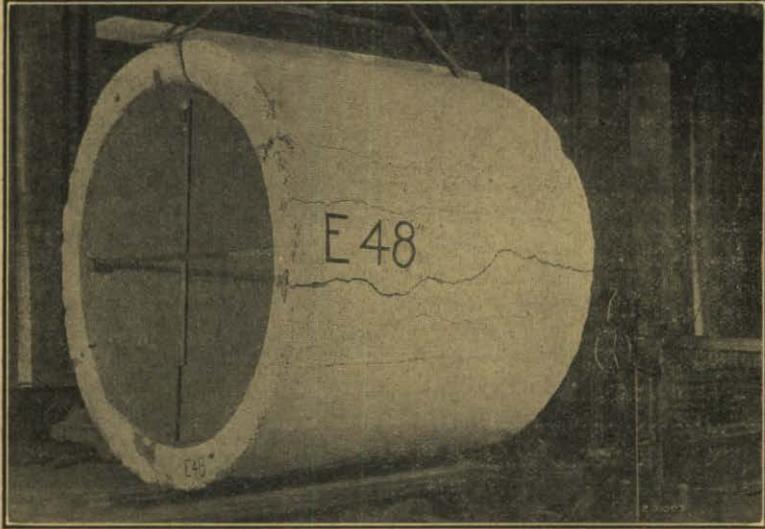
In addition to analyzing and testing recommendations are made as to the advisability of using such materials. Reports and recommendations are made to the Chief of the Bureau of Roads and Bridges for his consideration and action. Analysis of all tests are mailed at once to the Federal District Engineer's office. No materials are used that do not meet the requirements of the Standard Specifications of the State and Federal Government.

The principle object in view in the testing and analyzing of materials used, or proposed to be used in the construction of State and Federal Aid roads and bridges is for the purpose of determining their suitability for this use. The materials are tested to determine whether or not they meet with the requirements of the specifications. No special research appropriation has been made, however considerable has been accomplished through a study of the records of tests made and also through careful financing and extra labor donated the department has been able to start a thorough investigation into concrete pipe and gravel roads. The investigation into gravel roads has been referred to earlier in this report under the subject "Gravel Roads." During the past year over 60 reinforced concrete pipes varying in size from 18 inches to 48 inches manufactured by ten different companies have been tested as a research work exclusive of the regular culvert testing routine. A study is being made regarding the strength as a factor of shell thickness, amount and location of reinforcing. The present specifications require a double line of reinforcing.



A typical laboratory failure of single line re-inforced concrete pipe.  
36 inch pipe crushed under load of 10,335 lbs.

The methods used for conducting all of the tests and analysis of materials are as provided by the United States Department of Agriculture, Department Bulletin No. 1216, "Tentative Standard Methods of Sampling & Testing Highway Materials" and by the American Society for Testing Materials.



A typical laboratory failure of double line re-inforced concrete pipe.  
48 inch concrete pipe crushed under load of 28,255 lbs.

On account of the lack of a sufficient quantity of good commercial rock to be used as concrete aggregate, it has been necessary to design a concrete made of sand-gravel aggregate. Nebraska has a large number of deposits of this material, which when of the right analysis, makes an excellent aggregate for concrete. A large number of tests have been made on the sand-gravel aggregate, which determine those particular characteristics which it must have in order to make the best concrete.

In parallel with the sand-gravel tests, two concrete cylinders six inches in diameter and twelve inches long are moulded for each day's run of concrete pavement, concrete pavement base, concrete curb and gutter mixtures, and concrete bridges. Records are kept of the compressive strength of these concrete cylinders at the ages of seven and the twenty-eight days. Together with these tests are recorded the complete physical test for the Portland Cement and sand gravel aggregate used in the mixture on the job from which the concrete cylinders are taken.

All of the laboratory testing and analyzing is made in the engineering laboratories at the University of Nebraska, except when certain paving projects have a large number of materials to be tested. In such cases a temporary laboratory is set up for that purpose near the work. Very often tests are made at the manufacturer's plant on

gravel and cement materials being shipped to numerous projects. This method is highly desirable and very economical when the shipments are large. On many projects the inspector makes his own tests on gravel, supplying the Federal Bureau with copies of the analysis direct. This is also an economical method with great saving in time.

Owing to the difficulties and delays in testing paint and creosote for generally small jobs and the difficulty in determining definitely that the proper materials are being used even if a supposedly representative sample has been tested, this Department adopted the policy of furnishing the contractors direct with paint and creosote for all state work. Under this plan the Department purchases the estimated years supply in advance, has delivery made in advance, has tests made on these deliveries and furnishes these supplies to all contractors practically at cost. This plan adopted this biennium has met with great success and will be continued in the future.

**Number and Kinds of Tests Made in the State Laboratories on State-Federal Aid Projects**

Nov. 30, 1924 to Nov. 30, 1926

Kind of Material	No. of Tests	Remarks
Asphalt	21	
Bituminous Concrete (analysis)	31	
Bituminous Concrete Aggregate	30	
Brick Paving	34	Bricks are generally tested at the manufacturer's plant by a state representative.
Cement	1044	Most of the cement is sampled at the plant and sealed in bins by a state representative.
Concrete Cylinders	1658	
Concrete Cores	137	Tests made on cores drilled from finished pavements.
Concrete Culvert Pipe	69	
Clay	319	
Creosote Oil	37	Most of the creosoted material is inspected at the plant by laboratories acting for the state.
Creosoted Timber and Piles	42	

Kind of Material	No. of Tests	Remarks
Culvert Metal	613	
Guard Rail Cable	21	
Gravel	1211	In addition to these tests in the laboratory, many hundreds of additional field tests were made by engineers and inspectors on the job.
Paint	67	A single check test is made in the State Laboratory upon the paint and Creosote inspected and approved by the Department representative at the manufacturing plant.
Steel Fence Posts	7	
Steel Reinforcing Rods	491	
Water	5	
Woven Wire Guard	56	
Wire Reinforcing	9	
TOTAL	5902	Tests.

#### DIVISION OF DESIGN, MAPS AND PLANS

Under this Division of the Bureau, the Office Engineer is responsible for the preparation of all standard and special designs and plans for state and federal aid construction as well as standard plans for county bridge construction, standard county bridge specifications and State Federal Aid highway and bridge specifications, supplies and equipment for office and field engineers and all records of field surveys.

#### Steps to a Federal Aid Highway

The first step in the establishment of a Federal and State Aid road is the passage of a resolution by the County Commissioners giving a description of the road and requesting Federal Aid for its construction. This resolution is presented to the State Department, and after an investigation of the conditions, if found favorable, it is approved.

Upon approval by the State Department, a project statement is compiled and submitted to the United States Bureau of Public Roads. This statement contains a map showing the alignment of the proposed road, an estimate of the approximate cost, the source of funds available and all other data necessary to inform the Federal Bureau of the most important factors. Preliminary survey is then made of the project by the State. The surveying party usually consists of three, project engineer, rodman and chairman. This survey establishes

the status of the road in respect to alignment, drainage, and all essential defects or needs are determined. The notes taken by the engineer in the field are then reduced in the office by the draftsman and platted in plan, profile and cross sections.

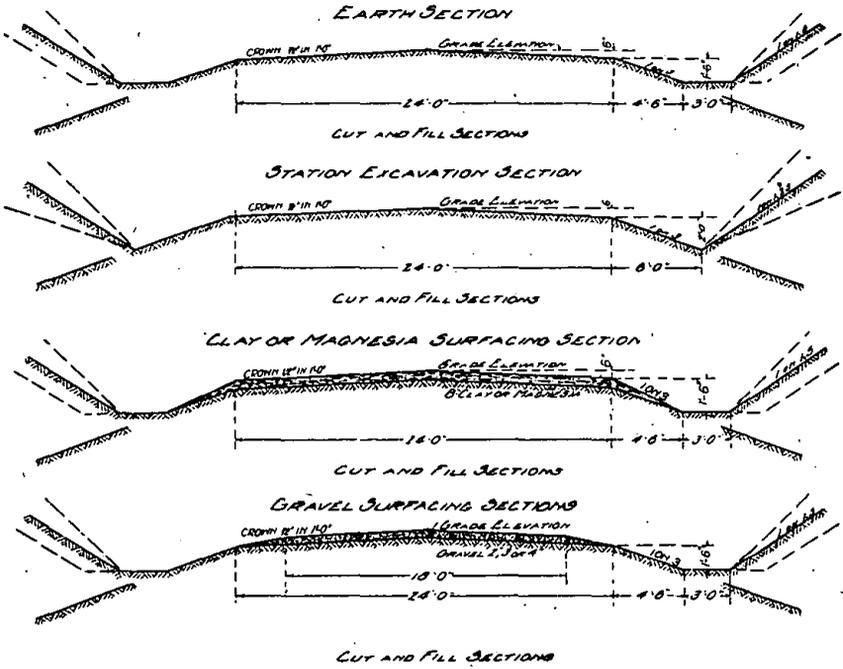
The plan of the road indicates the location of trees, fences, driveways, houses, telephone poles, and entire alignment. It is in fact an exact chart of the road showing the position of every land-mark and structure which is contingent. The profile of the road is plotted to show the elevation of the center line of the road throughout the entire length. Cross sections of the road are plotted wherever they have been taken by the engineer in the field. These sections are taken every hundred feet and at intervals between these hundred foot stations whenever the profile of the road changes abruptly enough to warrant it. Two draftsmen will complete about three miles of plotting in one day.

A tentative grade is then laid on the profile by the draftsman in the office who studies the profile and establishes a grade which approximately balances the cuts and fills, making the road conform as near as possible to the desired standard. These plans are then sent to the District Engineer, who in company with an Engineer from the Federal office, makes a plan-in-hand inspection of the road. This inspection covering the whole project, includes recommendations for all surfacing, grade and drainage structures. The plan-in-hand inspection notes are then sent into the office and the former plan is revised. Using the plan-in-hand inspection notes as a working basis, a balanced grade is laid utilizing the dirt that has been obtained from hills and ditches in raising the low places and bringing the road to the desired grade and cross section. Earth work quantities are computed from the cross sections and an estimate of the required yardage is made. Drainage structures are designed according to the plan-in-hand inspection and estimates are made for the new project.

These plans and estimates are then submitted to the Federal Government and after their approval, the State is at Liberty to award contracts for construction. After completion of construction a final survey is made of the road as built. This survey is made over the same stations as preliminary, the notes being plotted over the preliminary cross sections and the actual yardage of excavation and embankment determined. The completed project is inspected by Federal engineers and after their approval the final plans and estimates are submitted to the Federal Bureau for approval and payment.

The following charts are self-explanatory showing standard cross sections, progress of construction, state of completed and accepted projects, status of projects under construction and financial status of counties.

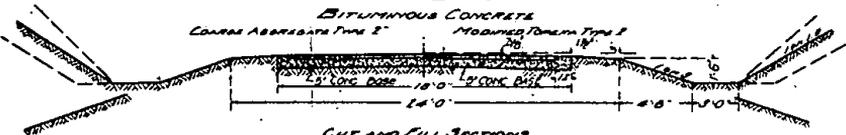
NEBRASKA  
STANDARD CROSS SECTIONS



REPORT OF SECRETARY

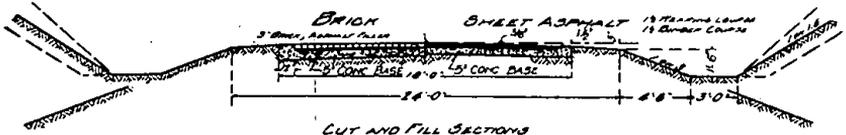
PAVEMENTS

ESTUMPHINOUS CONCRETE  
 COURSE ABRASIVE TYPE 2 MODIFIED PORTLAND TYPE 3



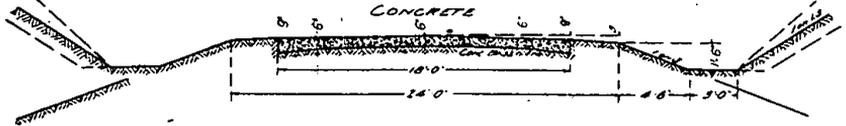
CUT AND FILL SECTIONS

BRICK SHEET ASPHALT  
 3" BRICK, RANDOM LAY 1/2" ASPHALT 1 1/2" ASPHALT LAYER  
 1 1/2" BRICK COURSE

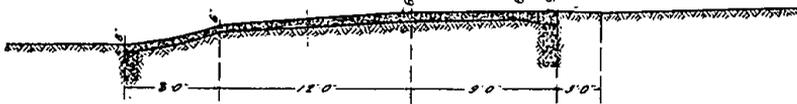


CUT AND FILL SECTIONS

CONCRETE



CONCRETE OVERFLOW



CUT-OFF WALLS USED WHEN CONDITIONS REQUIRE SAME

**PROGRESS OF CONSTRUCTION**  
**MILES CONSTRUCTED**

TYPES	1918	1919	1920	1921	1922	1923	1924	1925	1926	Total
Earth Road .....	169.81	677.48	374.36	401.19	349.90	11.69	385.23	432.39	642.09	3444.14
Sand Clay Surfacing .....	7.98	30.65	43.42	40.83	42.57	3.59	66.43	79.66	128.46	443.59
Brick Pavement .....	5.44	1.15	.....	0.91	.....	4.37	7.07	0.58	.....	19.52
Bituminous Conc. Pavement .....	.....	.....	.....	.....	5.99	1.59	0.57	0.56	1.34	10.05
Sheet Asphalt Pavement .....	.....	.....	.....	.....	.....	.....	2.58	.....	0.55	3.13
Plain Concrete Pavement .....	.....	6.76	3.15	1.58	.....	23.01	7.56	18.83	10.18	71.07
Gravel Surfacing 1½ inches .....	.....	.....	.....	.....	.....	.....	.....	.....	Y 20.55	20.55
Gravel Surfacing 2 inches .....	.....	7.48	2.98	.....	.....	.....	148.22	275.83	345.02	779.53
Gravel Surfacing 3 inches .....	.....	.....	12.51	3.96	.....	.....	201.30	607.58	327.75	1153.10
Gravel Surfacing 4 inches .....	.....	34.89	.....	28.14	52.55	10.80	109.22	24.31	.....	259.91
Gravel Surfacing 6 inches .....	.....	.....	.....	.....	.....	.....	3.29	0.34	.....	3.63

## STATES OF STATE-FEDERAL AID PROJECTS

Completed and Accepted by U. S. B. P. R.

November 30, 1926

No.	NAME	COUNTY	Length Miles	COST	
				State	Federal
S. A. 1	1 Lincoln-Emerald	Lancaster	5.44		54,400.00
	2A Gretna North	Sarpy	0.48	1,915.00	
	2A Falls City-Nebr. City	Richardson	24.09	58,194.75	43,732.63
	2B Falls City-Nebr. City	Nemaha	21.16	43,979.49	42,865.32
S. A. 2	2C Falls City-Nebr. City	Otoe	9.78	11,275.34	10,953.25
	3 Gretna-Chalco	Sarpy	2.91	6,537.71	
	3 Grand Island-Shelton	Hall	31.84	65,179.08	43,904.96
S. A. 3	4 Gretna-Chalco	Sarpy	.60	12,414.07	
	4 Hartington-Wayne	Cedar	26.54	48,690.95	48,162.78
S. A. 4	Hartington-Wayne	Wayne		17,232.78	17,068.52
	Hartington-Wayne	Dixon	9.42	1,532.63	1,532.62
	5 Dunning-Halsey	Blaine	2.0	528.00	
	5 Norfolk-Columbus	Madison	21.44	42,994.54	42,994.54
S. A. 5	Norfolk-Columbus	Platte	25.74	32,409.55	32,409.55
	7A Superior-Harvard-Minden	Custer	14.5	4,442.03	
	7B Superior-Harvard-Minden	Nuckolls	21.5	27,719.51	23,398.91
	7C Superior-Harvard-Minden	Clay	32.27	43,485.67	21,198.86
7D	Superior-Harvard-Minden	Adams	21.60	19,828.73	16,898.63
	10 N. Platte-Sutherland	Kearney	16.23	15,875.89	13,497.55
	10 Smithfield-Elwood	Lincoln	19.08	54,715.50	54,089.09
	11 Stapleton-Ringgold	Gosper	6.96	19,696.68	19,525.05
	12 Stapleton-Ringgold	Logan	11.54	24,771.84	18,731.63
14A	O'Neill-Butte	McPherson	5.92	7,481.18	6,812.38
	14B O'Neill-Butte	Holt	19.95	62,612.36	62,612.36
	O'Neill-Butte	Holt		12,232.94	10,655.44
	14C O'Neill-Butte	Boyd		12,232.94	10,655.43
16A	Kimball-Harrisburg	Boyd	3.46	15,585.20	15,196.84
16B	Kimball-Harrisburg	Kimball	12.60	21,424.33	19,091.05
	Havelock-Waverly	Banner	13.90	47,175.79	34,253.00
18	Lincoln-Beatrice	Lancaster	9.99	1,899.89	50,114.53
	Lincoln-Beatrice	Lancaster	17.97	21,473.99	20,067.77
19	Emerald-West	Gage	18.94	35,060.80	31,316.83
	Lincoln Highway	Lancaster	3.98	7,836.10	7,836.10
20	Lincoln Highway	Douglas	16.34	7,351.74	7,351.73
	Lincoln Highway	Douglas		30,082.02	105,582.43
20B	Lincoln Highway	Douglas	4.37		70,592.25
	20C Lincoln Highway	Douglas	2.49	6,837.37	38,626.68
21	Alliance-Antioch		3.19		6,554.17
	Alliance-Antioch	Rox Butte	7.64	17,077.46	13,833.38
21	Alliance-Antioch	Sheridan	6.78	37,271.34	30,975.46
	Alliance-Antioch	Sheridan	5.1	7,536.14	
22	Litchfield-Broken Bow	Custer	31.50	97,745.32	97,745.31
23	Blair-Oakland	Washington	11.24	15,180.96	14,451.28
	Blair-Oakland	Burt	22.10	48,158.85	45,374.69
23B	Blair-Oakland	Burt	18.4	29,042.46	22,184.56
	Blair-Oakland	Washington		52,777.7	19,217.44
23B	Herman Paving	Washington	.36		5,400.00
S. A. 23	Blair-Oakland	Washington	.35	2,768.11	
	Blair-Oakland	Gage	10.66	15,048.86	14,714.59
26	Blair-Oakland	Jefferson	19.04	34,304.20	30,075.63
	Hamlet-Imperial	Chase	9.76	11,971.32	11,434.39
	Hamlet-Imperial	Hayes	6.03	10,077.61	10,077.60

DEPARTMENT OF PUBLIC WORKS  
**STATUS OF STATE-FEDERAL AID PROJECTS**  
 Completed and Accepted by U. S. B. P. R.  
 November 30, 1926

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COST Other Funds	Earth	Paving		Gravel			Sand Clay	Dates Awarded
				2"	3"	4"		
143,145.36 1,915.00 ..... .....	5.44 0.48 24.09 21.16	Br.	5.44	..... ..... ..... .....	0.48 ..... ..... .....	..... ..... ..... .....	..... ..... ..... .....	4-16-18 7-22-25 5-19-19 9-10-18
6,537.75 12,414.07 .....	9.78 2.91 31.84 6.0 26.54			..... ..... ..... .....	2.91 6.0 ..... .....	..... 12.36 ..... .....	..... 7.98 ..... .....	7-16-18 7-22-25 7-17-18G & 19Gr. 10- 8-25 4-16-19
..... ..... .....	9.42 2.0 21.44			..... ..... .....	..... ..... .....	..... ..... .....	..... ..... .....	4-16-19 4-15-19 1925 4-15-19
..... ..... 206.40 .....	25.74 14.5 21.50 32.27 21.60			..... ..... ..... .....	..... ..... ..... .....	..... ..... ..... .....	..... ..... ..... .....	4-15-19 12- 2-25 7-18-18 7-18-18 7-18-18
..... ..... .....	16.23 19.08 6.96 11.54 5.92			..... ..... ..... .....	2.99 ..... ..... .....	..... 16.09 ..... .....	..... 1.81 ..... 4.93 2.46	7-18-18 4-19-19 9-24-19 5-21-19 5-21-19
..... ..... .....	19.95 3.46 12.61			..... ..... .....	..... ..... .....	..... ..... .....	1.22 ..... .....	9- 7-20 6-15-22 6-15-22 7-30-25 9-25-19
38,944.13 ..... .....	13.90 9.99 17.97 18.94	Br.	0.31	..... ..... ..... .....	..... ..... ..... .....	..... 9.68 ..... .....	..... ..... ..... .....	9-25-19 7- 5-23 9-28-18G & 4-1-21O 6- 2-19 6- 2-19
..... 131,016.87 .....	3.98 16.34	Bit.	5.99	..... ..... .....	..... 3.98 .....	..... ..... .....	..... ..... .....	4-14-19 4-15-24 7- 5-19G 6-16-22P
95,759.64 59,151.58 6,554.17 ..... .....	7.64 6.78 31.50 11.24 22.10	Br. Br.	4.37 2.49	..... ..... ..... .....	6.15 ..... ..... .....	..... ..... ..... .....	..... 1.54 6.73 ..... 1.57	5-25-23 4- 5-24 4-18-24 5-15-19 5-15-19 4-30-26 2-19-20 6- 3-19 5-13-19 5-29-25
14,828.03 6,058.94 ..... .....	0.36 0.36 10.66 19.04 9.76 6.03	Conc. Conc.	0.24 0.36	..... ..... ..... .....	3.0 11.2 ..... .....	18.4 1.3 ..... .....	..... ..... ..... .....	8- 3-25 9- 6-25 2-24-26 7- 8-26 7- 8-26 9- 1-26 5-13-19 5-13-19 7- 2-19 6- 3-19

## STATUS OF STATE-FEDERAL AID PROJECTS—Continued

No.	NAME	COUNTY	Length Miles	COST	
				State	Federal
26B	Wauneta	Chase	Bridge		3,181.21
27	Fremont-Cereso	Dodge	0.44	10,242.19	6,746.69
		Saunders	28.65	55,021.47	55,021.46
28	Nebraska-City-Plattsmouth	Otoe	9.77	21,332.60	11,529.06
		Cass	15.90	38,262.75	24,462.39
29	Osceola-David City	Polk	8.74	11,633.32	10,253.72
		Butler	28.84	58,229.63	49,359.36
30	Beaver City-Arapahoe	Furnas	19.40	49,608.64	43,996.60
		Furnas	Bridge	7,743.98	7,743.98
30C	Beaver City-Arapahoe	Furnas	0.11		1,859.02
31	Allen-Ponca	Dixon	10.73	1,914.05	10,923.00
31	Allen-Ponca	Dixon	16.86	48,508.70	33,863.98
32	Red Cloud-Ayr	Adams	6.26	15,601.06	15,601.65
		Webster	21.19	51,455.49	51,495.48
34A	Burwell-Deverre	Garfield	5.90	26,603.36	34,285.86
34B	Burwell-Deverre	Garfield	3.76	6,178.12	5,993.75
35	D. L. D.	Douglas	1.91	6,848.07	8,694.93
37	Rodville-Loup City	Sherman	12.09	30,667.79	28,496.80
38	Curtiss-Stockville	Frontier	12.09	15,731.72	14,539.22
40	Hebron-Bellvidere	Thayer	7.29	19,040.98	19,040.94
41	Max-Doane	Dundy	12.72	30,894.82	29,220.27
42A	Sargent-Taylor	Custer	4.80	43,614.42	43,614.41
		Loup	1.11	9,935.96	9,935.97
43	Tecumseh-Crab Orchard	Johnson		19,591.12	19,591.11
		Johnson	13.77	68,229.78	45,697.16
46	Bartley-McCook	Red Willow	17.13	51,734.92	50,707.92
49D	Oakland- So. Sioux City	Burt	4.23	12,896.06	12,896.05
49E	Oakland-So. Sioux City	Dakota	1.91	6,325.62	6,325.62
49F		Thurston	7.31	19,640.46	19,640.46
50A	Central City-Belgrade	Merrick	7.59	21,670.60	21,670.60
50B		Nance	12.03	31,813.92	29,638.57
52A	Holdrege-Platte River	Phelps	9.98	39,440.18	31,512.98
52B	Holdrege Platte River	Phelps	Bridge	25.48	1,877.54
		Buffalo	Bridge	25.47	1,877.54
53	Genoa-Albion	Nance	8.16	12,842.22	12,842.22
S. A. 53B	Genoa-Albion	Boone	13.51	22,147.93	21,848.35
54	Chappell-Big Springs	Boone	1.63	2,162.30	
55A	Dorchester-Fairmont	Deuel	10.95	24,505.57	21,186.66
		Saline	1.10	6,547.00	3,605.52
		Saline	1.10	1,601.44	1,601.43
55B	Dorchester-Fairmont	Saline	10.93	16,817.31	21,396.61
		Saline	4.00	8,211.72	8,211.71
55C	Dorchester-Fairmont	Saline	4.93	3,057.07	3,057.07
		Saline	4.99	5,712.22	5,712.23
		Saline	4.90	7,716.28	7,716.27
55D	Dorchester-Fairmont	Fillmore	4.0	5,790.59	7,049.14
		Fillmore	4.0	6,803.53	5,715.52
56	Seward-York-Aurora	Seward	13.5	19,167.78	19,167.77
56	Seward-York-Aurora	York	25.57	37,265.55	37,265.54
56	Seward-York-Aurora	Hamilton	9.35	14,855.65	14,855.65
58A	Schuyler-Platte River	Collax	1.41	53,699.23	28,332.00
60A	Cushing-Grand-Island	Howard	7.55	40,964.44	31,463.46
		Howard	7.55	7,702.43	7,702.43
60B	Cushing-Grand Island	Howard	5.34	15,245.92	14,927.48
64A	Pierce South	Pierce	9.62	34,788.60	33,710.71
67A	Oxford-Bartley	Furnas	4.61	14,847.24	12,862.39
		Furnas	4.51	3,554.39	3,554.39
68A	McCook-Trenton	Hitchcock	4.43	27,836.98	27,836.98



## STATUS OF STATE-FEDERAL AID PROJECTS—Continued

No.	NAME	COUNTY	Length Miles	COST	
				State	Federal
68C	McCook-Trenton .....	Hitchcock .....	4.09	7,980.37	7,810.40
	McCook-Trenton .....	Hitchcock .....	4.09	4,259.67	4,259.67
70B	Stanton-Wayne .....	Wayne .....	11.22	29,407.38	27,897.28
71	Franklin-Orleans .....	Franklin .....	10.73	46,859.10	46,859.10
71	Franklin-Orleans .....	Harlan .....	13.43	43,189.60	43,188.59
71B	Franklin-Orleans .....	Harlan .....	Bridge	4,382.64	2,975.12
71C	Franklin-Orleans .....	Harlan .....	1.61	5,558.11	5,504.11
72A	Hartington-Yankton .....	Cedar .....	10.45	31,521.01	38,213.36
	Hartington-Yankton .....	Cedar .....			
73	Kearney-Pleasanton .....	Buffalo .....	20.35	38,971.67	37,209.32
75	Geneva-Belvidere .....	Fillmore .....	12.42	28,603.64	28,603.64
	Geneva-Belvidere .....	Thayer .....	5.23	11,365.52	11,365.51
76A	Alliance-Chadron .....	Dawes .....	14.53	63,493.98	63,464.59
76B	Alliance-Chadron .....	Dawes .....	0.66	7,896.85	3,285.30
76D	Alliance-Chadron .....	Box Butte .....	6.07	4,609.33	4,609.33
77	Alliance-Chadron .....	Box Butte .....	6.07	7,534.86	7,411.07
78	Hastings-Ayre .....	Adams .....	11.22	26,060.54	26,060.53
79A	Center St. Road .....	Douglas .....	12.71	50,941.41	58,213.42
	Bayard-Broadwater .....	Morrill .....	12.51	43,171.09	43,171.09
79B	Bayard-Broadwater .....	Morrill .....	7.02	14,566.65	13,830.32
79C	Bayard-Broadwater .....	Morrill .....	Guard Rail	1,451.56	
		Morrill .....	Bridge	5,873.98	38,263.91
79D	Bayard-Broadwater .....	Morrill .....	Bridge		4,075.23
81	Fremont-Ames .....	Dodge .....	5.94	17,025.05	95,364.12
82A	Broadwater-Oshkosh .....	Garden .....	8.60	50,285.07	50,052.25
83A	Albion-Neligh .....	Antelope .....	5.66	23,669.91	23,669.92
83R	Albion-Neligh .....	Boone .....	17.01	44,965.31	42,537.27
84A	Greeley Center-Wolbach .....	Greeley .....	6.61	19,963.51	19,963.50
S. A. 84	In Greeley Center .....	Greeley .....	1.2	3,004.94	
84B	Greeley Center-Wolbach .....	Greeley .....	4.17	17,600.51	16,217.49
85A	Burwell-Scotia .....	Valley .....	13.36	15,236.84	35,236.84
85A	Burwell-Scotia .....	Valley .....	Over Flow Private Box Clut.	1,998.93	1,998.92
86	Shelby-Platte River .....	Polk .....	16.48	51,931.85	48,117.21
86	Shelby-Platte River .....	Butler .....		2,216.34	2,216.33
88A	West Point-Crowell .....	Cuming .....	3.71	19,502.12	19,502.12
88A	West Point-Crowell .....	Cuming .....	3.71	4,665.87	4,665.87
88C	West Point-Crowell .....	Cuming .....	2.44	11,670.90	11,670.87
88C	West Point-Crowell .....	Cuming .....	2.44	3,138.43	3,138.43
91A	Blair-Florence .....	Washington .....	8.05	32,826.97	29,731.96
			8.00	4,029.98	4,029.97
91B	Blair-Florence .....	Washington .....	4.69		7,744.25
91C	Blair-Florence .....	Washington .....	1.71	7,375.93	7,375.93
		Washington .....	1.9	2,092.73	2,092.72
91D	Blair-Florence .....	Washington .....	2.83	11,162.08	11,162.08
92A	Litchfield-Pleasanton .....	Washington .....	0.93	875.35	12,348.02
92B	Litchfield-Pleasanton .....	Sherman .....	3.38	18,024.40	24,804.23
		Sherman .....	0.75	4,856.24	19,395.58
95A	Chase-Imperial .....	Chase .....	5.95	14,007.13	13,284.25
92B	Chase-Imperial .....	Chase .....	2.01		1,524.25
96A	Chase-Imperial .....	Chase .....	8.23	27,002.85	27,002.85
96B	Arnold-Stapleton .....	Custer .....	2.87	7,899.99	7,801.44
96B	Arnold-Stapleton .....	Logan .....	1.49	6,374.04	6,887.14
97A	Table Rock-Lewiston .....	Pawnee .....	15.83	54,638.89	47,247.75

STATUS OF STATE-FEDERAL AID PROJECTS—Continued

COST Other Funds	Earth	Paving	Gravel			Sand Clay	Dates Awarded
			2"	3"	4"		
..... 1,356.46 .....	4.09 11.22 10.73 13.43			4.09		0.49	2-28-24 5-28-25 6-14-22 2-19-20 2-19-20
..... 7,092.76 .....	1.61 10.45 20.35			7.61		1.45	4-15-24 8- 8-25 5- 2-21G 7-19-24G 6-30-19
..... ..... ..... .....	12.42 5.23 14.53 0.66 6.07					0.54	3-19-20 3-19-20 8- 5-20 8-15-24 4-18-24
..... 6,448.00 .....	11.22 12.71 12.51		6.07			0.35 0.51 2.49	5-28-25 8-14-19 2-17-20 4- 7-20 10-19-26
..... 35,002.70 4,211.72 78,998.00 .....	7.02 ..... 5.94	Conc. 5.94		3.0	4.02	0.5	2-28-24 3-28-24 3- 3-26 8-14-19
..... ..... ..... .....	8.60 5.66 17.01 6.61					5.70 4.97 0.94 1.29	4- 7-20 5- 3-21 5- 2-21 4- 7-20 8-14-26
..... ..... .....	4.17 13.36		1.2				5- 2-21 4- 7-20 4-17-24
..... ..... .....	16.48 3.71					1.33 3.01	5- 2-21 5- 2-21 5- 2-21
..... 239.71 ..... 7,744.25 .....	2.44 8.05			3.71 2.44 8.00		2.30	5-29-25 6-14-22 5-29-25 5- 2-21 5-29-25
..... ..... .....	1.71 2.83			4.69 1.9 2.83			9- 8-24 6-13-22 5-29-25 9- 8-24 5-29-25
..... 27,707.46 7,654.84 14,704.06 .....	3.38 0.75 5.95	Conc. 0.84		0.09			5-24-26 6-16-22B 1923 9-17-24B'23-24
..... 1,561.91 ..... 807.16 .....	8.23 2.87 1.49 15.83		1.0 8.23	1.08		3.35 1.20 0.71 0.16	5- 2-21 4- 4-24 7-31-25 4-17-24 4-17-24 4- 5-20

## STATUS OF STATE-FEDERAL AID PROJECTS—Continued

No.	NAME	COUNTY	Length Miles	COST	
				State	Federal
98A	Crete-Dorchester	Pawnee		27,054.26	24,892.91
98B	Crete-Dorchester	Lancaster	11.96	18,105.49	18,105.48
		Lancaster		707.26	707.25
98B	Crete-Dorchester	Lancaster	0.5	616.00	616.00
98B	Crete-Dorchester	Saline	11.41	28,282.15	31,908.44
98C	Crete-Dorchester	Saline	10.00	12,902.47	14,019.06
98D	Crete-Dorchester	Saline	6.72	27,295.55	30,654.99
98C	Crete-Dorchester	Saline	1.24		1,965.24
98E	Crete-Dorchester	Saline	0.06		1,035.12
100	"Q" Street Road	Douglas	10.32	38,939.82	38,573.72
100	"Q" Street Road	Douglas	4.29	2,227.29	128,037.83
102A	Harrison-Crawford	Sioux	5.01		
		Sioux	8.68	66,633.03	66,633.03
102B	Harrison-Crawford	Sioux	3.05	6,968.46	5,690.68
103	Scottsbluff-Gering	Scottsbluff	Bridge	97,411.68	84,673.96
104	Grand Island-North East	Hall	3.01	5,499.86	5,405.70
106	Beatrice-State Institute	Gage	1.15	6,689.52	23,000.00
107A	Greenwood-Chalco	Lancaster		119.90	119.90
107A	Greenwood-Chalco	Cass	8.98	16,563.34	15,854.86
107A	Greenwood-Chalco	Saunders	0.2	81.27	81.26
107A	Greenwood-Chalco	Cass	7.97	5,816.10	10,494.89
107B	Greenwood-Chalco	Saunders	4.72	36,115.97	36,115.97
107B	Greenwood-Chalco	Saunders	1.99	3,396.08	3,396.07
107C	Greenwood-Chalco	Sarpy	3.73	26,410.40	26,410.40
107C	Greenwood-Chalco	Sarpy	3.73	7,461.32	6,687.28
107D	Greenwood-Chalco	Saunders	0.87		2,952.95
107E	Greenwood-Chalco		0.7		1,083.56
107E	Greenwood-Chalco-Cass	Cass	0.7	1,136.36	1,136.36
110A	Niobrara-Spencer	Boyd	4.90	35,021.70	35,021.69
110A	Niobrara-Spencer	Boyd	4.90	12,913.71	12,913.71
111A	Ringgold-Tryon	McPherson	6.21	20,265.79	19,053.05
111B	Ringgold-Tryon	McPherson	2.82	8,946.80	8,568.26
112	Military Highway	Douglas	16.68	38,652.46	205,810.24
			Back Fill'g Bridges	2,523.91	
113A	Center-Niobrara	Knox	5.05	42,776.06	40,440.71
113B	Center-Niobrara	Knox	3.93	17,976.84	20,948.11
115A	Barnum Creek	Platte	1.74	51,927.60	35,860.00
117A	Lewellen-Oshkosh	Garden	2.08	8,388.73	7,361.68
118A	Hebron-Fairbury	Thayer	13.3	38,329.36	33,928.30
118A	Hebron-Fairbury	Thayer	13.3	16,125.42	14,669.90
			9.95	42,645.44	42,645.46
118B	Hebron-Fairbury	Jefferson	5.53	5,815.96	5,815.95
118B	Hebron-Fairbury	Jefferson	4.00	5,515.14	5,515.13
121A	Grant-Elsie	Perkins	11.11	30,432.09	18,419.61
121A	Grant-Elsie	Perkins	11.11	12,081.37	12,081.37
121B	Grant-Elsie	Perkins	4.45	5,209.80	5,209.79
122A	Beatrice-Crab Orchard	Gage	18.35	64,258.29	70,621.82
122A	Beatrice-Crab Orchard	Gage			
122B	Beatrice-Crab Orchard	Pawnee	3.18	12,411.02	12,411.01
122B	Beatrice-Crab Orchard	Pawnee			
123	Falls City-South	Richardson	1.49	4,896.28	
123	Falls City-South	Richardson	1.49	26,827.15	31,905.43
125A	Long Pine-Aimsworth	Brown	7.69	49,024.13	49,024.12
126A	Culbertson-Hayes Center	Hayes	11.48	19,474.81	17,086.50
128A	Seward-Lincoln	Seward	6.68	40,726.17	34,028.37

STATUS OF STATE-FEDERAL AID PROJECTS—Continued

COST Other Funds	Earth	Paving		Gravel			Sand Clay	Dates Awarded
				2"	3"	4"		
..... ..... .....	11.96 ..... 0.5				11.96 ..... 0.5			5- 2-21 5-20-25 4- 5-20 7-29-25 P-8-24-23
4,116.91 1,960.34 10,645.23 1,965.24 1,272.02	11.41 ..... 6.72 ..... 0.06	Bit. ..... Bit. ..... Bit.	0.12 ..... 0.57 ..... 0.06		..... 10.00 8.6 1.24	1.12 ..... ..... .....		G-4. 5 20 7-29-25 8- 9-24 10- 3-24 8-10-25
164,590.67 ..... .....	10.32 ..... 8.68 3.05	Br. ..... Conc.	4.29 ..... 5.01				0.63 ..... .....	2-17-20 4-18-24 5-25-23 5- 2-21 6-13-22
26,000.55 ..... .....	3.01 ..... 8.98	Br.	1.15					9-16-19 2-18-20 10-13-19 5- 4-21
4,678.79 ..... .....	4.72 ..... 3.73	Conc. ..... Conc.	1.17 ..... 0.15		0.2 7.97 ..... 1.35 1.99			9-25-24 9-25-24 5- 4-21 4-15-24
3,026.57 1,083.56 ..... .....	0.87 ..... ..... .....				..... ..... 3.58 0.87 0.7 0.7*	0.85 ..... .....		5- 4-21 4-15-24 4-15-24 9-25-24 2-24-26
..... ..... ..... .....	4.90 ..... 6.21 2.82				..... ..... 4.73	2.55 ..... 5.89 2.82		5- 4-21 2-27-24 5- 5-21 4-17-24 5- 3-21
167,157.77 ..... 4,118.63	16.68 ..... 5.05 3.93	Conc.	11.37					5-20-23 1926 4- 9-20 4-16-24
10,654.50 ..... ..... .....	1.74 2.08 13.30 ..... 9.95	Conc. ..... Conc.	1.74 ..... 0.26		..... ..... 2.08 ..... 13.3	2.08 ..... .....		4- 7-20 6-13-22 5- 6-21 9- 9-25 5- 6-21
..... ..... ..... .....	11.11 ..... ..... .....				5.53 4.0 ..... 11.11 4.45	6.48 ..... .....		7-17-24 9-16-25 5- 5-21 5-14-24 5-28-25
7,225.39 ..... ..... .....	18.35 ..... 3.18 .....				..... 3.96 9.00 .....			5- 6-21 9-16-25 7-29-25
6,025.25 ..... ..... 15,000.00	1.49 7.69 11.48 6.68				1.49 ..... ..... .....	0.88 ..... .....		7-29-25 8- 7-20 4-10-20 5- 5-21 4- 5-20

## STATUS OF STATE-FEDERAL AID PROJECTS—Continued

No.	NAME	COUNTY	Length Miles	COST	
				State	Federal
130A	Sidney-Dalton	Cheyenne	12.04	25,311.23	22,804.24
130A	Sidney-Dalton	Cheyenne	7.07	6,060.58	6,060.58
130B	Sidney-Dalton	Cheyenne	16.33	19,840.61	18,533.43
132A	Atkinson-South	Holt	6.00	32,323.58	
133A	Nebraska City-Lincoln	Otoe	16.59	29,217.51	47,036.19
133A	Nebraska City-Lincoln	Otoe	8.4	15,990.25	15,425.02
133B	Nebraska City-Lincoln	Otoe	10.98	30,400.83	30,400.83
133C	Nebraska City-Lincoln	Cass	3.93	17,843.05	12,205.99
133D	Nebraska City-Lincoln	Lancaster	0.75	3,149.85	15,060.00
134A	Emerald-Milford	Seward	9.74	32,716.36	32,716.36
134A	Emerald-Milford	Seward	9.74	12,505.71	16,015.43
135A	Cent. City-Arapahoe	Merrick	9.89	30,837.80	29,875.08
136A	Pierce-Wausa	Pierce	2.13	29,118.41	16,537.95
136B	Pierce-Wausa	Pierce	7.72	5,318.04	14,146.30
136C	Pierce-Wausa	Knox	4.01	1,903.39	12,647.00
137A	Springview-Bassett	Rock	1.00	11,161.10	
137B	Springview-Bassett	Keya Paha	3.04	40,039.28	
139A	Norfolk-Ewing	Madison	2.52	26,342.86	26,342.86
139B	Norfolk-Ewing	Madison	9.58	3,685.50	6,900.21
139C	Norfolk-Ewing	Antelope	15.36	41,877.72	41,877.72
139D	Norfolk-Ewing	Holt	3.68	16,237.23	14,794.02
139F	Norfolk-Ewing	Antelope	6.28	14,389.22	14,389.21
139G	Norfolk-Ewing	Antelope	6.42	20,478.46	20,478.45
139H	Norfolk-Ewing	Madison	9.44	34,679.36	34,277.62
143A	Fairmont-Osceola	York	11.75	16,649.19	16,649.16
143B	Fairmont-Osceola	York	11.48	29,788.06	29,788.05
143D	Fairmont-Osceola	York	Bridge	6,313.58	6,313.57
145A	Axtell-Oxford	Phelps	21.81	27,895.33	31,395.32
145B	Axtell-Oxford	Kearney	2.23	4,091.78	4,091.77
146B	Ogallala-Beimar	Keith	7.60	17,568.37	17,568.36
149A	Lodgepole-Potter	Cheyenne	2.9		824.19
149C	Lodgepole-Potter	Cheyenne	4.33	10,795.97	10,655.72
151	Havelock-Paving	Lancaster	1.0	514.21	470.08
153A	Eagle-Murray	Cass	0.60	15.60	10,977.34
153A	Eagle-Murray	Cass	6.50	14,601.44	14,601.43
153A	Eagle-Murray	Cass	6.50	8,697.50	8,697.49
153B	Eagle-Murray	Cass	0.6	2,124.74	2,124.74
153B	Eagle-Murray	Cass	0.6		858.87
153C	Eagle-Murray	Cass	6.25	8,546.97	12,719.26
153C	Eagle-Murray	Cass	3.30		4,398.53
153D	Eagle-Murray	Cass	5.44	14,302.79	14,298.19
155A	Havelock-Ceresco	Lancaster	11.74	27,576.01	27,303.30
155A	Havelock-Ceresco	Lancaster	Bridge	14,986.89	14,986.89
155A	Havelock-Ceresco	Lancaster	11.74	16,489.24	14,306.76
156A	Central City-Eldorado	Hamilton	11.04	29,544.35	29,544.34
156A	Central City-Eldorado	Hamilton	11.04	10,051.02	10,051.01
156B	Central City-Eldorado	Hamilton	12.08	17,768.08	16,445.87
156B	Central City-Eldorado	Hamilton	1.08		1,859.80
157A	Seward-David City	Seward	Bridge		2,984.25
161A	Wilber-Weston	Saline	Bridge	24,980.87	24,980.86
164A	Hebron-Nelson	Thayer	4.52	10,985.24	10,387.87
164B	Hebron-Nelson	Nuckolls	9.96	15,492.13	15,482.55
164C	Hebron-Nelson	Nuckolls	4.02	9,003.20	9,003.19
164D	Hebron-Nelson	Thayer	5.22	12,892.04	14,955.83
164E	Hebron-Nelson	Thayer	3.24	7,247.23	7,247.22
168A	Stewart-Bassett	Holt	5.55	24,438.66	24,438.66
168B	Stewart-Bassett	Rock	16.03	92,603.01	92,603.01
169	Hastings-Grand Island	Adams	6.54	19,245.96	19,132.47

STATUS OF STATE-FEDERAL AID PROJECTS—Continued

COST Other Funds	Earth	Paving	Gravel			Sand Clay	Dates Awarded
			2"	3"	4"		
----- ----- 11,594.94 17,818.68	12.04 16.33 6.00 16.59			7.07		----- ----- 1.27 2.91	5- 5-21 7-22-24 6-15-22 5- 4-21 6-14-22 4-15-24G
----- ----- 18,986.35	10.98 3.93 0.75 9.74	Bit. 0.75			8.4	----- ----- ----- -----	8-15-25 5- 3-21 5- 3-21 7- 5-23 12-20
3,521.70 513.56 9,478.92 11,326.88	----- 9.89 2.13 7.72 4.01			9.74	9.89	----- ----- 2.13 -----	4-15-24 3-14-21 4-10-20 4-16-24 8-15-24
----- ----- 3,685.50 6,900.21	1.00 3.04 ----- 9.58					0.55 1.88 ----- -----	6-15-22 9- 9-20 9- 9-26
----- ----- ----- -----	----- ----- ----- -----			7.17		----- ----- ----- 0.15	4-16-24
----- ----- ----- -----	15.36 3.68 6.28 6.42 9.44					2.06 3.29 1.44 6.42 4.18	5- 4-21 6-20-21 6-16-22 2-27-24 2-27-24
----- ----- 3,500.00	11.75 11.48 21.81 2.23			21.81 2.23	11.48	----- ----- ----- -----	5- 6-21 6-15-22 4-18-24 9- 3-24 7-30-25
939.96 ----- 25,823.09	7.60 4.33 0.60	Br. 0.60		2.9 1.0	1.81	1.04 ----- ----- -----	6-15-22 7-31-25 5-28-24 7-31-25 4- 1-21
----- ----- 858.87 4,200.83	6.50 0.6 6.25				6.50 0.60	----- ----- ----- -----	5- 4-21 2-24-26 10- 3-22 4-29-26 5- 5-24
4,398.53 66.35 29.62	5.44 11.74			3.30 0.9		----- ----- ----- -----	5- 5-26 7-29-25 5- 3-21 4-15-24 7-29-25
----- ----- 1,872.34 2,984.25	11.04 12.08			11.04		----- ----- ----- 1.08	5- 6-21 4-29-26 5- 6-21 6-13-24 4-15-24
----- ----- 2,265.21	4.52 9.96 4.02 5.22					----- ----- ----- -----	3- 4-24 6-16-22 6-14-22 2-26-24 2-26-24
----- ----- ----- -----	3.24 5.55 16.03 6.54			6.54		----- ----- 3.82 16.03	5-29-25 6-15-22 6-15-22 Bridge 11-10-21 2-26-24

## STATUS OF STATE-FEDERAL AID PROJECTS—Continued

No.	NAME	COUNTY	Length Miles	COST	
				State	Federal
170A	N. Platte-Vroman's Crossing	Lincoln	19.10	47,306.43	47,306.34
171A	Fairmont-Sutton	Fillmore	12.51	20,455.62	20,210.60
171A	Fairmont-Sutton	Fillmore	12.51	19,612.83	18,828.35
171B	Fairmont-Sutton	Fillmore	3.88	6,420.97	7,061.42
171B	Fairmont-Sutton	Fillmore	3.88	5,457.11	5,457.11
172	West Point-Wisner	Cuming	13.93	39,582.43	40,531.56
175A	College View-Bennett	Lancaster	11.90	52,248.92	52,248.92
175B	College View-Bennett	Lancaster	10.90	315.87	36,526.13
175C	College View-Bennett	Lancaster	0.72	2,563.27	13,380.63
176A	Curtis-Maywood	Frontier	5.75	29,811.31	30,594.93
177	Kearney-Simmons	Buffalo	16.90	35,788.90	35,788.89
179	Papillion-Bridge	Sarpy	Bridge	8,020.53	8,020.52
180	Columbus-East	Platte	6.01	18,474.45	18,474.44
181A	Ravenna-Sweetwater	Buffalo	5.97	12,459.47	12,428.04
182	Harvard-Eldorado	Clay	9.05	21,979.30	21,979.29
182	Harvard-Eldorado	Clay	9.05	10,601.88	10,601.88
183	Gretna-Elkhorn	Douglas	12.99	34,577.12	34,107.44
184A	Elwood-Stockville	Gosper	11.51	23,166.08	23,166.07
185	Geneva-Milligan	Fillmore	13.74	13,851.93	13,851.92
185	Geneva-Milligan	Saline		238.03	238.02
187	Florence-Elk City	Douglas	12.42	51,503.62	115,593.00
188A	Arnold-Merna	Custer	10.22	31,000.55	30,892.95
189	Florence-Heights	Douglas	0.76	4,665.30	4,666.72
191A	Haigler-West	Dundy	6.76	15,914.60	11,528.15
193A	Ord-Arcadia	Valley	8.18	27,168.29	26,554.68
194A	Oxford-South	Furnas	2.51	12,704.10	10,564.57
196	Minden-Newark	Kearney	6.69	21,987.82	20,625.09
196	Minden-Newark	Kearney	3.93	3,478.39	1,965.52
197A	Springview-Ainsworth	Keya Paha	3.95	15,532.99	15,030.36
197A	Springview-Ainsworth	Brown	0.66	7,463.40	7,221.89
198A	Alliance-Crawford	Box Butte	17.14	16,628.10	16,302.84
198A	Alliance-Crawford	Box Butte	8.70	8,738.02	8,738.01
199	Fremont-East	Dodge			19,983.97
199	Fremont-East	Douglas	2.21		19,983.98
201A	S. Y. A. Bridge	Lancaster	Bridge		4,167.02
202A	Valentine-Gordan	Cherry	21.22	68,755.95	68,755.95
202A	Valentine-Gordan	Cherry	10.93	15,212.86	15,212.85
202C	Valentine-Gordan	Cherry	2.84	8,878.92	8,878.91
204A	Wahoo-David City	Butler	10.05	28,247.77	26,493.70
206	Imperial-Champion	Chase	7.65	22,845.37	23,552.52
207A	Albion-Madison	Boone	4.84	19,655.90	17,227.62
208A	Capital Highway	Richardson	Bridge	5,541.23	5,491.22
209A	Fremont East	Dodge	4.42		63,316.60
211	Beatrice-Blue Springs	Gage	11.48	20,335.63	23,633.14
211	Beatrice-Blue Springs	Gage	11.48	16,439.25	16,439.25
213A	Schuyler-Rogers	Colfax	8.23	27,777.57	27,631.80
214	Arbor-Lodge	Otoe	2.43	23,393.33	23,393.90
215	Grand Island-Bridge	Hall	Bridge	33,669.01	60,006.83
217	Ravenna-Bridge	Buffalo	Bridge		7,271.16
218A	Sterling-Adams	Johnson	2.02	13,104.48	13,044.00
219	Oxford-Bridge	Harlan	Bridge	5,346.78	5,346.75
S.A. 220	Orleans-Bridge	Harlan	0.13	262.35	
220	Orleans-Bridge	Harlan	Bridge	3,062.09	3,494.15
221A	North Platte-Maywood	Lincoln	2.58	135.75	36,629.45

STATUS OF STATE-FEDERAL AID PROJECTS—Continued

COST Other Funds	Earth	Paving	Gravel			Sand Clay	Dates Awarded
			2"	3"	4"		
..... ..... .....	19.10 12.51 629.42	Br. 604 Bit 1.50 Asph. 0.00 Conc. 20.54	..... ..... .....	..... ..... .....	19.10 ..... .....	3.49 ..... .....	Grading-Etc. 6-14-22
784.48 910.34 1,189.93	..... 3.88 13.93 11.90	.....	73.03	150.71	75.61	84.90	.....
..... ..... ..... .....	..... ..... ..... .....	.....	.....	12.51 ..... 3.88	..... ..... .....	..... ..... ..... 0.37	6-20-25 8-15-24 7-29-25 6-14-22 5- 3-21
37,152.45 15,617.12 2,463.18	10.90 0.72 5.75 16.90	Bit. 0.72	..... ..... ..... .....	..... ..... ..... .....	..... ..... ..... 16.90	..... ..... ..... .....	6-16-22 7- 6-23 8-26-22 12- 3-21 12- 3-21
..... ..... ..... 1,408.30	6.01 5.97 9.05 12.99	.....	..... ..... ..... 6.05	..... ..... ..... 3.00	1.33 ..... ..... .....	..... ..... ..... .....	6-13-22 6-15-22 2-26-24 5-29-25, 9-16-25 6-16-22
..... ..... 67,634.90	11.51 13.74 12.42	Conc. 4.93	..... ..... .....	..... ..... .....	..... ..... .....	..... ..... .....	6-15-22 6-13-22 6-16-22
..... 1.42 ..... .....	10.22 0.76 6.76 8.18 2.51	.....	..... ..... ..... ..... .....	..... ..... ..... ..... .....	..... ..... ..... ..... .....	..... ..... ..... 0.57 .....	6-16-22 6-13-22 4-17-24 7-18-24
..... ..... ..... .....	6.69 3.95 0.66 17.14	.....	..... ..... ..... .....	..... ..... ..... .....	2.76 ..... ..... .....	2.77 ..... 1.26 .....	6-16-22 2-25-26 11-28-22 11-28-22 2-28-24
19,983.97 19,983.99 4,489.22	..... 2.21 .....	Conc. 2.21	8.70 ..... .....	..... ..... .....	..... ..... .....	..... ..... .....	5-28-25 7- 5-23 7- 5-23
..... ..... ..... 775.66	21.22 2.84 10.05 7.65	.....	..... ..... ..... 7.65	..... ..... ..... .....	..... ..... ..... .....	21.22 ..... ..... 5.15	8-15-24 2-26-26 4-24-25 4-15-24 2-28-24
..... 63,316.61 3,953.62	4.84 4.42 11.48	Conc. 4.42	..... ..... ..... .....	..... ..... ..... 11.48	..... ..... ..... .....	..... ..... ..... .....	9-26-24 4-18-24 8- 8-23 3-15-24 7-29-25
..... 8,999.82 27,733.27 7,271.16	8.23 2.43 ..... 2.02	.....	..... ..... ..... .....	..... ..... ..... .....	8.23 1.74 ..... .....	1.52 ..... ..... .....	2-27-24 4- 8-24 4- 1-24 10-21-23 4-15-24
..... ..... 800.20	..... ..... .....	.....	..... ..... .....	..... ..... .....	..... ..... .....	..... ..... .....	4-15-24 24 4-15-24
State Institution Paving Fund 36,540.51	2.58	Sheet Asphalt 2.58	.....	.....	.....	.....	5-29-24

STATUS OF STATE-FEDERAL AID PROJECTS—Continued

No.	NAME	COUNTY	Length Miles	COST	
				State	Federal
222A	St. Paul-Elba	Howard	1.61	8,183.45	8,683.14
			7.35	27,417.27	27,417.27
222B	St. Paul-Elba	Howard	4.53	5,822.80	5,822.79
223	Gordon-North	Sheridan	14.01	30,519.53	29,716.69
225	Lincoln-Woodlawn	Lancaster	4.36	9,949.01	9,949.01
226	Milford-Seward	Seward	6.03	439.47	6,151.16
226	Milford-Seward	Seward	6.03	8,808.13	8,808.12
228A	Aurora-Grand Island	Hall	3.47		4,903.04
230A	Oakland-West Point	Cuming	3.09	11,588.05	10,670.97
235A	Millard-Wahoo	Clay	8.97	12,373.29	12,373.29
232	Fairmont-Hastings	Lincoln	0.29		33,374.96
233A	North Platte-Tyron	Douglas	Bridge	1,574.16	34,097.41
235A	Millard-Wahoo	Saunders	Bridge	1,574.15	34,097.41
237B	Avery-Ralston		Sarpy		
237B	Avery-Ralston	Douglas	Bridge		2,045.15
238A	Ainsworth-Norden	Brown	8.51	25,948.14	25,948.14
245A	McCook-Maywood	Red Willow	10.58	27,368.49	27,368.48
248	Axtell-Kearney	Kearney	10.02	16,146.79	16,063.19
251A	Holdrege-Elwood	Phelps	5.89	13,251.32	13,251.32
251B	Holdrege-Elwood	Phelps	10.74	24,834.39	24,834.39
259A	Hastings-Grand Island	Hall	5.16	5,560.91	5,229.37
263A	Fremont-Hooper	Dodge	0.16		1,962.57
278A	Columbus-Central City	Platte	0.49	5,676.79	5,478.90
283	Minden-Kearney	Kearney	0.82	2,197.02	2,143.78

Arthur	40,958.74
Banner	390.66
Blaine	45,352.85
Grant	33,528.37
Hooker	45,192.78
Loup	15,727.57
Scottsbluff	3,882.32
Thomas	45,185.93
Wheeler	38,556.73

\*Second Course  
 Asph.—Asphalt Pavement  
 Bit.—Bituminous Pavement  
 Br.—Brick Pavement  
 Conc.—Concrete Pavement  
 } Paving Column

G.—Grading  
 Gr.—Gravel  
 P.—Paving  
 B.—Brick  
 } Date Column.

STATUS OF STATE-FEDERAL AID PROJECTS—Continued

COST Other Funds	Earth	Paving	Gravel			Sand Clay	Dates Awarded
			2"	3"	4"		
1,186.93	1.61 7.35					0.20	8-15-24 8-10-25 9-10-26 4-18-24 4-15-24
	14.01 4.36			4.53 4.36		2.65	
5,823.29	6.03			6.03			8-15-24 5-29-25
4,903.05	3.09			3.47 8.97		3.09	8-15-24 8-15-24 7-16-24
33,627.99	0.29						3-19-25
S. A. Bridge 11,365.81 22,731.61							10-31-24
S. A. Bridge 11,365.80 22,731.61 2,069.34 2,069.34							10-31-24 8-15-25 8-15-25 7- 8-25
	8.51					8.51	
	10.58 10.02 5.89 10.74			3.02 5.89 10.74		2.42	8-12-25 8-18-25 7-22-25 2-26-26 9- 4-25
1,962.58	0.16 0.49 0.82	Conc. 0.16 Conc. 0.49		5.16			10- 8-25 8-15-25 2-25-26
				0.82		0.82	
		Asph. 2.58 Bit. 0.72 Br. 0.00 Conc. 12.89					
	356.46			57.86	59.92	48.36	50.65

**STATUS OF STATE-FEDERAL AID PROJECTS  
Under Construction**

No.	NAME	COUNTY	Length Miles	COST	
				State	Federal
2-A	Falls City-Nebr. City	Richardson	24.34	34,528.77	33,007.46
2-B	Falls City-Nebr. City	Nemaha	21.16	26,219.34	25,653.23
2-C	Falls City-Nebr. City	Otoe	9.78		16,724.58
4	Hartington-Wayne	Cedar	17.33	565.19	19,041.95
4	Hartington-Wayne	Cedar	6.50	13,395.38	13,395.37
5	Norfolk-Columbus	Madison		7,737.31	7,737.31
5	Norfolk-Columbus	Platte	9.05	15,096.69	8,980.64
7-A	Superior-Harvard-Minden	Nuckolls	16.10	7,103.39	15,096.69
			19.6	22,484.79	20,500.70
			13.87	16,812.29	16,812.28
7-B	Superior-Harvard-Minden	Clay	18.40	29,800.10	29,800.10
7-C	Superior-Harvard-Minden	Adams	21.60	15,706.79	25,706.79
7-D	Superior-Harvard-Minden	Kearney	16.23	23,445.47	23,445.47
				13,359.33	13,359.33
11	Elwood-Smithfield	Gosper	7.00	11,466.68	8,070.86
14-B	O'Neill-Butte	Holt	2nd. Bridge	6,983.63	6,983.63
14-B	O'Neill-Butte	Boyd	Bridge	6,983.63	6,983.62
16-A	Kimball-Harrisburg	Kimball	Bridge	7,435.61	7,435.61
18	Lincoln-Beatrice	Lancaster	16.71	25,565.16	25,565.16
18	Lincoln-Beatrice	Gage		30,109.23	30,109.23
21	Alliance-Antioch	Box Butte			
21	Alliance-Antioch	Sheridan			
			14.00	17,110.83	16,115.26
22	Litchfield-Broken Bow	Custer	9.40	11,668.46	10,570.53
22-B	Litchfield-Broken Bow	Custer	0.51	2,718.48	2,031.96
22-C	Litchfield-Broken Bow	Custer	1.20	2,968.05	2,968.04
22-D	Litchfield-Broken Bow	Custer	2.31	8,214.15	8,214.14
22-E	Litchfield-Broken Bow	Custer	1.89	9,053.04	9,053.04
25	Beatrice-Fairbury	Gage	2.40	259.30	4,564.65
			7.70	11,113.30	11,113.29
			70.4	7,637.30	7,637.30
25	Beatrice-Fairbury	Jefferson	12.00	15,721.99	15,721.99
27	Fremont-Ceresco	Fremont-Ceresco			17,579.70
27-B	Fremont-Ceresco	Saunders			
27-D	Fremont-Ceresco	Saunders	4.92	5,662.87	12,070.71
27-E	Fremont-Ceresco	Dodge	0.39	6,857.24	5,662.87
27-E	Fremont-Ceresco	Saunders	0.39	5,485.85	2,700.00
					2,834.15
27-F	Fremont-Ceresco	Dodge	1.40	6,328.15	13,733.66
27-G	Fremont-Ceresco	Saunders		7,163.71	7,163.71
27-G	Fremont-Ceresco	Lancaster		965.06	
27-H	Wahoo-Paving	Saunders	1.01	2,000.00	
28	Nebraska City-Plattsmouth	Otoe	1.10		12,827.50
			7.71		7,370.50
28	Nebraska City-Plattsmouth	Cass	15.90	4,000.00	19,917.22
29	Osceola-David City	Butler	28.84	30,246.14	29,757.29
29	Osceola-David City	Polk	8.90	15,850.76	10,444.53
32	Red Cloud-Ayr	Adams	6.26	7,627.56	7,627.56
32	Red Cloud-Ayr	Webster	18.30	13,474.85	13,106.06
32-B	Red Cloud-Ayr	Webster	1.51	6,114.61	6,114.61
33	Creighton-Center	Knox	11.35	65,947.16	65,947.15
S.A. 34-C	Burwell-Deverre	Garfield	6.01	65,639.86	
			27.47	99,312.98	100,904.38
39	Overton-Cozad	Dawson		11,407.37	10,103.27
41	Max-Doane	Dundy	6.50	7,317.88	7,317.87
41-B	Max-Doane	Dundy	1.53	13,482.19	13,482.19
42-A	Sargent-Taylor	Custer	4.80	4,614.45	4,614.44
42-A	Sargent-Taylor	Loup	1.11	1,050.53	1,050.52
42-B	Taylor-Harrop	Loup	14.03	40,121.56	40,121.56

STATUS OF STATE-FEDERAL AID PROJECTS  
Under Construction

COST Other Funds	Earth	Paving	Gravel			Sand Clay	Date Awarded
			2"	3"	4"		
317.73 16,724.59 19,041.95				24.34 21.16 9.78 17.33 6.50			7-29-25 7-29-25 4-15-24 7-19-24 4-29-26
8,980.64 14,596.69			8.50 7.8 19.6	6.00 9.05 8.3			4-16-24 5-28-25 8-15-24 7-30-25 & 9-16-25 5-29-25
10,000.00			13.87 13.87* 18.40 21.60 21.60* 16.23				2-26-24 5-29-25 & 11-5-25 2-26-24 2-2-26 & 10-4-26 9-11-24
			7.00				2-26-26 11-22-26 11-22-26 12-7-26
			2.7 14.0	16.71 14.8			4-15-24 6-4-25 7-30-25
	0.51 1.20 2.31 1.89		9.4 05.1 1.2 2.31 1.89				3-6-26 2-26-26 3-4-26 2-26-26 3-2-26
4,305.35 17,579.71				2.40 7.70 7.04 12.00 5.97			4-17-24 9-16-25 8-15-24 8-13-25 4-15-24
12,070.72 2,600.00		Conc. 0.39 Conc. 0.39		4.92			4-15-23 7-29-25 10-28-25 10-28-25
7,405.51 34,417.88 7,370.50	1.40 1.01 1.10	Conc. 1.40 Conc. 0.81		1.01 0.29 7.71			10-25-25 2-24-26 2-24-26 10-23-26 10-2-24
15,917.22 488.84 949.56 368.78	0.75 1.51 11.35 6.01			15.90 28.84 8.90 2.04 18.3 1.51			5-29-25 7-30-25 5-1-26 5-29-25 5-29-25 8-26-26 9-4-26 4-7-20 4-29-26
7,055.44	27.47		14.55 19.50*		12.59		9-24-19 & 4-17-24 Gr. 3-27-26
	1.53		1.53	6.50			5-28-25 3-3-26 4-29-26 4-29-26 7-30-25
	14.03		1.11 14.03	4.80		14.03	

**STATUS OF STATE-FEDERAL AID PROJECTS—Continued  
Under Construction**

No.	NAME	COUNTY	Length Miles	COST	
				State	Federal
43	Tecumseh-Crab Orchard	Johnson			
45-A	Crawford-Harrison	Sioux	3.29	14,979.50	14,979.50
45-B	Crawford-Harrison	Sioux	5.58	30,089.49	30,089.49
46	Bartley-McCook	Red Willow	7.73	18,422.51	18,610.76
49-A	Oakland-South Sioux City	Dakota	12.83	32,198.36	32,198.35
			3.30	5,655.77	5,655.76
49-C	Oakland-South Sioux City	Thurston	9.53	16,866.87	14,217.34
			11.93	35,026.47	35,026.47
49-D	Oakland-South Sioux City	Burt	11.93	17,433.34	16,712.96
			4.23	6,501.33	6,501.33
49-F	Oakland-South Sioux City	Thurston	7.31	12,075.00	12,075.00
49-G	Oakland-South Sioux City	Burt	9.16	37,670.23	37,670.23
50-B	Central City-Belgrade	Nance	6.70	7,899.64	7,445.10
			3.59	4,607.79	4,607.78
50-D		Nance	3.59	14,508.96	14,508.97
53	Genoa-Albion	Boone	13.51	15,281.27	15,281.26
56	Seward-York-Aurora	Seward	12.3	15,996.87	15,822.54
56	Seward-York-Aurora	York	12.81	16,415.06	16,415.06
56	Seward-York-Aurora	York	7.80	12,271.05	9,525.54
56	Seward-York-Aurora	Hamilton	6.16	9,034.17	8,524.02
56-B	Hampton-Bradshaw	York	4.47	15,754.71	15,754.71
56-C	Hampton-Bradshaw	Hamilton	3.13	9,654.53	9,242.60
57-A	Allen-Wakefield	Dixon		4,365.56	4,365.56
57-A	Allen-Wakefield	Dixon	10.96	20,967.29	28,306.92
58-B	Schuyler-Richland	Colfax	10.77	27,424.84	26,339.28
59-A	Bartlett-Spalding	Wheeler	13.64	35,665.52	35,665.51
60-C	Cushing-Grand Island	Howard	0.31	2,156.30	2,156.30
63-A	Hayes-Center-Elsie	Hayes	7.78	25,103.77	25,103.76
			6.80	12,062.65	12,062.65
64-A	Pierce-South	Pierce	2.82	4,434.15	4,434.15
66	Valentine-Sparks	Cherry	24.45	320,047.71	116,625.20
68-B	McCook-Trenton	Red Willow	7.94	26,807.01	31,985.56
68-B	McCook-Trenton	Red Willow			
68-D	McCook-Trenton	Hitchcock	3.70	9,781.95	9,781.95
68-D	McCook-Trenton	Hitchcock	3.70	2,549.75	2,549.74
S.A. 68-E	In Culbertson	Hitchcock	1.00	5,237.27	
69-A	Harrisburg-Scottsbluff	Banner	6.49	19,561.18	19,561.18
69-B	Harrisburg-Scottsbluff	Cootts Bluff	5.01	10,446.30	10,446.30
69-C	Harrisburg-Scottsbluff	Scotts Bluff	1.38	12,135.00	20,715.00
70-A	Stanton-Wayne	Stanton	11.96	22,827.91	22,827.91
70-A	Stanton-Wayne	Stanton	11.30	14,767.79	14,767.79
70-B	Stanton-Wayne	Wayne	11.22	17,896.96	17,896.96
70-C	Stanton-Wayne	Wayne	2.96	4,639.19	4,639.20
70-C	Stanton-Wayne	Wayne	2.96	2,778.54	2,778.53
70-C	Stanton-Wayne	Cuming	1.91	2,081.51	2,081.52
70-C	Stanton-Wayne	Cuming	1.91	472.21	472.20
70-D	Stanton-Wayne	Cuming	6.91	21,122.86	21,122.85
71	Franklin-Orleans	Franklin			
		Box Culvert		1,230.39	1,230.38
71	Franklin-Orleans	Harlan	3.35	3,864.58	3,489.65
71-D	Franklin-Orleans	Harlan	2.85	3,485.15	3,485.14
71-E	Franklin-Orleans	Harlan	1.52	11,315.08	18,786.35
S.A. 72-B	Hartington-Yankton	Cedar	3.48	28,779.34	
S.A. 72-C	Hartington-Yankton	Cedar	6.69	53,024.48	
73	Kearney-Pleasanton	Buffalo	12.53	18,861.35	18,861.34
73	Kearney-Pleasanton	Buffalo	7.82	14,062.09	14,062.09
S.A. 73-B	Kearney-Pleasanton	Buffalo	0.50	4,584.51	
74-A	Doane-Haigler	Dundy	7.37	21,739.83	21,739.82
76-E	Alliance-Chadron	Dawes	1.47	3,323.93	3,323.92

STATUS OF STATE-FEDERAL AID PROJECTS—Continued  
Under Construction

COST		Earth	Paving	Gravel			Sand Clay	Date Awarded
Other Funds				2"	3"	4"		
.....	.....	3.29					6-5-24	
.....	.....	5.58		5.58		1.69	4-30-26	
2,394.10	.....	.....		4.80		.....	7-31-25	
.....	.....	.....		3.30		.....	3-6-26	
.....	.....	12.83				.....	5-4-21	
.....	.....	.....		3.30		.....	5-3-26	
2,649.53	.....	.....		9.53		.....	9-16-25	
.....	.....	11.93		.....		.....	5-2-21	
720.37	.....	.....		11.93		.....	2-24-26	
.....	.....	.....		4.23		.....	10-23-26	
.....	.....	.....		7.31		.....	10-23-26	
.....	.....	9.16		9.16		.....	7-30-25	
454.55	.....	.....		6.70		.....	7-30-25	
.....	.....	.....		3.59		.....	.....	
.....	.....	3.59		.....		3.59	4-16-23	
.....	.....	.....		13.51		.....	9-21-25	
.....	.....	.....		12.3		.....	8-5-25	
.....	.....	.....		12.81		.....	11-14-24	
116.86	.....	.....		7.8		.....	8-5-25	
.....	.....	.....		6.16		.....	8-5-25	
.....	.....	4.47		4.47		.....	5-29-25	
.....	.....	3.13		3.13		.....	7-29-25	
7,461.56	.....	.....		.....		.....	8-14-25	
.....	.....	10.96		.....		0.19	4-16-24	
.....	.....	10.77		10.77		1.32	8-29-25	
.....	.....	13.64		.....		11.54	2-25-26	
.....	.....	0.31		0.31		.....	8-21-26	
.....	.....	7.78		2.40		.....	10-6-26	
.....	.....	.....		6.80		.....	5-28-25	
.....	.....	24.45		2.82		.....	7-1-26	
24,990.74	.....	7.94	Br. 0.29	.....		11.49	4-7-20	
.....	.....	.....		0.53		0.09	2-28-24	
.....	.....	3.70		.....		.....	9-26-24	
.....	.....	.....		3.70		.....	4-30-26	
5,237.28	.....	1.00		1.0		.....	7-16-26	
.....	.....	6.49		.....		.....	10-8-25	
.....	.....	5.01		5.01		.....	4-22-26	
.....	.....	.....	Asph. 0.38	.....		.....	.....	
18,821.52	.....	1.38	Conc. 1.00	.....		.....	6-14-22	
.....	.....	11.96		.....		.....	5-28-25	
.....	.....	.....		11.3		.....	5-20-25	
.....	.....	2.96		11.22		.....	2-27-24	
.....	.....	.....		2.96		.....	7-23-26	
.....	.....	1.91		.....		.....	2-27-24	
.....	.....	6.91		1.91		.....	7-23-26	
.....	.....	.....		6.91		.....	5-1-26	
.....	.....	.....		.....		.....	8-3-25	
374.92	.....	.....		3.35		.....	2-25-26	
.....	.....	.....		2.85		.....	4-14-26	
14,123.46	.....	1.52	Conc. 1.02	.....		.....	4-30-26	
.....	.....	3.48		0.50		.....	9-16-25	
.....	.....	0.69		.....		.....	2-24-26	
.....	.....	.....		12.53		.....	8-15-24	
.....	.....	0.50		7.82		.....	5-28-25	
.....	.....	7.37		0.50		.....	2-25-26	
.....	.....	1.47		7.37		1.27	3-25-26	
.....	.....	.....		.....		0.53	9-16-25	

**STATUS OF STATE-FEDERAL AID PROJECTS—Continued**  
**Under Construction**

No.	NAME	COUNTY	Length Miles	COST	
				State	Federal
77	Hastings-Ayr .....	Adams .....	11.22	10,093.86	10,093.86
78	Center Street Road .....	Douglas .....	12.71	861.29	151,534.48
80-A	Hyannis-Seneca .....	Grant .....	8.03	23,824.78	23,824.77
80-B	Hyannis-Seneca .....	Hooker .....	6.60	25,746.09	25,746.09
81-B	.....	Dodge .....	0.22	.....	2,463.76
82-A	Broadwater-Oshkosh .....	Garden .....	.....	11,749.00	6,637.13
82-B	Broadwater-Oshkosh .....	Garden .....	.....	1,208.63	1,208.62
83-A	Albion-Neligh .....	Antelope .....	5.06	12,923.19	12,923.19
83-B	Albion-Neligh .....	Boone .....	5.66	6,810.30	6,810.30
.....	.....	.....	3.05	4,271.76	4,271.75
84-C	Greeley Center Wolback .....	Greeley .....	3.30	14,080.30	16,756.02
85-A	Burwell-Scotia .....	Valley .....	13.36	27,681.75	20,501.73
S.A. 87-A	Norfolk-Stanton .....	Madison .....	2.50	3,883.95	.....
87-B	Norfolk-Stanton .....	Stanton .....	11.13	31,449.58	31,449.57
87-B	Norfolk-Stanton .....	Stanton .....	.....	.....	.....
89-A	Long Pine-Harrop .....	Brown .....	4.60	17,650.45	17,650.45
94-A	Lemoyne-Arthur .....	Arthur .....	14.33	39,998.75	39,998.75
96-C	Arnold-Stapleton .....	Custer .....	7.84	25,803.90	25,803.89
96-D	Arnold-Stapleton .....	Logan .....	3.40	12,694.00	12,694.00
97-A	Table Rock-Lewiston .....	Pawnee .....	15.30	24,778.43	24,778.42
97-B	Table Rock-Lewiston .....	Pawnee .....	0.13	1,605.68	10,193.37
100	Q Street Road .....	Douglas .....	1.06	.....	13,094.04
103-A	Scottsbluff-Gering .....	Scotts Bluff .....	0.53	9,248.88	6,777.93
103-B	Scottsbluff-Gering .....	Scotts Bluff .....	0.41	2,865.00	6,150.00
S.A. 105	Cozad-Gothenburg .....	Dawson .....	13.30	19,385.14	.....
107-F	Greenwood-Chalco .....	Sarpy .....	3.99	21,763.80	21,608.11
108	Hay Spring-Gordon .....	Sheridan .....	27.85	32,800.06	32,800.04
108	Hay Spring-Gordon .....	Sheridan .....	13.85	22,362.99	18,904.39
108	Hay Springs-Gordon .....	Sheridan .....	13.0	16,075.20	16,075.20
111-C	Ringgold-Tryon .....	McPherson .....	1.83	5,112.80	5,112.80
S.A. 111-A	Ringgold-Tryon .....	McPherson .....	2.60	10,236.05	.....
116-A	Auburn-Johnson .....	Nemaha .....	4.25	16,786.68	28,205.98
116-A	Auburn-Johnson .....	Nemaha .....	.....	.....	.....
116-B	Auburn-Johnson .....	Nemaha .....	4.37	7,188.64	7,189.80
117-B	Lewellen-Oshkosh .....	Garden .....	3.70	8,093.77	8,093.77
117-C	Lewellen-Oshkosh .....	Garden .....	1.90	6,225.23	6,225.22
122-C	Beatrice-Crab Orchard .....	Gage .....	8.04	25,708.06	25,708.05
124-A	Hay Springs-Chadron .....	Sheridan .....	6.02	5,304.99	5,304.98
124-B	Hay Springs-Chadron .....	Dawes .....	3.90	19,717.85	19,230.41
124-C	Hay Springs-Chadron .....	Dawes .....	7.93	26,241.86	26,241.85
126-A	Culbertson-Hayes Center .....	Hayes .....	3.91	4,644.68	4,644.67
S.A. 126-A	Culbertson-Hayes Center .....	Hayes .....	2.0	2,663.85	.....
127-A	Sargent-Ansley .....	Custer .....	6.62	25,352.14	24,751.19
.....	.....	Custer .....	8.8	15,158.43	8,921.43
128-A	Seward-Lincoln .....	Seward .....	1.70	3,239.40	3,239.40
S.A. 130-B	Sidney-Dalton .....	Cheyenne .....	16.3	14,274.33	.....
133-B	Nebraska City-Lincoln .....	Otoe .....	5.1	9,128.85	9,128.85
133-C	Nebraska City-Lincoln .....	Cass .....	2.0	2,660.21	2,660.21
133-E	Nebraska City-Lincoln .....	Cass .....	9.05	69,395.01	57,105.01
133-F	Nebraska City-Lincoln .....	Otoe .....	9.76	45,289.03	45,289.02
134-B	Milford-Dorchester .....	Seward .....	8.28	34,807.01	34,807.00
138-A	Fort Crook-South Omaha .....	Sarpy .....	4.88	.....	28,679.30
138-C	Fort Crook-Plattsmouth .....	Sarpy .....	2.31	17,058.44	17,058.44
138-D	Fort Crook-Plattsmouth .....	Cass .....	3.43	18,059.24	15,559.23
139-C	Norfolk-Ewing .....	Antelope .....	0.57	.....	17,563.35
139-E	Norfolk-Ewing .....	Holt .....	5.47	22,740.71	22,740.71
139-E	Norfolk-Ewing .....	Holt .....	3.50	5,643.75	5,643.75
139-G	Norfolk-Ewing .....	Antelope .....	6.42	8,073.66	8,073.66
139-I	Norfolk-Ewing .....	Madison .....	5.21	16,881.75	16,881.74
139-J	Norfolk-Ewing .....	Antelope .....	1.42	6,526.15	6,526.15

**STATUS OF STATE-FEDERAL AID PROJECTS—Continued  
Under Construction**

COST		Earth	Paving	Gravel			Sand Clay	Date Awarded
Other Funds				2"	3"	4"		
148,130.65		8.03		11.22			5-29-25	
		6.60		8.03		8.03	4-30-25	
2,468.76		0.22	Conc. 12.71	6.60		6.60	9-16-25	
			Conc. 0.22				7-23-26	
							10-12-25	
		5.06		8.61			5-28-25	
						3.16	9-13-26	
				5.66			7-2-26	
				3.05			4-30-26	
							7-23-26	
2,675.72		3.30					4-16-24	
89.56				13.36			5-28-25	
		11.13		2.50(1½")			7-1-26	
				8.63			5-5-21	
							5-28-25	
		4.60				2.78	8-10-26	
		14.33				14.33	10-27-26	
		7.84				1.61	2-26-26	
		3.40		3.40		2.50	5-20-26	
					15.30		6-20-25	
8,587.70		0.13			0.13		2-9-26	
14,102.13			Conc. 1.06				7-6-26	
			Conc. 0.53					
			Asph. 0.17					
5,842.88		0.41	Conc. 0.24					
		13.30		13.30			10-22-25	
		3.99			3.99		9-16-25	
		27.85				0.18	6-14-22	
				13.85			8-27-25	
				13.0			5-25-26	
		1.83				0.81	4-30-26	
8,126.34		4.25	Conc. 0.61			2.60	5-2-26	
		4.37			3.7		6-15-22 & 2-2-24	
1.16		3.70					2-24-26	
				2.17	1.53	1.06	4-18-24	
							2-28-24	
		1.90			1.90		7-31-25	
		8.04					10-14-26	
		6.02					4-18-24	
		3.90					3-8-26	
		7.93					7-20-26	
		2.0			3.91		7-2-26	
		6.62				1.42	8-31-26	
				8.8			4-17-24	
					1.70		5-6-26	
							5-29-25	
				16.3			10-14-26	
				5.1			11-5-26	
				2.00			2-24-26	
		9.05	Bit. 0.50	8.55			8-15-25	
		9.76		9.76			3-2-26	
28,679.30		8.28	Br. 0.58	8.28			3-30-26	
		4.88		4.30			8-17-25	
		2.31		2.31			9-20-26	
		3.43		3.43			9-11-26	
17,563.36		0.57		0.57			9-14-26	
		5.47				4.31	6-20-22	
				3.50			4-30-26	
				6.42			4-30-26	
		5.21		2.36		5.21	6-10-25	
		1.42		1.42			8-28-26	

**STATUS OF STATE-FEDERAL AID PROJECTS—Continued  
Under Construction**

No.	NAME	COUNTY	Length Miles	COST	
				State	Federal
143-A	Fairmont-Osceola .....	York .....	11.75	14,856.64	14,856.63
143-C	Fairmont-Osceola .....	Polk .....	3.07	8,687.28	8,687.28
143-E	Fairmont-Osceola .....	Polk .....	4.59	24,219.83	23,556.73
143-F	Fairmont-Osceola .....	Polk .....	3.33	15,155.74	15,155.73
143-G	Fairmont-Osceola .....	Fillmore .....	4.42	4,536.65	4,536.65
145-C	Axtell-Oxford .....	Phelps .....	3.12	11,976.78	11,976.77
146-A	Ogalalla-Belmar .....	Hamilton .....	13.29	26,061.17	26,061.17
146-A	Ogalalla-Belmar .....	Keith .....	7.00	3,426.26	3,426.25
147-A	Kimball-Sidney .....	Kimball .....	9.20	19,511.17	19,511.16
149-B	Lodge Pole-Potter .....	Cheyenne .....	4.06	7,612.65	7,536.22
149-D	Lodge Pole-Potter .....	Cheyenne .....	10.23	16,558.17	16,283.37
156-C	Central City-Eldorado .....	Hamilton .....	1.63	8,978.83	9,859.78
157-B	Seward-David City .....	Butler .....	9.36	25,195.76	25,195.76
158-A	O'Neill-Stuart .....	Holt .....	17.60	16,989.78	16,989.77
159-A	Geneva-Fairmont .....	Fillmore .....	6.64	18,807.08	18,807.08
164-B	Hebron-Nelson .....	Nuckolls .....	9.96	14,836.98	14,836.97
164-C	Hebron-Nelson .....	Nuckolls .....	4.02	5,896.32	5,896.32
168-B	Stuart-Bassett .....	Rock .....	16.03	24,869.15	24,869.14
169-A	Hasting-Grand Island .....	Adams .....	6.54	5,368.44	5,368.44
S. A. 171-C	Fairmont-Sutton .....	Fillmore .....	2.5	19,737.50	.....
171-D	Fairmont-Sutton .....	Fillmore .....	1.0	3,785.66	3,785.66
174	Elm Creek-Platte River .....	Buffalo .....	3.22	8,973.89	3,024.27
S. A. 180	Columbus-East .....	Platte .....	6.0	9,331.87	.....
181-A	Ravenna-Sweetwater .....	Buffalo .....	5.97	7,782.04	7,782.04
186-A	Kimball-Bushnell .....	Kimball .....	9.61	25,083.11	25,083.10
186-B	Kimball-Bushnell .....	Kimball .....	2.02	3,356.45	3,356.45
187	Florence-Elk City .....	Douglas .....	3.07	.....	36,858.00
188-B	Florence-Elk City .....	Douglas .....	4.08	25,000.00	53,827.95
188-B	Arnold-Merna .....	Custer .....	5.38	8,113.75	8,113.75
188-C	Arnold-Merna .....	Custer .....	2.28	6,425.99	6,535.48
S. A. 191	Haigler-West .....	Dundy .....	2.1	13,946.14	.....
193-B	Ord-Arcadia .....	Valley .....	6.2	14,459.47	14,459.47
S. A. 194-B	Oxford-South .....	Furnas .....	0.20	616.44	.....
200	O'Neill-Ewing .....	Holt .....	28.02	52,948.98	52,948.98
200	O'Neill-Ewing .....	Holt .....	8.42	8,522.80	8,522.80
202-B	Valentine-Gordon .....	Sheridan .....	5.76	13,126.62	13,126.62
202-D	Valentine-Gordon .....	Cherry .....	11.30	44,428.11	44,428.10
202-E	Valentine-Gordon .....	Cherry .....	13.56	54,378.48	54,378.47
202-F	Valentine-Gordon .....	Cherry .....	7.65	31,449.78	31,449.78
203-A	Orchard-Brunswick .....	Antelope .....	13.21	25,768.58	25,768.57
204-B	Wahoo-David City .....	Saunders .....	6.53	18,704.86	18,704.85
204-B	Wahoo-David City .....	Saunders .....	6.53	9,261.10	9,261.10
205-A	Superior-Franklin .....	Webster .....	9.91	48,478.36	47,004.84
205-B	Superior-Franklin .....	Franklin .....	9.55	53,919.05	53,919.04
S. A. 205-C	Superior-Franklin .....	Franklin .....	.....	858.05	.....
207-B	Albion-Madison .....	Boone .....	7.01	24,248.75	23,001.66
207-C	Albion-Madison .....	Madison .....	2.70	4,873.00	11,182.94
208-B	Capital-Highway .....	Richardson .....	0.67	9,171.98	9,171.98
208-C	Capital Highway .....	Richardson .....	.....	10,467.93	10,467.92
210	Superior-Kansas Line .....	Nuckolls .....	1.27	1,435.62	1,435.61
212	Sweetwater-West .....	Sherman .....	2.61	26,635.70	35,223.57
212	Sweetwater-West .....	Buffalo .....	3.54	10,032.30	14,976.98
216-A	Central City-Clarks .....	Merrick .....	5.66	15,205.03	15,205.02
216-B	Central City-Clarks .....	Merrick .....	4.0	13,908.06	10,125.53
221-B	North Platte-Maywood .....	Lincoln .....	15.30	31,758.77	31,758.77
221-C	North Platte-Maywood .....	Lincoln .....	15.30	10,615.00	10,615.00
221-C	North Platte-Maywood .....	Lincoln .....	18.86	55,870.95	55,870.94
224-B	Big Springs-Megeath .....	Keith .....	1.28	648.48	648.48
224-B	Big Springs-Megeath .....	Keith .....	1.28	7,494.62	7,494.62

STATUS OF STATE-FEDERAL AID PROJECTS—Continued  
Under Construction

COST		Earth	Paving	Gravel			Sand Clay	Date Awarded
Other Funds				2"	3"	4"		
173.16	3.07 4.59 3.33 4.42			11.75 3.07 4.59 3.33			5-29-25 8-15-24 8-22-25 5-4-26 7-1-26	
	3.12 13.29 9.20 4.06			3.12 7.00 9.20		3.42	10-14-26 5-5-21 7-23-26 2-26-26 9-7-25	
880.95	10.23 1.63 9.36 17.60 6.64			10.23 6.64	1.63	1.0 0.97	3-30-26 4-16-24 8-25-26 8-17-26 10-14-26 Gr. & 7-23-26 G.	
	2.5			16.03 6.54*	4.02		2-25-26 2-25-26 4-30-26 3-2-26	
	1.0 9.61			6.0 5.97 9.61	1.0 3.22	0.47	8-11-26 2-28-24 10-14-26 7-30-25 6-15-22 & 2-28-24	
36,858.00 28,827.95	2.02 5.38 2.28	Conc. 3.07 Conc. 4.08		2.02		1.52	7-31-25 8-17-25 7-13-26 5-7-25 2-26-26	
	6.2 0.20 28.02			2.1 8.42		0.40 8.42	7-31-25 2-25-26 7-29-26 8-8-25 4-30-26	
	5.76 11.91 13.56 7.65 13.21			13.21		10.70 13.56 6.38	4-24-25 3-30-26 2-26-26 8-31-25	
	6.53 9.91 9.55			6.53			4-15-24 9-16-25 8-15-25 8-14-25 5-28-26	
6,309.94	7.01 2.70 0.67			7.01			8-5-25 5-5-26 2-24-26 2-24-26	
8,587.87 4,944.68 4,944.69	2.61 3.54 5.66 4.0	Conc. .134		1.27		0.38 1.98 0.89	5-29-25 2-26-24 4-17-24 4-17-24 4-16-24 8-11-25	
	15.30 18.86 1.28			15.30 18.86 1.28		4.12 6.6 0.38	10-14-24 8-3-25 4-30-26 5-28-25 4-18-24	

**STATUS OF STATE-FEDERAL AID PROJECTS—Continued**  
Under Construction

No.	NAME	COUNTY	Length Miles	COST	
				State	Federal
224-C	Big Springs-Megeath	Keith	4.40	13,652.45	13,652.44
227	Shelton-Kearney	Buffalo	18.04	9,267.24	22,554.00
228-B	Aurora-Grand Island	Hamilton	10.92	30,055.81	30,055.80
229	Tekamah-Decatur	Burt	15.31	19,852.99	19,852.99
231-A	Elm Creek-Overton	Dawson	1.81	2,637.26	2,637.25
233-B	North Platte-Tryon	Lincoln	5.78	9,871.30	9,871.29
233-C	North Platte-Tryon	McPherson	5.27	13,741.20	13,741.20
234-A	Gretna-Millard	Sarpy	2.52	10.92	14,166.40
235-B	Wahoo-Yutan	Saunders	3.50	19,110.21	19,110.21
235-C	Wahoo-Yutan	Saunders	8.24	26,337.01	26,337.00
236-A	Bayard-Scottsbluff	Scotts Bluff	4.60		6,285.75
237-A	Avery-Ralston	Sarpy	5.61	7.52	25,704.50
			12.11	24,237.53	24,237.53
240-A	Oxford-Orleans	Harlan	0.5	668.66	
241-A	Chester-Hebron	Thayer	10.96	23,595.77	21,819.40
242-A	Alliance-Bridgeport	Box Butte	7.98	19,294.18	19,294.18
242-B	Alliance-Bridgeport	Morrill	12.74	58,999.89	58,999.88
243-A	Culbertson-Palisade	Hitchcock	6.58	20,431.17	20,431.16
S.A. 243-A	Culbertson-Palisade	Hitchcock	Bridge	1,906.96	
S.A. 243-B	Culbertson-Palisade	Hitchcock	4.38	4,840.14	
S.A. 244	Elmwood-Stockville	Frontier	24.13	77,720.14	
245-B	McCook-Maywood	Frontier	5.53	15,910.72	15,910.71
246-A	Table Rock-Verdon	Pawnee	2.82	11,196.13	11,196.13
247-A	Fairbury-Western	Jefferson	12.45	30,790.71	30,790.70
249-A	Lemoyne-Oshkosh	Garden	1.70	3,449.19	3,449.19
249-B	Lemoyne-Oshkosh	Garden	3.60	10,817.04	10,817.03
250	Wymore-South	Gage	8.30	18,276.41	18,276.40
252-A	Lexington-Elwood	Dawson	7.20	25,693.66	25,693.66
252-B	Lexington-Elwood	Gosper	9.21	20,596.26	20,596.26
253	Minden-Axtell	Kearney	10.99	23,063.40	23,063.39
254-A	Arapahoe-McCook	Furnas	Bridges	9,849.31	9,849.31
254-B	Arapahoe-McCook	Furnas	10.3	30,560.53	30,560.52
255-A	Johnson-Tecumseh	Nemaha	3.77	12,665.11	12,665.10
255-B	Johnson-Tecumseh	Johnson	6.92	21,420.31	21,249.48
256-A	Union-Eagle	Cass	5.14	14,909.54	14,909.53
258-A	Blair-Fremont	Washington	5.36	27,402.07	27,417.25
260	Big Springs-Chappel	Deuel	10.32	14,613.00	14,527.81
262A	West Point-Pender	Cuming	11.44	21,881.00	21,881.00
263-B	Fremont-Hooper	Dodge	12.86	38,950.61	38,950.60
264-A	Grant-Venango	Perkins	10.45	19,864.88	14,164.16
265-A	Chadron-Crawford	Dawes	5.69	16,901.93	16,484.70
266-A	Hooper-West Point	Dodge	14.63	51,681.26	15,681.25
267-A	Ainsworth-Norden	Keya Paha	14.83	23,955.91	23,955.91
268-A	Randolph-Plainview	Pierce	14.67	26,913.68	26,913.68
269-A	Lawrel-Randolph	Cedar	Bridge		4,106.49
270-A	Jackson-Laurel	Dixon	7.53	28,684.99	28,313.29
S.A. 271-A	South Sioux City-Allen	Dakota	8.59	35,912.17	
S.A. 272	Imperial-Lamar	Chase	7.60	6,584.76	
274-A	Wayne-Norfolk	Wayne	12.28	29,670.92	29,670.92
275-A	Madison-Newman Grove	Madison	8.60	16,802.00	16,538.25
276-A	Ravenna-Grand Island	Hall	10.96	27,137.64	26,809.88
276-B	Ravenna-Grand Island	Buffalo	12.33	37,894.82	37,494.32
277-A	Hyannis-Antioch	Grant	1.68	9,276.45	9,276.45
277-B	Hyannis-Antioch	Sheridan	8.65	22,735.49	22,735.49
278-B	Columbus-Central City	Merrick	16.07	40,632.41	40,632.40
278-C	Columbus-Central City	Platte	6.92	26,535.26	26,535.26
279-A	Fullerton-Cushing	Howard		13,983.95	13,983.94
			4.99		
279-A	Fullerton-Cushing	Greeley		15,359.72	13,983.95
280-B	Niobrara-Monowi	Knox	0.41	91,346.94	

STATUS OF STATE-FEDERAL AID PROJECTS—Continued  
Under Construction

COST		Earth	Paving	Gravel			Sand Clay	Date Awarded
Other Funds				2"	3"	4"		
13,286.76		4.40		4.40		18.04	0.25	7-31-25 7-15-24 5-4-26 7-30-25 12-2-24
		10.92		2.92 15.31	8.00	0.47		
		5.78		5.78			1.62 3.96	7-24-26 5-2-26 5-31-25 11-23-25 3-6-26
14,166.41		5.27			2.52			
		2.52			3.50			
		3.50			8.24			
		8.24						
6,285.75		4.60			4.60		0.37	9-19-24 8-19-25
25,704.51		5.61			2.0	3.61		7-7-25 2-25-26 3-5-26
		12.11						
		10.96		0.5				
		668.67						
		7.98		7.98			7.98	7-31-25
		12.74		12.74			8.96	5-31-25
		6.58		6.58				5-3-26 12-3-26 6-4-26
		4.38						
		24.13						10-14-25
		5.53						4-30-26
		2.82						7-1-26
		12.45						4-3-26
		1.70			1.70			7-31-25
		3.60			3.60			7-31-25
		8.30						7-13-25
		7.20			7.20		0.54	2-26-26
		9.21					0.36	5-26-26
		10.99		10.99				8-13-26
		10.3		10.3				3-8-26 5-6-26 & 11-5-26 8-17-25 8-31-26 2-24-26
		3.77						
		6.92						
		5.14						
		5.36						6-11-26
		10.32			10.32			7-31-25
		11.44						8-13-26
		12.86			12.86		0.46	2-24-26 & 4-29-26
		10.45		10.45(1 1/4")			1.42	2-26-26 & 12-2-26
		5.69				0.34(6")		8-18-25
		14.63			14.63		0.70	7-23-26
		14.83					4.31	9-16-25
		14.67					0.57	2-24-26 3-23-26
4,106.50								
		7.53						3-26-26
		3.16			8.59			10-14-26
		12.28		7.60(1 1/4")				7-2-26
5,736.25		8.60					0.25	7-1-26 5-1-26
		10.96		10.96				11-23-25
		12.33			12.33			3-30-26
		1.68			1.68			11-9-25
		8.65			8.65		5.88	9-16-25
		16.07			16.07		5.83	6-11-26
		6.92					0.82	9-23-26
		4.99			6.92			11-9-25
		0.41					0.41	11-9-25 3-17-26

**STATUS OF STATE-FEDERAL AID PROJECTS—Continued**  
Under Construction

No.	NAME	COUNTY	Length Miles	COST	
				State	Federal
280-C	Niobrara-Monowi	Boyd	2.70	18,192.92	17,672.22
281-A	Dunning-Seneca	Thomas	6.01	19,450.30	19,450.29
284-A	Merna-Dunning	Blaine	7.63	30,637.86	30,637.86
287-A	Big Springs-Julesburg	Deuel	4.59	6,290.37	6,290.37
288	Pleasanton-Hazard	Buffalo	3.39	15,866.51	15,866.50
291-A	Havelock-Bethany	Lancaster	0.25	3,366.96	3,765.00
291-B	Havelock-Bethany	Lancaster	1.09	33,555.78	15,000.00
292-A	Loup City-Ashton	Sherman	7.37	35,031.92	33,438.90
S.A. 293-A	McCook-South	Red Willow	1.3	2,724.17	
294-A	Wassau-Crofton	Knox	5.77	14,690.03	14,690.02
295-A	Genoa-Fullerton	Nance	4.00	11,154.77	11,154.77
296-A	Roscoe-Paxton	Keith	11.93	45,956.65	45,956.64
297-A	Gothenburg-Bridge	Dawson	1.35	29,996.89	59,993.78
298-A	North Platte-Stapleton	Lincoln	5.09	11,832.25	11,832.25

G—Grading  
Gr.—Gravel  
P—Paving  
B—Bridge

Date Column.

\* Second Course  
Asph.—Asphalt Pavement  
Bit.—Bituminous Pavement  
Br.—Brick Pavement  
Conc.—Concrete Pavement

Paving Column.

STATUS OF STATE-FEDERAL AID PROJECTS—Continued  
Under Construction

COST		Earth	Paving	Gravel			Sand	Date
Other Funds				2"	3"	4"	Clay	Awarded
.....		2.70		6.01	.....	.....	3-16-26	
.....		6.01		7.63	.....	4.5	5-20-26	
.....		7.63		4.59	.....	7.63	4-30-26	
.....		4.59		.....	.....	.....	10-6-26	
.....		3.39		.....	3.39	.....	11-2-26	
6,979.82		0.25	Bit. 0.25	.....	.....	.....	7-6-26	
14,801.94		1.09	Bit. 1.09	.....	.....	.....	7-6-26	
.....		7.37		.....	.....	0.57	6-18-26	
.....		1.3		.....	.....	.....	10-14-26	
.....		5.77		.....	.....	.....	5-21-26	
.....		4.00		.....	4.00	.35	9-1-26	
29,996.90		11.93		.....	11.93	1.22	11-3-26	
.....		1.35		.....	1.35	1.22	.....	
.....		5.09		5.09	.....	1.7	7-23-26	
.....		.....		1 1/2" 7.60	.....	.....	.....	
.....		156.05	Bit. 1.34	2" 44.61	64.58	30.38	.....	

FINANCIAL STATUS OF COUNTIES.

COUNTY	Total Appr. State & Fed. July 1st 1925	Gas Tax Based on \$9,000,000.00	Total Appr. to July 1st 1927	Expended to Jan. 1st 1925	Obligated in - Total Exp.		Balance	Surplus Fed. Aid	Expended	Balance
					1925-1926	Nov. 30, 1926				
Adams	\$ 198,426.04	\$ 121,794.46	\$ 320,220.50	\$ 189,842.55	93,070.66	282,913.21	37,307.29	37,346.78	10,000.00	27,346.78
Antelope	191,068.49	117,278.37	308,346.86	200,830.61	94,357.37	295,187.98	13,158.87	35,961.97	17,563.35	18,398.62
Arthur	74,353.45	45,638.35	119,991.80	40,958.74	79,997.50	120,956.24	964.44*	13,994.44		13,994.44
Banner	74,183.11	45,533.80	119,716.91	81,819.45	39,122.36	120,941.81	1,224.90*	13,962.38		13,962.38
Blaine	66,185.35	40,624.76	106,810.11	45,352.85	61,803.72	107,156.57	346.46*	12,457.08		12,457.08
Boone	164,858.34	101,190.52	266,048.86	168,382.38	88,518.75	256,901.13	9,147.73	31,028.83		31,028.83
Box Butte	112,028.14	68,763.19	180,791.33	73,060.44	71,010.32	144,070.76	36,720.57*	21,085.39	6,554.17	14,531.22
Boyd	110,168.50	67,621.73	177,790.23	118,759.18	80,614.43	199,373.61	21,583.38*	20,735.37		20,735.37
Brown	137,245.06	84,241.41	221,486.47	112,733.54	87,197.18	199,930.72	21,555.75	25,831.59		25,831.59
Buffalo	240,870.38	147,846.92	388,717.30	235,452.56	155,394.92	390,847.48	2,130.18*	45,335.44	27,354.67	17,980.77
Burt	142,896.34	87,710.18	230,606.52	119,325.65	179,276.52	298,602.17	67,995.65*	26,895.25		26,895.25
Butler	172,500.29	105,881.17	278,381.46	166,754.13	110,394.95	277,149.08	1,232.38	32,467.16		32,467.16
Cass	192,952.65	115,725.16	308,677.81	187,370.87	125,026.65	312,397.52	3,719.71*	35,485.70	31,109.26	4,376.44
Cedar	188,085.28	115,447.28	303,532.56	161,026.13	108,594.57	269,620.70	33,911.86	35,400.49		6,124.89
Chase	99,564.43	61,112.93	160,677.36	96,387.93	60,590.46	156,978.39	3,698.97	18,739.53	5,412.61	13,326.92
Cherry	511,474.84	313,944.70	825,419.54	574,184.81	308,696.26	882,881.07	57,461.53*	96,267.28	683.94	95,583.34
Cheyenne	119,274.13	73,210.81	192,484.94	120,062.69	63,249.03	183,311.99	9,172.95	22,449.19	824.19	21,625.00
Clay	183,963.72	112,917.46	296,881.18	175,257.68	80,803.96	256,061.64	40,819.54	34,624.75		34,624.75
Collax	124,769.40	76,583.82	201,353.22	137,440.60	53,764.12	191,204.72	10,148.50	23,483.49		23,483.49
Cuming	166,865.80	102,422.70	269,288.50	167,932.92	102,560.72	270,493.64	1,205.14*	31,406.66	949.13	30,457.53
Custer	410,451.51	251,936.30	662,387.81	410,417.72	219,433.52	629,851.24	32,536.57	77,253.17		77,253.17
Dakota	72,902.33	44,747.65	117,649.98	77,047.95	78,307.89	155,355.84	37,705.86*	13,721.32		13,721.32
Dawes	151,851.41	93,206.83	245,058.24	138,140.72	131,466.45	269,607.17	24,548.93*	28,580.73		28,580.73
Dawson	198,630.50	121,919.97	320,550.47	203,900.47	152,276.89	356,177.36	35,626.89*	37,385.26	31,588.29	5,796.97
Deuel	53,675.39	32,946.10	86,621.49	45,692.23	41,721.55	87,413.78	792.29*	10,102.52		10,102.52
Dixon	128,711.09	79,003.25	207,714.32	131,200.61	65,729.40	196,930.01	10,784.31	24,225.37	16,348.58	7,876.79
Dodge	182,165.81	111,813.89	293,979.70	129,378.05	203,477.26	332,851.31	38,875.61*	34,286.35	95,137.41	60,851.06*
Douglas	765,952.03	470,143.53	1,236,095.56	621,577.01	51,722.58	673,299.59	562,795.97	144,163.73	732,079.01	587,915.28*
Dundy	111,428.31	68,395.00	179,823.31	87,557.84	99,025.92	186,583.76	6,760.45*	20,972.49		20,972.49
Fillmore	180,307.99	110,673.57	290,981.56	150,000.47	135,870.73	285,871.20	5,110.36	33,936.69	1,899.00	32,037.69
Franklin	132,412.24	81,275.00	213,687.24	93,718.20	111,156.91	204,875.11	8,812.13	24,921.98		24,921.98
Frontier	149,828.89	91,965.39	241,794.28	89,893.55	109,541.57	199,435.12	42,359.16	28,200.06		783.63
Furnas	158,372.66	97,332.35	255,905.01	167,180.27	81,436.11	248,616.38	7,288.63	29,845.76	1,859.02	27,986.74
Gage	299,757.49	183,992.00	483,749.49	295,537.05	203,292.46	498,829.51	15,080.02*	56,418.88	13,966.38	42,452.50
Garden	139,576.26	85,672.31	225,248.57	132,275.27	67,632.66	219,907.93	5,340.64	26,270.36		26,270.36
Garfield	75,344.26	46,246.52	121,590.78	73,061.09	65,639.86	138,700.95	17,110.17*	14,180.93		14,180.93
Gosper	91,545.63	56,190.97	148,136.60	60,730.06	85,553.88	146,283.94	1,852.66	17,230.27		17,230.27
Grant	64,698.25	39,711.97	104,410.22	33,528.37	66,202.45	99,730.82	4,679.40	12,177.19		12,177.19
Greeley	102,189.64	62,724.29	164,913.93	101,905.61	32,348.61	134,254.22	30,659.71	19,233.63	2,675.72	16,557.91
Hall	203,891.17	112,168.14	316,059.31	187,327.62	64,737.80	252,065.42	63,993.89	34,394.98	31,240.86	3,154.12

FINANCIAL STATUS OF COUNTIES—Continued

COUNTY	Total Appr. State & Fed. July 1st 1925	Gas Tax Based on \$9,000,000.00	Total Appr. to July 1st 1927	Expended to Jan. 1st 1925	Obligated in 1925-1926	Total Exp. Nov. 30, 1926	Balance	Surplus Fed. Aid	Expended	Balance
Hamilton	167,200.27	102,627.99	269,828.26	147,030.49	116,668.96	263,699.45	6,128.81	31,469.61	2,740.75	28,728.86
Harlan	126,298.77	77,522.54	203,821.31	110,553.66	97,422.97	207,976.63	4,155.32*	23,771.33	7,903.33	15,868.00
Hayes	78,282.80	48,050.21	126,333.01	56,716.52	62,160.73	118,877.25	7,455.76	14,734.00		14,734.00
Hitchcock	97,675.74	59,953.65	157,629.39	91,028.63	66,465.53	157,494.16	135.23	18,384.05		18,384.05
Holt	319,062.65	195,841.57	514,904.22	305,826.67	182,177.87	488,004.54	26,899.68	60,052.41		60,052.41
Hooker	65,196.90	40,018.04	105,214.94	45,192.78	51,492.18	96,684.96	8,529.98	12,271.04		12,271.04
Howard	128,882.16	73,313.34	202,195.50	118,908.20	114,165.48	233,073.60	30,878.18*	22,480.63	499.69	21,980.94
Jefferson	183,303.82	112,512.40	295,816.22	192,746.62	87,886.28	280,632.90	15,183.32	34,500.54		34,500.54
Johnson	146,913.85	76,345.56	223,259.41	140,075.42	81,852.02	221,927.44	1,331.97	23,410.43		23,410.43
Kearney	125,329.83	76,927.81	202,257.64	98,705.01	96,305.03	195,010.04	7,247.60	23,588.97		23,588.97
Keith	99,924.50	61,333.94	161,258.44	102,248.31	127,367.65	229,615.96	68,357.52*	18,807.30		18,807.30
Keya Paha	78,274.18	48,044.92	126,319.10	70,602.63	47,911.82	118,514.45	7,804.65	14,732.38		14,732.38
Kimball	92,809.61	56,966.80	149,776.41	90,681.59	60,606.45	151,288.04	1,511.63*	17,468.17		17,468.17
Knox	243,458.51	149,435.53	392,894.04	254,871.54	123,250.90	378,122.44	14,771.60	45,822.57	13,714.88	32,107.69
Lancaster	468,101.69	287,322.15	755,423.84	497,041.70	250,993.75	748,035.45	7,388.39	88,103.80		98,844.67
Lincoln	303,321.40	185,813.41	489,134.81	267,206.40	176,378.98	443,585.38	45,549.43	56,977.40		69,868.66
Logan	55,581.49	34,116.08	89,697.57	56,251.55	89,697.57	25,388.00	81,639.55	10,461.27		9,948.17
Loup	64,804.87	39,777.42	104,582.29	55,599.50	82,344.17	117,943.67	13,361.38*	12,197.25		12,197.25
Madison	179,030.78	109,889.60	288,920.38	223,106.40	72,682.94	295,789.34	6,868.96*	33,696.29	27,927.04	5,769.25
McPherson	77,478.50	47,556.53	125,035.03	71,127.46	47,944.05	119,071.51	5,963.52	14,582.63		14,582.63
Merrick	132,154.73	80,173.97	212,328.70	134,524.13	105,298.40	239,822.53	27,493.83*	24,584.36		24,584.36
Morrill	134,128.80	82,328.63	216,457.43	126,487.11	123,526.56	250,013.67	33,556.24*	25,245.06	32,389.93	7,144.87*
Nance	105,058.27	64,485.06	169,543.33	116,154.86	46,869.85	163,024.71	6,518.62	19,773.55		19,773.55
Nemaha	136,498.92	83,783.43	220,282.35	134,795.45	77,202.78	211,998.23	8,284.12	25,691.16	11,420.46	14,270.70
Nuckolls	153,933.82	94,485.01	248,418.83	153,370.89	85,465.28	238,836.17	9,582.66	28,972.67		8,587.87
Otoe	201,210.17	123,503.37	324,713.54	203,595.59	140,251.02	343,846.61	19,133.07*	37,870.79	50,673.33	12,802.54*
Pawnee	139,383.71	80,737.08	220,120.79	101,886.64	108,570.19	210,456.83	9,663.96	24,757.03		24,757.03
Perkins	71,573.67	43,932.12	115,505.79	73,014.44	44,448.63	117,463.07	1,957.28*	13,471.24		13,471.24
Phelps	135,194.25	82,982.62	218,176.87	126,794.78	100,124.97	226,919.75	8,742.88*	25,445.60	5,352.05	20,093.55
Pierce	128,100.00	78,628.14	206,728.14	124,791.75	86,820.96	211,612.71	4,884.57*	24,110.31		8,228.26
Platte	195,478.06	119,984.96	315,462.96	179,748.97	87,764.86	307,513.83	7,949.13	36,791.91	13,397.31	23,394.60
Polk	136,174.08	83,584.03	219,758.11	139,310.66	104,383.32	243,693.98	23,935.87*	25,630.02		25,630.02
Red Willow	156,662.10	96,159.64	252,821.74	156,056.96	94,306.16	250,363.02	2,458.72	29,486.17	5,356.80	24,129.37
Richardson	195,887.56	120,236.34	316,123.90	166,614.13	111,712.32	278,326.45	37,797.45	36,868.99	5,078.28	31,790.71
Rock	111,245.32	68,282.69	179,528.01	196,367.12	49,738.29	246,105.41	66,577.40*	20,938.05		20,938.05
Saline	191,329.79	117,438.77	308,768.56	208,336.94	75,445.75	283,782.69	24,985.87	36,011.15	15,681.99	20,329.16
Sarpy	85,984.94	52,777.81	138,762.75	83,010.45	98,374.04	181,384.49	42,621.74*	16,183.67	70,593.35	54,411.68*
Saunders	233,791.79	143,497.75	377,289.54	240,990.83	147,552.32	388,543.15	11,253.61*	44,001.82	64,588.32	20,586.50
Scottsbluff	130,124.24	79,870.63	209,994.87	185,967.96	66,919.41	252,887.37	42,892.50*	24,491.34	18,150.75	6,340.59
Seward	202,615.74	111,489.46	314,105.20	204,413.17	125,528.47	329,941.64	15,836.44*	34,186.87	12,205.66	21,981.21

DEPARTMENT OF PUBLIC WORKS

FINANCIAL STATUS OF COUNTIES—Continued

COUNTY	Total Appr. State & Fed. July 1st 1925	Gas Tax Based on \$9,000,000.00	Total Appr. to July 1st 1927	Expended to Jan. 1st 1925	Obligated in 1925-1926	Total Exp. Nov. 30, 1926	Balance	Surplus Fed. Aid	Expended	Balance
Sheridan .....	248,563.86	152,569.22	401,133.08	204,693.09	152,678.14	357,371.23	43,761.85	46,783.47		46,783.47
Sherman .....	116,035.09	71,222.67	187,257.76	124,990.47	68,470.82	193,461.29	6,203.53*	21,839.55	26,263.85	4,424.30*
Sioux .....	177,804.69	109,137.02	286,941.71	175,884.20	60,178.98	236,063.18	50,878.53	33,465.53		33,465.53
Stanton .....	90,402.50	55,489.31	145,891.81	108,554.97	29,535.58	138,090.55	7,801.26	17,015.11		17,015.11
Thayer .....	174,153.01	106,895.61	281,048.62	180,227.80	90,704.94	270,932.74	10,115.88	32,778.22	2,063.79	30,714.43
Thomas .....	57,982.33	35,589.71	93,572.04	45,185.93	38,900.59	84,086.52	9,485.52	10,913.15		10,913.15
Thurston .....	93,197.31	57,204.77	150,402.08	109,333.86	58,296.30	167,630.16	17,228.08*	17,541.14		17,541.14
Valley .....	126,196.38	77,459.70	203,656.08	128,194.50	17,102.42	205,296.92	1,640.84*	23,752.06		23,752.06
Washington .....	126,224.04	77,476.67	203,700.71	129,267.19	81,263.72	210,530.91	6,830.20*	23,757.27	39,431.94	15,674.67*
Wayne .....	118,460.60	72,711.45	191,172.05	100,884.32	100,692.83	201,577.15	10,405.10*	22,296.07		22,296.07
Webster .....	134,941.15	82,827.26	217,768.41	102,990.97	134,293.33	237,284.30	19,515.89*	25,397.96		25,397.96
Wheeler .....	64,659.78	39,688.35	104,348.13	38,556.73	71,331.03	109,887.76	5,539.63*	12,169.95		12,169.95
York .....	199,481.86	122,442.53	321,924.39	212,862.82	83,019.28	295,882.10	26,042.29	37,545.50		37,545.50
TOTALS .....	14,751,191.42	9,000,000.00	23,751,191.42	14,136,386.80	9,028,856.25	23,165,243.05		2,759,739.29	1,669,382.88	

NOTE—The column "Total Appropriations" shows the total of all State Aid road appropriations to June 1, 1925, plus a like amount of Federal Aid, plus 1925 deficiency appropriation and corrected for overruns on State construction by deducting \$88,502.62 from the rentals charged by the Equipment Division on State construction and prorating same back to the counties as follows: Cass, \$4,414.66; Hall, \$21,148.22; Howard, \$9,440.97; Johnson, \$22,532.61; Lincoln, \$596.50; Merrick, \$1,536.28; Pawnee, \$7,847.85; Saunders, \$7.04 and Seward \$20,978.49. Federal Aid not met is listed in column under "Surplus Federal Aid". The column under "Expended" shows the total expenditures of State and Federal Aid fund allotted to a county, but does not show additional County or local funds expended in meeting Federal Aid. The Gas Tax column of \$9,000,000.00 is an estimate of \$4,500,000.00 gas tax plus a like amount of Federal Aid for the biennium 1925-1926. \*Indicates Over-draft.



## REPORT OF SECRETARY

## STATE AID BRIDGES

The State Aid Bridge law has made it possible for counties to build permanent structures across the larger streams in this state. Without State Aid it would be an unjust burden to these counties since the cost on these larger structures should be borne to some extent by the State at large thus relieving the local community unfortunately situated.

The law originally provided that the minimum width of stream over which State Aid could be allowed for bridging was 175 feet. The 1921 Legislature reduced this length to 100 feet so that more counties could avail themselves of this aid.

The following tabulations show all State Aid Bridge Appropriations, all State Aid bridges contracted previous to this biennium, and bridges which became State Aid through the Emergency and Relief Appropriation of the 1925 Legislature, and those contracted this biennium, also expenditures for repairs this biennium and applications remaining on file. Lack of county funds to meet State Aid when State Aid was available is the reason why many applications have remained on file for several years.

## STATE AID BRIDGE APPROPRIATIONS

1911-12.....	\$175,808.38
1913-14.....	166,813.86
1915-16.....	150,000.00
1917-18.....	208,127.10
1919-20.....	218,717.63
1921-22.....	200,000.00
1923-24.....	200,000.00
1925-26.....	200,000.00
TOTALS.....	\$1,519,466.97

## LIST OF STATE AID BRIDGES

Constructed 1911-1922 Inclusive

COUNTY	Name of Bridge	Stream	Application Made	Contracted
Boyd-Holt	Parshall	Niobrara	5-4-1911	3-11-1916
Boyd-Holt	Red Bird	Niobrara	5-25-1916	6-30-1916
Buffalo	Elm Creek	Platte	11-18-1920	3-15-1922
Buffalo	Shelton	Platte	7-19-1916	10-23-1919
Cherry	Berry	Niobrara		1921-1922
Colfax	Schuyler	Platte	9-2-1915	2-12-1916
Cuming	West Point	Elkhorn	3-24-1917	1-25-1918
Cuming	Wisner	Elkhorn	4-8-1921	1921-1922
Dawson	Lexington	Platte	2-13-1912	9-11-1914
Dawson-Phelps	Overton	Platte	2-14-1914	9-11-1914
Dodge-Saunders	Fremont	Platte	4-25-1912	5-25-1912
Dodge-Saunders	North Bend	Platte	4-25-1912	5-25-1912
Furnas	Cambridge	Republican	2-2-1913	2-26-1914
**Garfield	Burwell	Loup	6-25-1918	6-12-1922
Hall-Hamilton	Grand Island	Platte	6-12-1917	9-17-1919
Hamilton-Merrick	Central City	Platte	4-21-1913	9-17-1919
Howard	St. Paul	Middle Loup	8-13-1912	9-3-1915
Jefferson	Fairbury	Little Blue	9-9-1915	9-11-1917
**Jefferson	Fairbury	Little Blue	6-8-1921	6-12-1922
Kearney-Buffalo	Kearney	Platte	5-29-1915	5-23-1916
Knox	Pischelville	Niobrara	4-8-1921	1921-1922
Knox	Verdigre	Verdigre Cr.	3-7-1916	1-24-1918
Lincoln	North Platte 1915	Platte, North	11-28-1913	3-17-1915
Lincoln	Osgood	Platte, South	1-8-1917	2-27-1918
Lincoln	Sutherland 1914	Platte, North	5-10-1912	4-7-1914
Lincoln	Sutherland 1916	Platte, South		2-15-1916
Morrill	Bayard	Platte, North	5-21-1911	2-20-1912
Morrill	Bridgeport	Platte, North	5-21-1911	2-20-1912
Nance	Genoa	Loup	5-4-1912	7-16-1912
Nuckolls	Superior	Republican	10-20-1913	3-3-1915
Platte	Monroe	Loup	9-22-1911	5-17-1912
*Polk-Merrick	Havens	Platte	11-6-1916	2-20-1917
Red Willow	Bartley	Republican	8-10-1911	1-28-1918
Rock-Keya Paha	Carns	Niobrara	7-11-1911	5-7-1912
Rock-Keya Paha	McCulley	Niobrara	7-31-1911	5-7-1912
Sarpy	Gretna	Platte	10-16-1915	2-10-1916
*Saunders	Ashland	Platte	2-5-1919	8-1-1919
Scotts Bluff	Henry	Platte, North	7-12-1916	9-9-1919
Scotts Bluff	McGrew	Platte, North	1-6-1912	5-28-1912
Scotts Bluff	Minatare	Platte, North	7-12-1916	9-16-1919
Scotts Bluff	Mitchell	Platte, North	7-14-1916	1-21-1918
Scotts Bluff	Mitchell Valley	Platte, North	7-14-1916	1-21-1918
Scotts Bluff	Morrill	Platte, North	7-12-1916	9-16-1919
Sherman	Loup City	Middle Loup	1-10-1912	6-4-1912
Stanton	Stanton	Elkhorn	5-8-1919	1921-1922
Washington	Arlington	Elkhorn	6-14-1911	4-30-1912

\* Indicates bridges purchased after construction.

\*\* No State Aid Bridge Funds. Built with Federal Aid.

- See chart showing Emergency and Relief of Counties for State Aid Bridge construction and repairs.

## LIST OF STATE AID BRIDGES CONTRACTED

1923-1924 Inclusive

COUNTY	Bridges	Stream	Applica- tion Made	Con. tracted	Contract Price	Remarks
Dawson.....	Cozad.....	Platte.....	5-10-1915	5-31-1924	\$72,381.00	
Garden.....	Oshkosh.....	Platte.....	7-22-1916	5- 5-1924	74,820.00	
Hall.....	Grand Island.....	Platte.....		4- 1-1924	118,880.00	No State Aid Bridge Funds.
Lancaster.....	Havelock.....	Salt Creek.....	5-31-1921	4-15-1924	27,962.70	No State Aid Bridge Funds.
Lincoln.....	Brady.....	Platte.....	4-14-1917	11-13-1924	32,018.37	
Merrick-Polk.....	Silver Creek.....	Platte.....	7- 6-1916	5-20-1924	94,200.00	
Morrill.....	Broadwater.....	Platte.....	10- 4-1921	3-28-1924	74,200.00	No State Aid Bridge Funds.
Sarpy-Cass.....	Louisville.....	Platte.....		12- 1-1924	17,020.17	Purchased from Platte River Bridge Co.
Saunders-Douglas.....	Yutan.....	Platte.....	12-31-1914	10-31-1924	117,112.28	\$19,518.72 State Aid Bridge Funds.

1925-1926 Inclusive

Antelope.....	Clearwater.....	Elkhorn.....	2-24-1925		26,150.90	F. A. Project No. 139-C. No State Aid Bridge Funds used. Built with County and F. A. Funds.
Buffalo.....	Gibbon.....	Platte.....	12-22-1920	5- 4-1926	78,500.00	Bridge mattress, fills and jetties. Purchased from K. T. Bridge Co.
Cass-Sarpy.....	Plattsmouth.....	Platte.....	8- 6-1917		104,340.21	F. A. Project No. 297-A. No State Aid Bridge Funds used. Built with Co. State Aid Road and F. A. Funds.
Dawson.....	Gothenburg.....	Platte.....	11-16-1923		107,092.41	
Garden.....	Lewellan.....	Platte.....	7-22-1916	4- 9-1926	71,300.00	
Garden.....	Lisco.....	Platte.....	4-10-1920	7- 8-1926	2,688.50	Repair work
Howard.....	Boelus.....	Middle Loup.....	7- 2-1923	4- 7-1926	35,208.00	
Knox.....	Niobrara.....	Niobrara.....	4-24-1923		83,042.67	F. A. Project 280-B. No State Aid Bridge Funds used. Built with State Aid Road Funds without Federal Aid.
Lincoln.....	Brady.....	South Channel.....	3-19-1917	7- 6-1926	45,853.50	Bridge, Willow Mattress, Etc.
Scottsbluff.....	Minatare.....	Platte River.....		5-10-1926	2,924.00	1 74-ft. Creosoted Timber Trestle over Nine Mile Canal.
Merrick-Hamilton.....	Central City.....	Platte.....	12- 2-1918	6- 5-1926	2,596.00	Guard Rail only
Polk-Platte.....	Duncan.....	Platte.....	3-19-1919	9-10-1926	2,901.25	Fill only.

EMERGENCY AND RELIEF OF COUNTIES FOR STATE AID BRIDGE CONSTRUCTION AND REPAIRS ENACTED IN HOUSE ROLLS NO. 386, 405 AND 429 OF THE SESSION LAWS OF NEBRASKA 1925

COUNTY	Bridge	Stream	Amount	Remarks
Boyd.....	Redbird & Parshall	Niobrara	\$ 195.10	Repairs
Boyd.....	Redbird.....	Niobrara	2,192.08	Repairs
Buffalo.....	Elm Creek.....	Platte	28,999.04	New Bridge
Butler.....	Schuyler.....	Platte	1,754.21	Repairs
Cherry.....	Berry.....	Niobrara	12,425.21	New Bridge
Colfax.....	Schuyler.....	Platte	1,881.08	Repairs
Cuming.....	Wisner.....	Elkhorn	29,796.48	New Bridge
Dawson.....	Lexington.....	Platte	41,278.00	Repairs
Holt.....	Red Bird.....	Niobrara	2,192.08	Repairs
Knox.....	Pischelville.....	Niobrara	25,711.32	New Bridge
Merrick.....	Havens.....	Platte	1,753.87	Repairs
Polk.....	Havens.....	Platte	1,130.65	Repairs
Stanton.....	Stanton.....	Elkhorn	30,985.19	New Bridge
TOTAL.....			\$180,294.31	

## SUMMARY STATE AID BRIDGE REPAIRS 1925-1926

State Aid Bridge	County	Amount
Ashland Bridge (Protection)	Saunders	\$150.00
Bayard Bridge (Repairs)	Morrill	152.29
North Bend Bridge (Repairs and Extend Jetties)	Dodge	993.32
Schuyler Bridge (Protection)	Colfax	750.00
Sutherland Bridge (Repairing and Claying Fill)	Lincoln	175.45
TOTAL.....		\$3,321.06

## APPLICATIONS FOR STATE AID BRIDGES REMAINING ON FILE

No.	COUNTY	Bridge	Stream	Application Made
1	Merrick.....	Prairie Island.....	Platte.....	3- 7-1913
2	Douglas.....	Valley.....	Elkhorn.....	3-19-1913
3	Dawson.....	Willow Island.....	Platte.....	2-11-1914
4	Holt.....	Ewing.....	Elkhorn.....	7- 2-1915
5	Hitchcock.....	Trenton.....	Republican.....	12-21-1915
6	Greeley.....	Scotia.....	North Loup.....	1-20-1916
7	Brown.....	McLain.....	Niobrara.....	3-28-1916
8	Keya Pha.....	Meadville.....	Niobrara.....	1-11-1918
9	Platte.....	Columbus.....	Loup.....	9-26-1918
10	Nance-Merrick.....	Palmer.....	Loup.....	11-20-1918
11	Platte-Polk.....	Duncan.....	Platte.....	11-21-1918
12	Polk.....	Clarks.....	Platte.....	11-20-1919
13	Custer.....	Sargent.....	Middle Loup.....	1-23-1920
14	Red Willow.....	McCook.....	Republican.....	2- 4-1920
15	Garden.....	Lisco.....	Platte.....	4-15-1920
16	Antelope.....	Tilden.....	Elkhorn.....	5-28-1920
17	Madison.....	Tilden.....	Elkhorn.....	5-28-1920
18	Rock-Keya Paha.....	Hougens.....	Niobrara.....	5-18-1921
19	Boyd.....	Naper.....	Keya Paha.....	6- 6-1921
20	Holt.....	Atkinson.....	Elkhorn.....	11-18-1922
21	Sherman.....	Austin.....	Middle Loup.....	12-20-1923
22	Lincoln.....	Hershey.....	North Platte.....	3-31-1924
23	Antelope.....	Oakdale.....	Elkhorn.....	2-24-1925
24	Lincoln.....	Maxwell.....	Platte.....	10-18-1926
	Boyd-Holt.....	Grand Rapids.....	Niobrara.....	
	Blaine.....	.....	Middle Loup.....	
	Lincoln.....	Hershey.....	Platte South.....	
	Valley.....	Elyria.....	North Loup.....	

## BRIDGES CONTRACTED BIENNIUM—1925-1926

Plattsmouth State Aid Bridge Between Sarpy and Cass Counties  
Across the Platte River

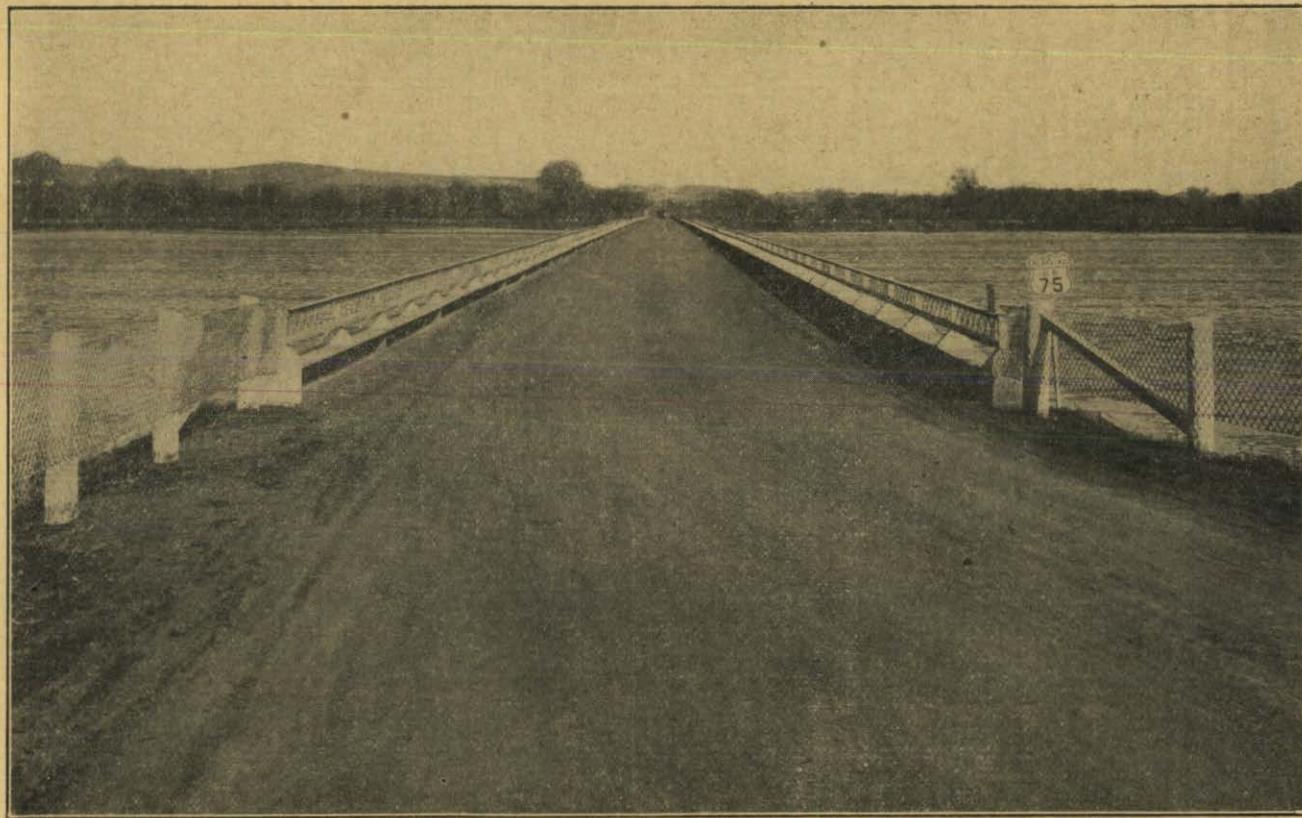
Plan No. 847

Alternate designs were drawn up for this bridge as follows:

- "A" 12-100 foot low riveted pony truss spans, 20 foot roadway, concrete or red gum block floor, 15 ton capacity, with foundation of steel piling incased in concrete.
- "B" 12-100 foot low riveted pony truss spans, 20 foot roadway, concrete or red gum block floor, 20 ton capacity, with foundation of steel piling incased in concrete.
- "C" 28-50 foot transverse joist thru girders spans, 20 foot roadway, concrete floor, 15 ton capacity, with foundation of 8 in. by 32# 50 to 75 feet long incased in concrete.

Bids were received from seven bidders at Omaha, Nebraska, March 3, 1925, by the King of Trails Bridge Company of Plattsmouth, Nebraska, who awarded the contract to the Economical Bridge Association of Lincoln, Nebraska, on the transverse joist girder type for a total of \$104,340.21 including approach fills, mattress, and guard rail. High bid was \$135,000.00 on the low riveted design of 20 ton capacity.

Upon completion, the bridge was purchased from the King of Trails Bridge Company at cost by the State and Cass and Sarpy counties with State Aid Bridge funds and county funds. It is to be operated as a toll bridge until one half of the cost is collected and paid back to the counties for their share.



Plattsmouth State Aid Bridge Between Cass and Sarpy Counties, 1400 foot long. A Good Side View of This Structure is Shown on Page 86

**North Platte Bridge Known As Federal Aid Project No. 233-A Across  
the North Platte River**

Alternate designs were drawn up for this bridge as follows:

- "A" 20-35 foot thru girder concrete spans, 18 foot roadway, concrete floor, 15 ton capacity, with alternate foundation of 8 in. by 32 lb. Bethlehem H steel piling 50 feet long and wood piling 40 feet long.
- "B" 9 80-foot low riveted pony truss spans, 18 foot roadway, concrete floor, 15 ton capacity, with alternate foundation of steel wood and concrete piling.
- "C" 14 51-foot transverse joist thru girder spans, 18 foot roadway, concrete floor, 15 ton capacity, with foundation of 8 in by 32 lb. Bethlehem H steel piling incased in concrete.

Bids were received from eleven bidders at North Platte, Nebraska, March 10, 1925, on designs "B" and "C" above; designs "A" being abandoned. The contract for the bridge was awarded to the General Construction Company of Omaha, Nebraska, on the transverse joist girder type, for \$58,589.80 and the contract for the willow mattress protection work was awarded to the Union Construction Company of Kearney, Nebraska, for \$6204.10 making a total contract price of \$64,793.90. The high bid on the bridge was \$70,000.00 on the low riveted pony truss type using concrete piling; and on the mattress protection work \$8,059.00 making a total of \$78,059.00. The work was paid for with Federal Aid funds and county funds. It is not a State Aid Bridge.

**Lewellen State Aid Bridge In Garden County Across the Platte River  
Plan No. 850**

Plans were drawn for seven 100 foot pony truss spans, 16 foot roadway, concrete floor, 15 ton capacity. The foundation consisted of 8 in. by 32 lb. Bethlehem steel H piling 50 feet long extending up to the bridge seat and incased in concrete. Bids were received at Oshkosh, Nebraska, on April 9, 1926, from six bidders, the high bid being \$80,400.00. The contract was awarded to the Western Bridge and Construction Company of Omaha for \$71,300.00. The bridge is being built with State Aid Bridge funds and county funds.

**Brady State Aid Bridge In Lincoln County Across the Platte River  
Plan No. 851**

This bridge is being built in three sections spanning three different channels of the Platte River, the Bridge across the South channel

of the river having been built in 1924. Each section consists of three 50 foot transverse joist thru girder spans, 16 foot roadway, creosoted wood floor with metal traffic treads, 15 ton capacity, making a total of 450 feet in length. The foundation in each case consists of 8 in. by 32 lb. Bethlehem H piling and 10 in by 49.5 lb. Bethlehem H piling 50 feet long, extending up to the bridge seat and incased in concrete. Bids were received at North Platte, Nebraska, on July 6, 1926, from six bidders on alternate types of wood floors, using creosoted black gum wood and one of several other kinds of creosoted wood with metal traffic treads.

The contract was awarded on the creosoted wood floor with metal traffic treads type to the General Construction Company of Omaha, Nebraska, for \$32,700.00. Approach fills, mattress, guard rail, etc., were awarded to David Scott and Sons of North Platte, Nebraska, for \$13,153.50 making a total for bridge, grading, and protection work of \$45,853.50. High bid was \$34,600.00 for the Bridge, based on creosoted black gum wood floor, and \$23,663.50 for fills, mattress, guard rail etc.; making a total of \$58,263.50. The work will be paid out of State Aid Bridge funds and county funds.

**Gibbon State Aid Bridge In Buffalo County Across the Platte River  
Plan No. 848**

Alternate designs were drawn up for this bridge as follows:

"A" Three section; four 75 foot, five 80 foot, and three 70 foot low riveted pony trusses, 16 foot roadway, concrete floor, 15 ton capacity, concrete foundations with 8 in, by 32 lb. Bethlehem H steel piling 50 feet long.

"B" Three sections; eight 50 foot, four 50 foot and six 50 foot transverse joist thru girder spans, 16 foot roadway, creosoted black gum wood floor, 15 ton capacity, concrete foundations with 8 in. by 32 lb. Bethlehem H steel piling and 10 in. by 49.5 lb. Bethlehem H steel piling 50 feet long.

Bids were received at Kearney, Nebraska, on April 8, 1926, from 10 bidders on the above types. High bid, including approach fills, willow mattress, jetties and guard rail was \$106,785.00, on the pony truss design. Low bid, including approach fills, willow mattress, jetties and guard rail was \$84,800.00 on the transverse joist thru girder design. All bids were rejected and the work readvertised.

On May 4, 1926, bids from 8 bidders were again received at Kearney, Nebraska, on the transverse joist thru girder design above, using, as alternates, the creosoted black gum wood floor above and

any one of several other kinds of creosoted wood floor with metal traffic treads.

The contract for the bridge was awarded on the creosoted black gum wood floor type to Oscar H. Schmidt of St. Joseph, Missouri, for \$55,500.00. The contract for the approach fill, willow mattress, jetties and guard rail was awarded to Thomas Gass of Kearney, Nebraska, for \$23,000.00, making a total for bridges, grading and protection work of \$78,500.00. The high bids were \$65,681.00 for the bridges, and \$25,996.00 for grading and protection work making a total of \$91,667.00. The work is being constructed with State Aid Bridge funds and county funds.

**Niobrara Bridge Known As Federal Aid Project No. 280-B  
Across Niobrara River**

The Niobrara bridge, located at Niobrara in Knox county is not a State Aid bridge but is being constructed with State Highway funds. The bridge consists of seven 100 foot pony truss spans, 18 foot roadway, concrete floor, 15 ton capacity, a total length of 706 feet. The foundation consists of reinforced concrete piers and abutments resting on 8 in. by 32 lb. Bethlehem steel H piling, the footings of the piers being incased with Wakefield sheet piling driven and left in place. Bids were received from five bidders at Lincoln, Nebraska, February 26, 1926, on alternate types of foundation, using wood piling and 8 in. by 32 lb. Bethlehem H steel piling. The contract was awarded on the steel pile type, to the Western Bridge and Construction Company of Omaha, Nebraska, for \$78,250.67. The contract for the willow mattress protection work was awarded to the Allied contractors Inc. of Omaha, Nebraska, for \$4,792.00 making a total contract price of \$83,042.67. The high bids were \$98,911.65 for the bridge and grading and \$9,584.00 for the willow mattress protection work, making a total of \$108,495.65.

**Clearwater Bridge Known As Federal Aid Project No. 139-C  
Across Elkhorn River**

The Clearwater bridge, located in Antelope county, on the Highway between Norfolk and O'Neill is not a State Aid Bridge but is being constructed with Federal Aid funds and county funds. The superstructure of this bridge consists of one 100 foot and two 80 foot low riveted pony truss spans, 20 foot roadway, concrete floor, 20 ton capacity, a total length of 262 feet. Bids were received from four bidders at Neligh, Nebraska, August 11, 1926 on alternate types of foundation, using wood and 8 in by 32 lb. Bethlehem H steel piling. The contract was awarded on the steel pile type to the Western Bridge and Construction Company of Omaha, Nebraska, for \$26,150.40 including approach fills. The high bid was \$29,715.00 on wood pile foundation.

### Gothenburg Bridge Known As Federal Aid Project 297-A Across The Platte River

The Gothenburg Bridge, located at Gothenburg in Dawson County is not a State Aid Bridge but is being constructed with Federal Aid Funds, State Highway Funds and County funds. This structure is being built in three sections spanning three different channels of the Platte river a total length of 1100 feet.

Alternate designs were drawn up as follows:

- "A" One 50 ft. transverse joist thru girder, two 80 ft. and eleven 80 foot low riveted pony truss spans, 18 foot roadway, concrete floor, 20 ton capacity, with alternate concrete foundation on 8 in. by 32 lb. Bethlehem H steel piling 50 to 55 feet long and on wood piling 40 to 45 feet long.
- "B" One 50 foot, three 50 foot, and eighteen 50 foot transverse joist thru girder spans, 18 foot roadway, concrete floor, 20 ton capacity with 8 in by 32 lb. Bethlehem H steel piling encased in concrete.

Bids were received from eleven bidders at Lincoln, Nebraska, October 14, 1926, on the above types and contracts were awarded as follows: The bridge on the transvers joist thru girder type, to the Standard Bridge Company of Omaha, Nebraska, for \$84,511.80; the grading and willow mattress protection work to the Union Construction Company of Kearney, Nebraska, for \$20,091.97; and the guard rail and miscellaneous items to George Cronkheit of Perry, Iowa, for \$2,488.64; a total contract price of \$107,092.41. The high bids were as follows: the bridge on the pony truss with steel pile type, \$107,204.10; the grading and willow mattress, \$27,446.65; the guard rail and miscellaneous items, \$3,360.00; a total of \$138,010.75.

### The Whiting Bridge Known As Federal Aid Project No. 14-B Across Niobrara River

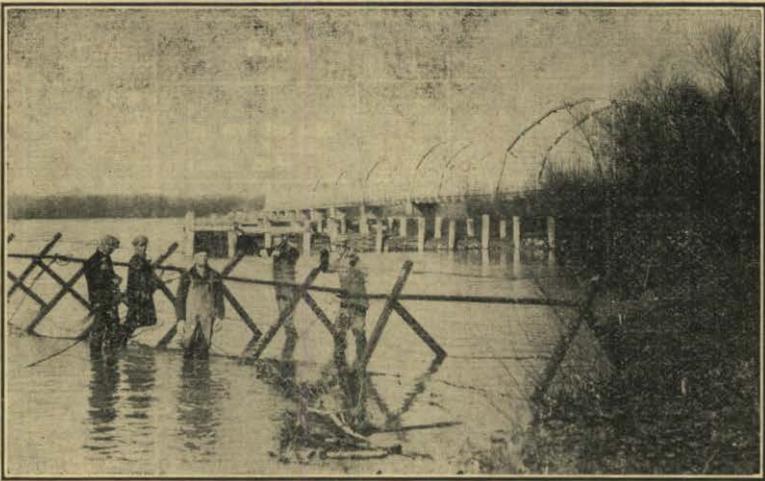
The Whiting Bridge, located in Holt and Boyd counties on the highway between O'Neill and Spencer is not a State Aid Bridge but being one of our larger stream bridges on a main highway is being built with Federal Aid funds and State Highway funds. The new section which was let in 1926 replaces an old 190 foot high pin-connected truss built by the counties across the main channel of the Niobrara river some twenty or thirty years ago. The old truss was used in place by the State in 1924 when they built 5 50-foot reinforced concrete arch approach spans with State and Federal Aid funds. The new design calls for one 100 foot and one 95-foot low riveted pony

truss spans, 18 foot roadway, concrete floor, 20 ton capacity with a reinforced concrete foundation resting on a solid formation of shale and chalk rock.

Bids were received from four bidders at Lincoln, Nebraska, November 18, 1926, and the contract was awarded to the Western Bridge and Construction Company of Omaha for \$25,395.01. The high bid was \$29,642.60.

The Platte river is peculiar in several respects. As Mark Twain so ably described it, it is during several months of the year "A mile wide and an inch deep." At flood periods the discharge may exceed 35,000 cubic feet per second. The river bed is fine sand and gravel. This gravel bed generally extends down far below any depth desirable for piling support with an occasional seam of sandstone or hard clay through which a piling will penetrate. Experience has proven that the river varying from a quarter of a mile to a mile in width can be bridged satisfactorily without undue hazard with 500 feet to 1400 feet of bridge. The balance of the river is spanned by a sand fill surfaced with clay and gravel, and protected against wave action or steam wash by rip rap and jetties. A rather careful study is being made to determine the most economical type of bridge design for general use on the Platte as conditions across the state are much the same varying only in width of the stream or natural island formation determining the location of spans.

The following drawings and pictures are indicative of the foundation materials and of the general types of State Aid Bridges placed over the Platte River. The present tendency of design is toward steel truss or transverse joist type with concrete floor and foundations in place of the heavier multiple concrete arches. One of the problems in Nebraska along the Platte and many other rivers is the protection of the stream banks against erosion. The four following views show a typical installation of the Woods Brothers' patented steel and tree retards which have been very successful.

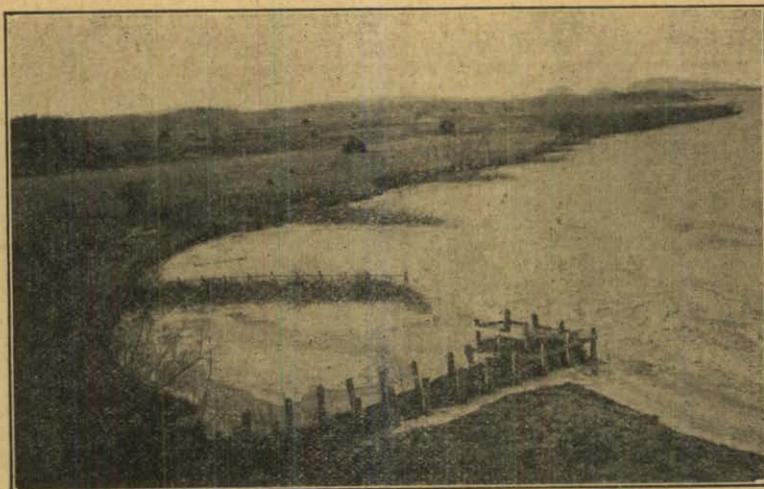


**Schuyler State Aid Bridge Bank Protection**

Placing the steel retard. Note the wood pile jetty in the background has proven inadequate due to the water scouring behind rather than forming a sand bar.



**Schuyler State Aid Bridge**  
Anchoring cable and placing first trees



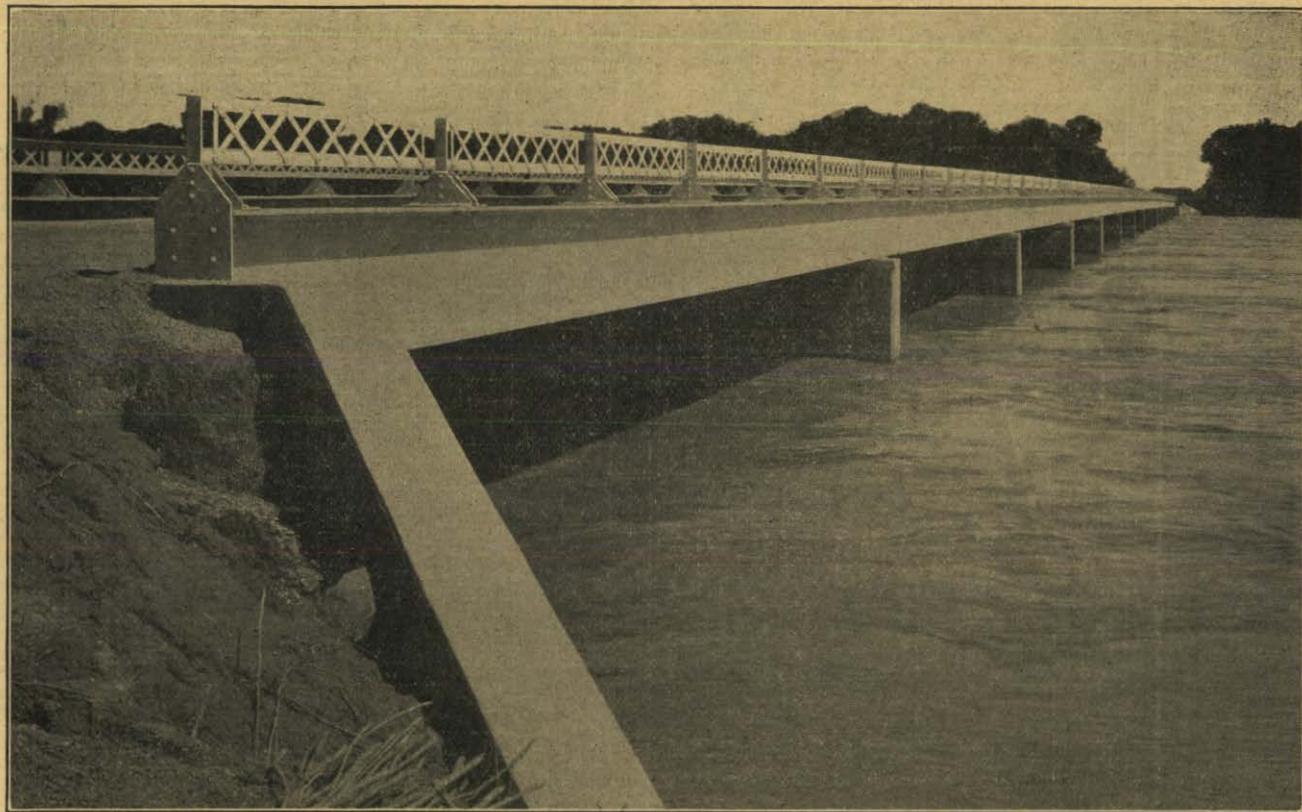
Schuyler State Aid Bridge

The completed retards through which the river flows and deposits sand and debris rather than back cutting the bank.



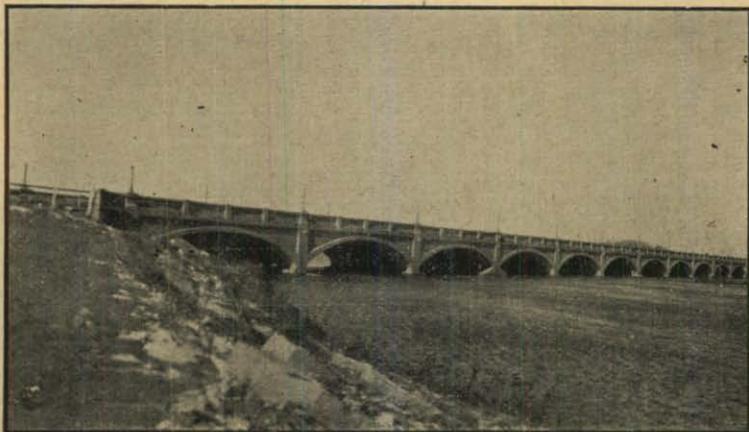
Schuyler State Aid Bridge

Note substantial bars formed as indicated by dotted line.



**The Yutan Bridge in Douglas and Saunders Counties**

Practically complete except guard rail. View shows one section 800 feet long of the total 1200 foot structure.



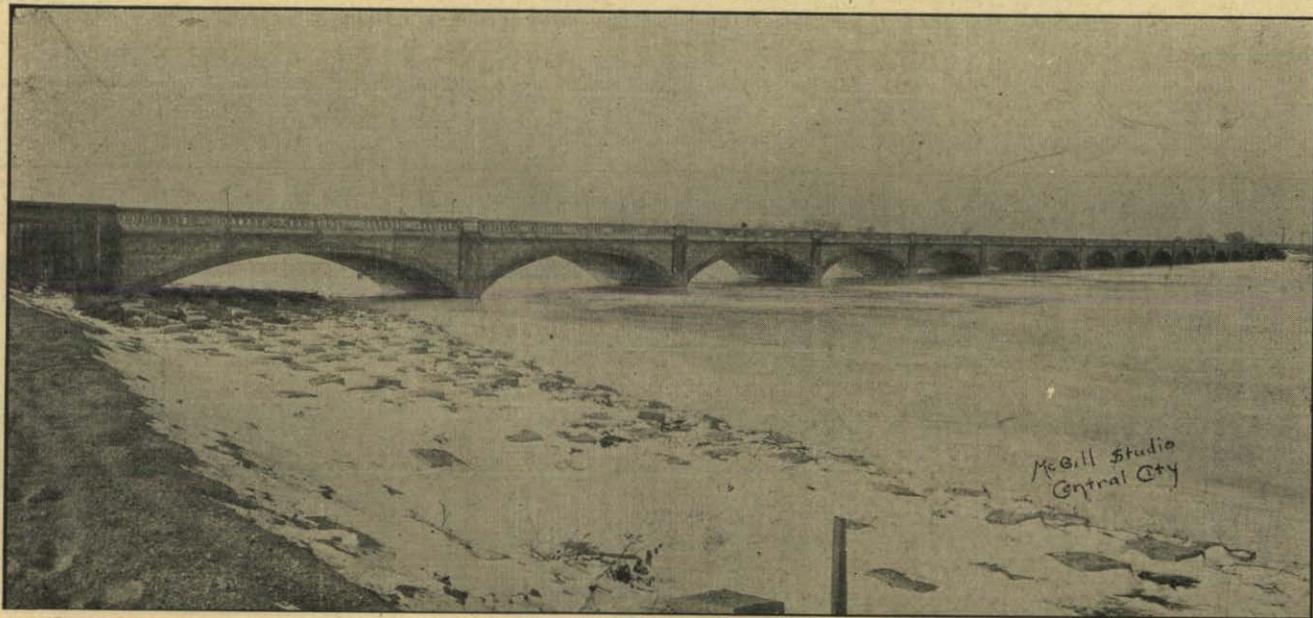
**Scottsbluff Bridge on North Platte River**

Consists of twelve 50 foot concrete arches, 24 foot roadway, and 4 foot sidewalk on one side. Overall length 644 feet with about 2600 feet of earth approach fills.



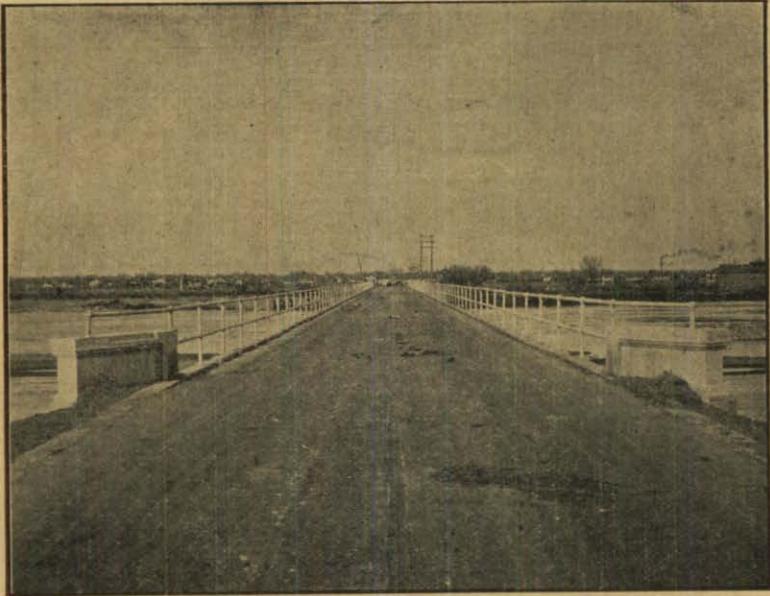
**Fremont Bridge Over the Platte River**

Consists of 9-182 foot spans high pin connected trusses with 16 foot roadway.



**Central City Bridge Over Platte River**

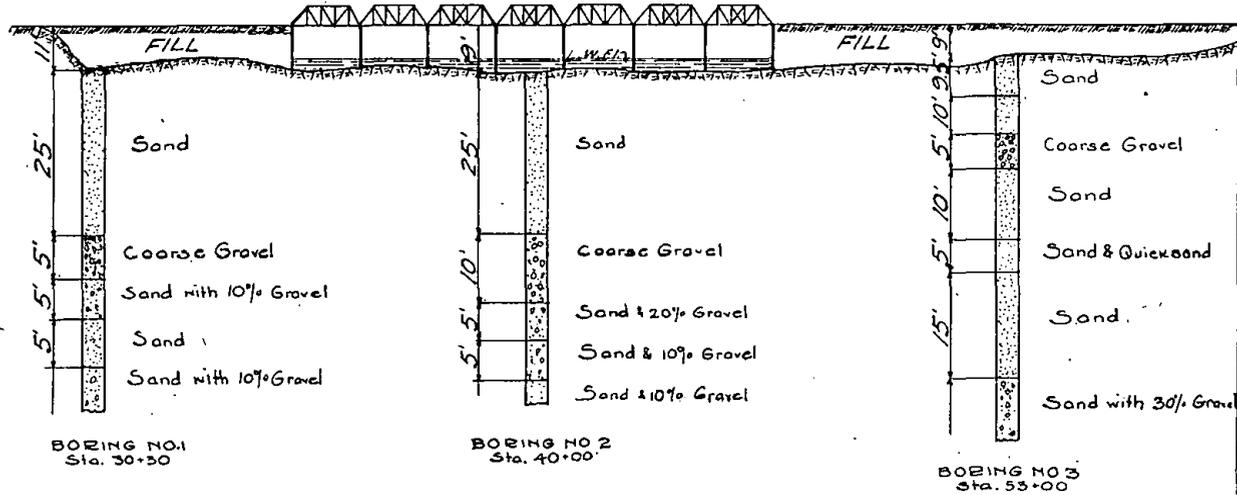
Consists of sixteen 50 foot concrete arches, 15 foot roadway. Overall length 860 feet with over 3,000 feet of approach fills. Note the bank protection consisting of willow mattress weighted by concrete blocks.



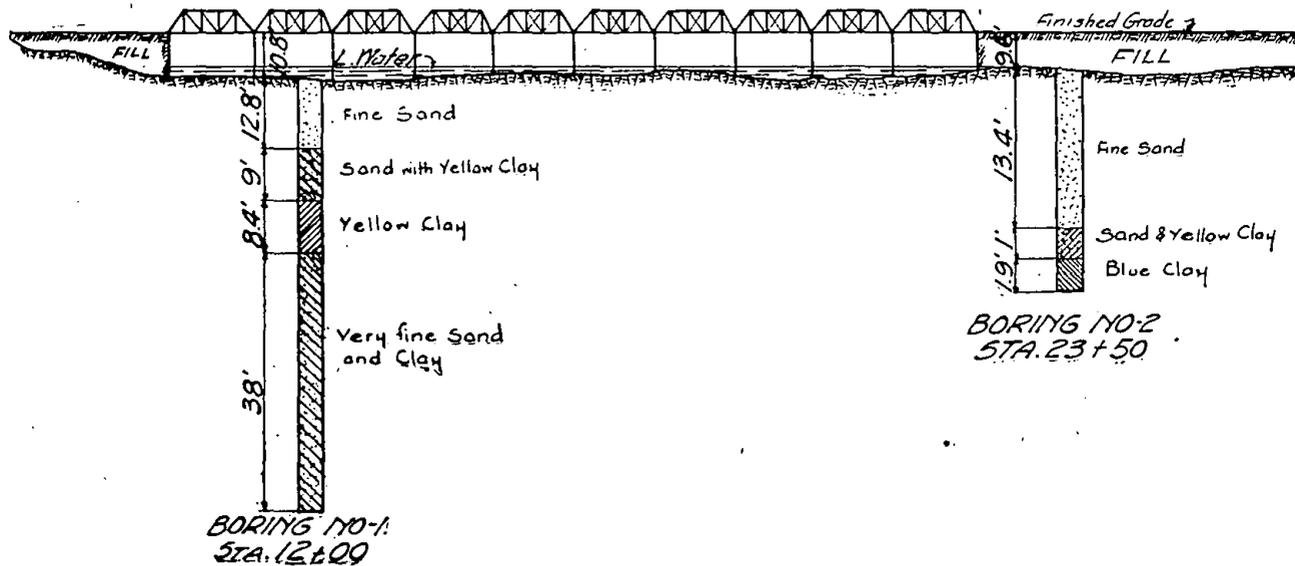
**North Platte Bridge Over South Platte River**

Consists of ten 50 foot concrete arches with overall length of 536 feet and about 1,000 feet of approach fills. It originally carried a 16 foot roadway and massive concrete hand rails but was later widened to 20 foot roadway and steel hand rail substituted. A sheet asphalt surface has been placed over this bridge in connection with the State Aid Paving Project to the State Experimental Farm.

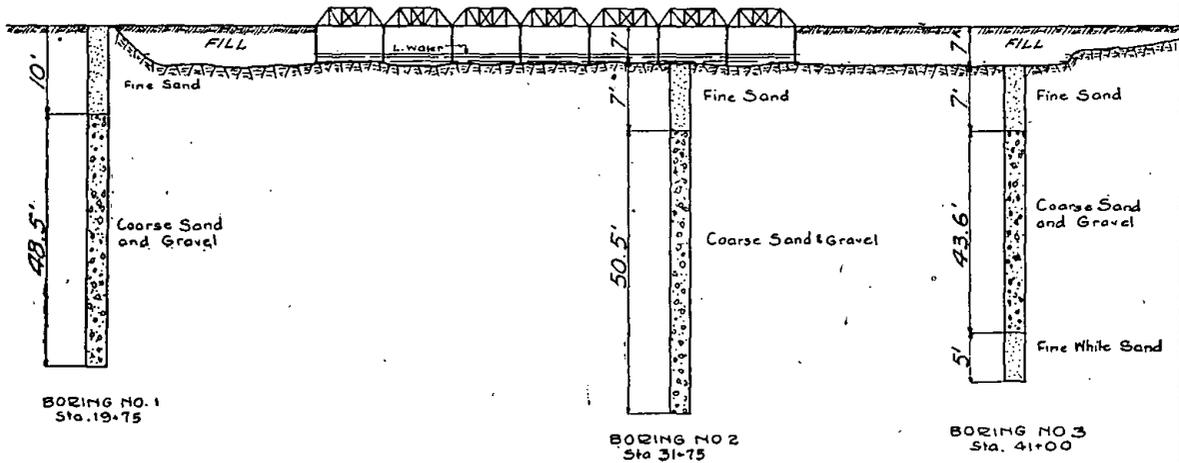
-BORINGS-  
 BROADWATER BRIDGE  
 PROJ. NO. 79-C



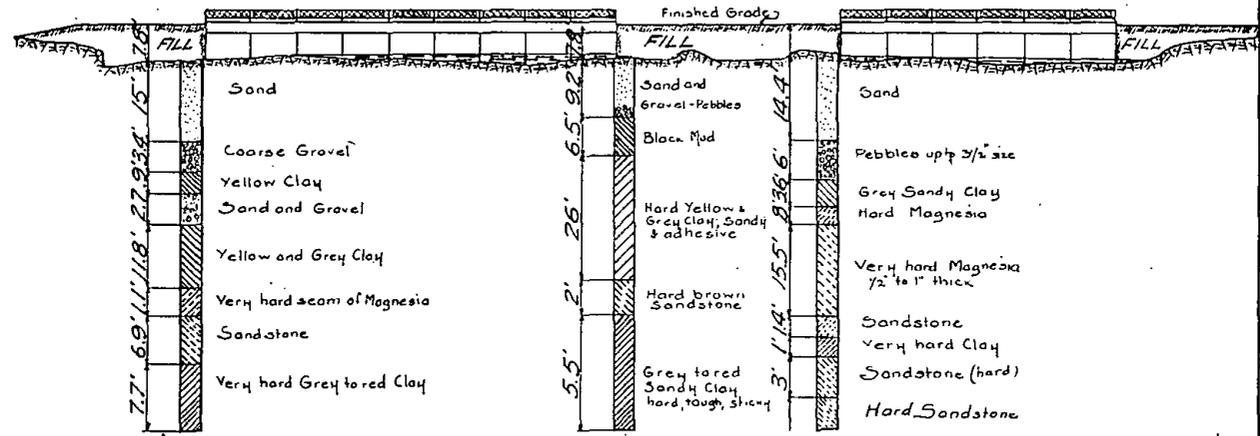
-BORINGS-  
SILVER CREEK STATE AID  
-BRIDGE-



**-BORINGS-**  
**OSHKOSH STATE AID BRIDGE**



*-BORINGS-*  
COZAD STATE AID BRIDGE

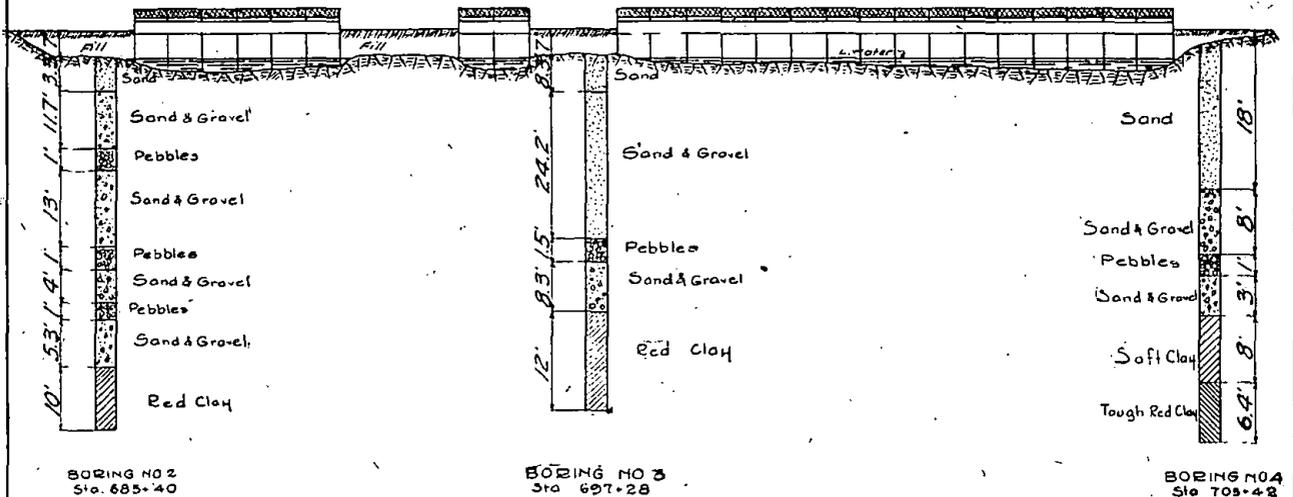


BORING NO. 1  
Sta. 4+31

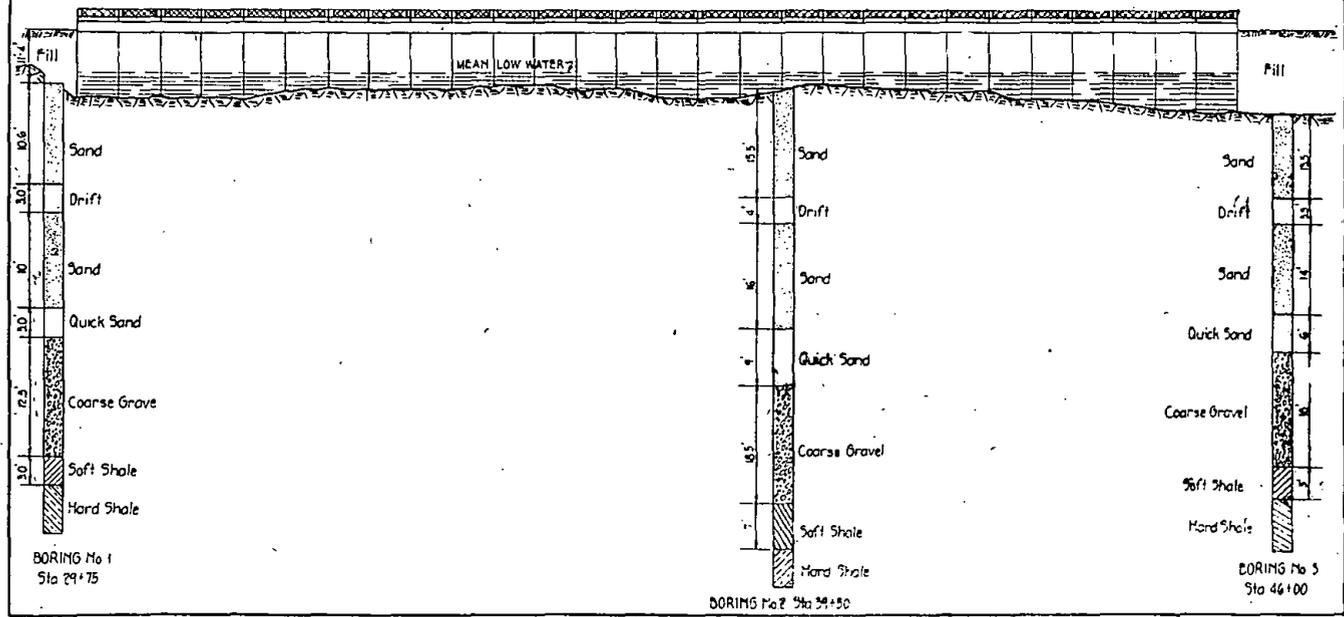
BORING NO. 2  
Sta. 10+10

BORING NO. 3  
Sta. 24+00

**-BORINGS-**  
**YUTAN BRIDGE**  
 PROJ. NO. 235-A



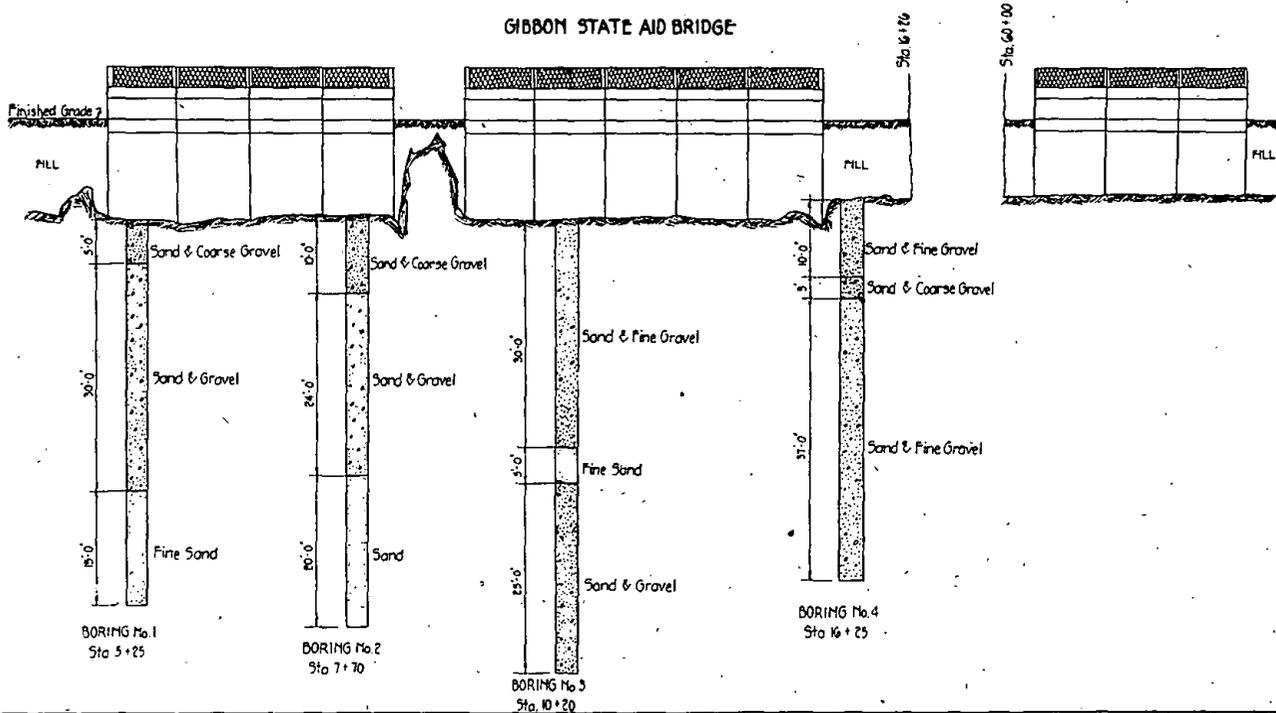
# BORINGS PLATTSMOUTH STATE AID BRIDGE



# BORINGS

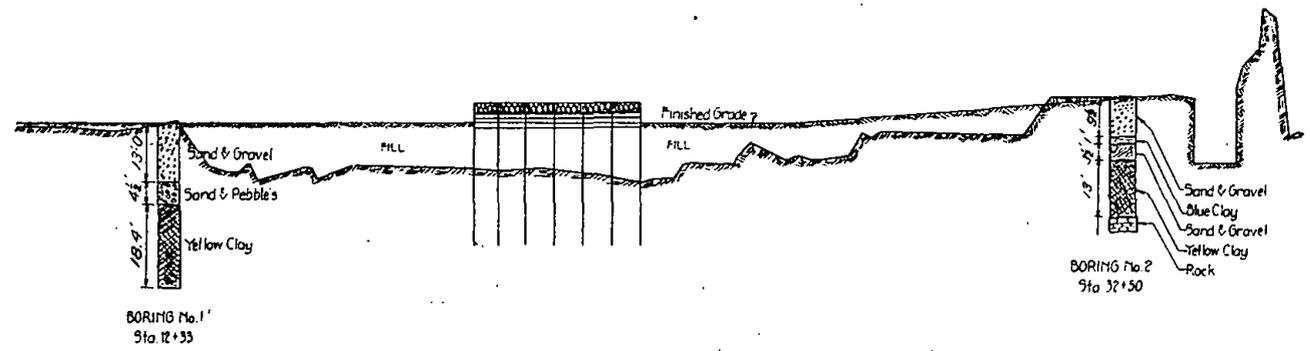
## GIBBON STATE AID BRIDGE

105.



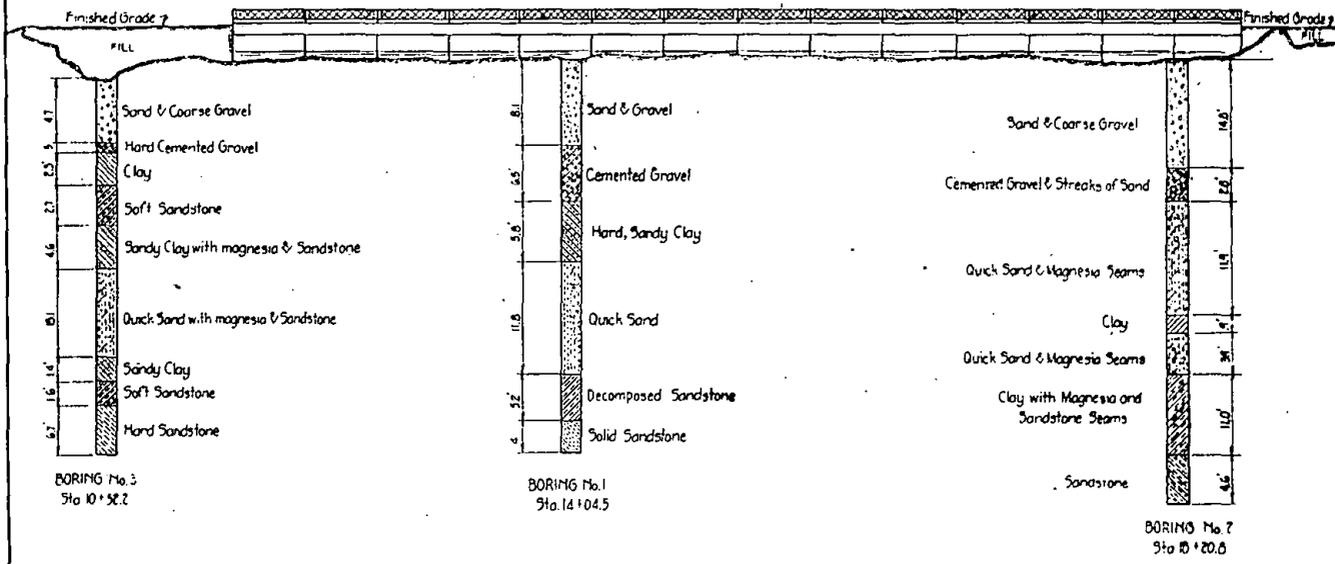
# BORINGS

## BOELUS STATE AID BRIDGE



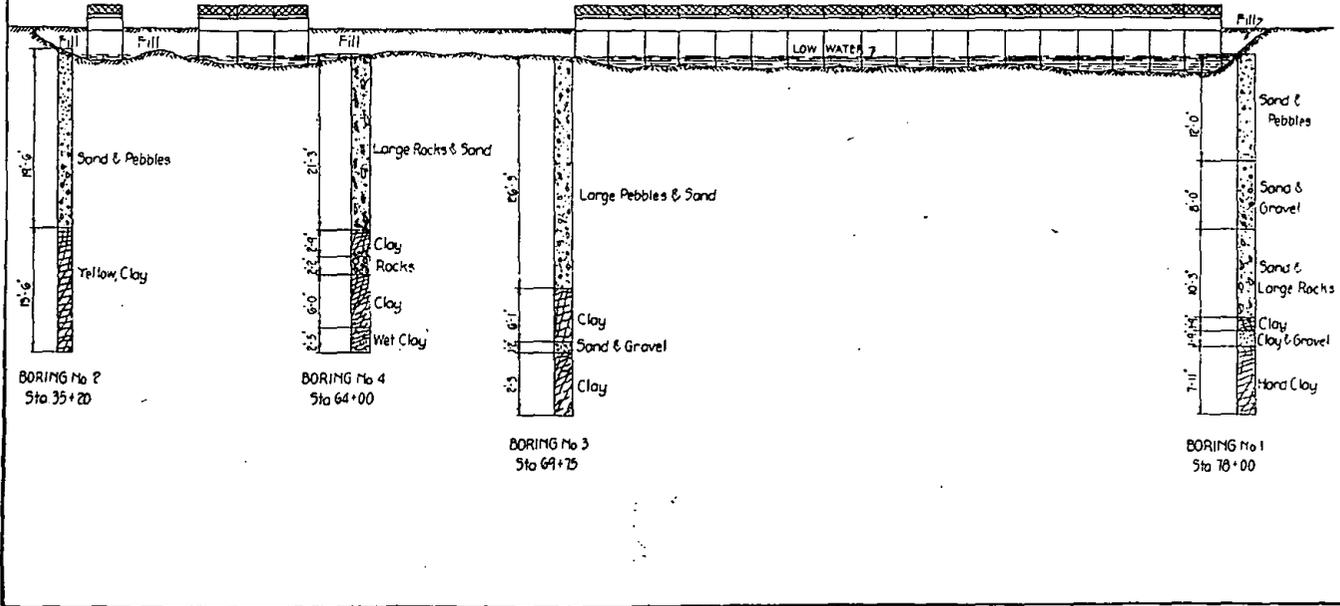
# BORINGS

## NORTH PLATTE STATE AID BRIDGE ▼



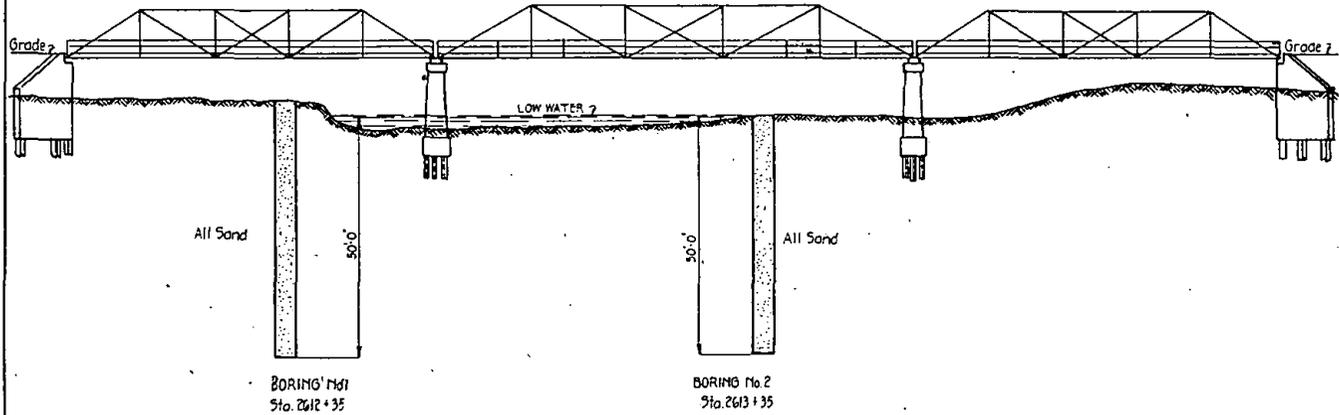
DEPARTMENT OF PUBLIC WORKS

BORINGS  
GOTHENBURG BRIDGE  
PROJ. 297-A



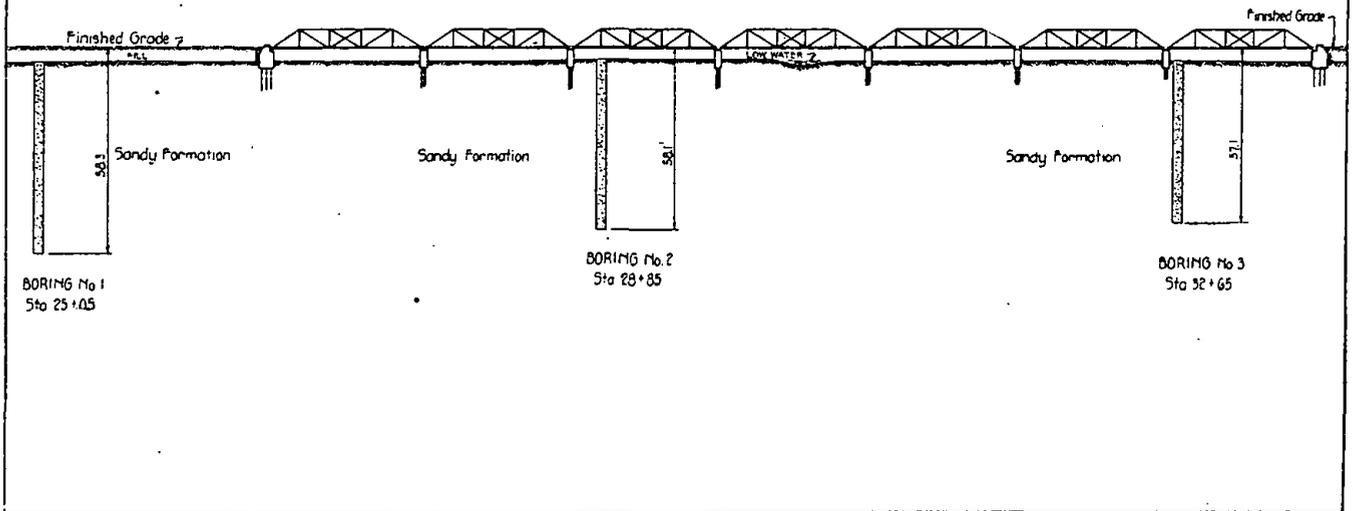
# BORINGS

## CLEARWATER STATE AID BRIDGE

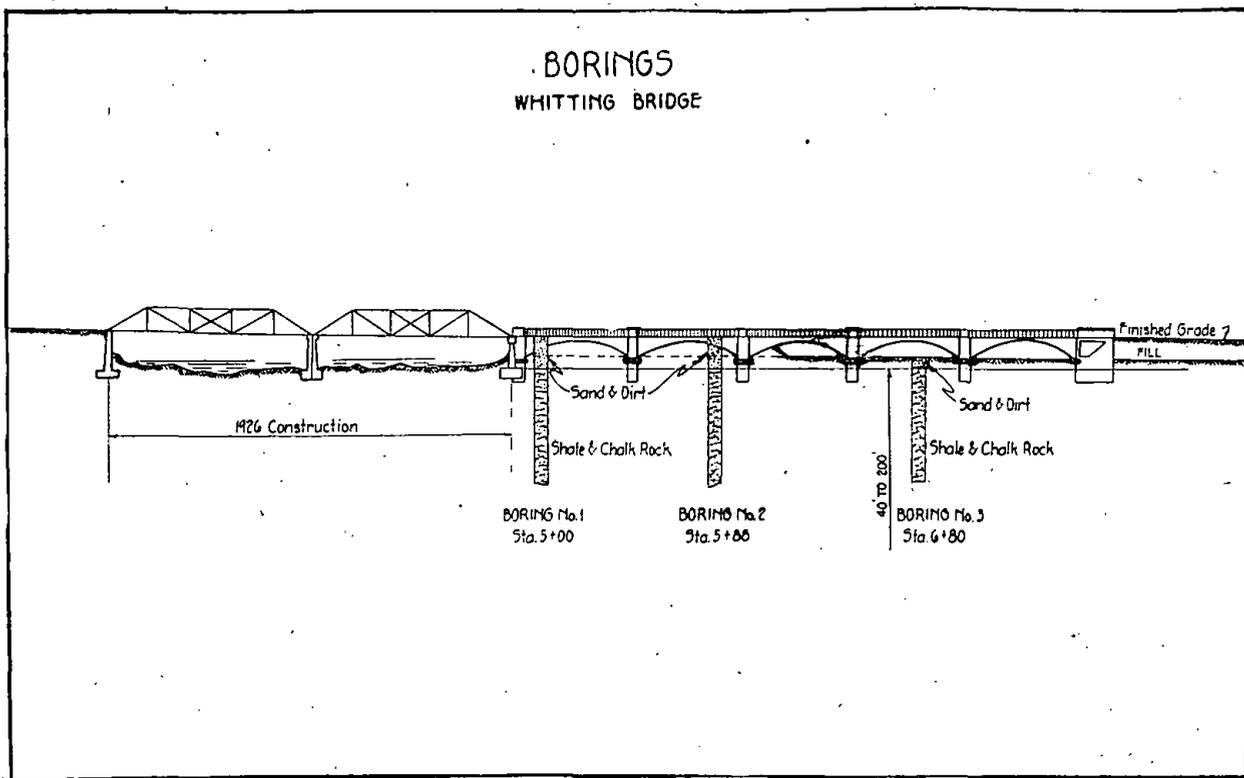


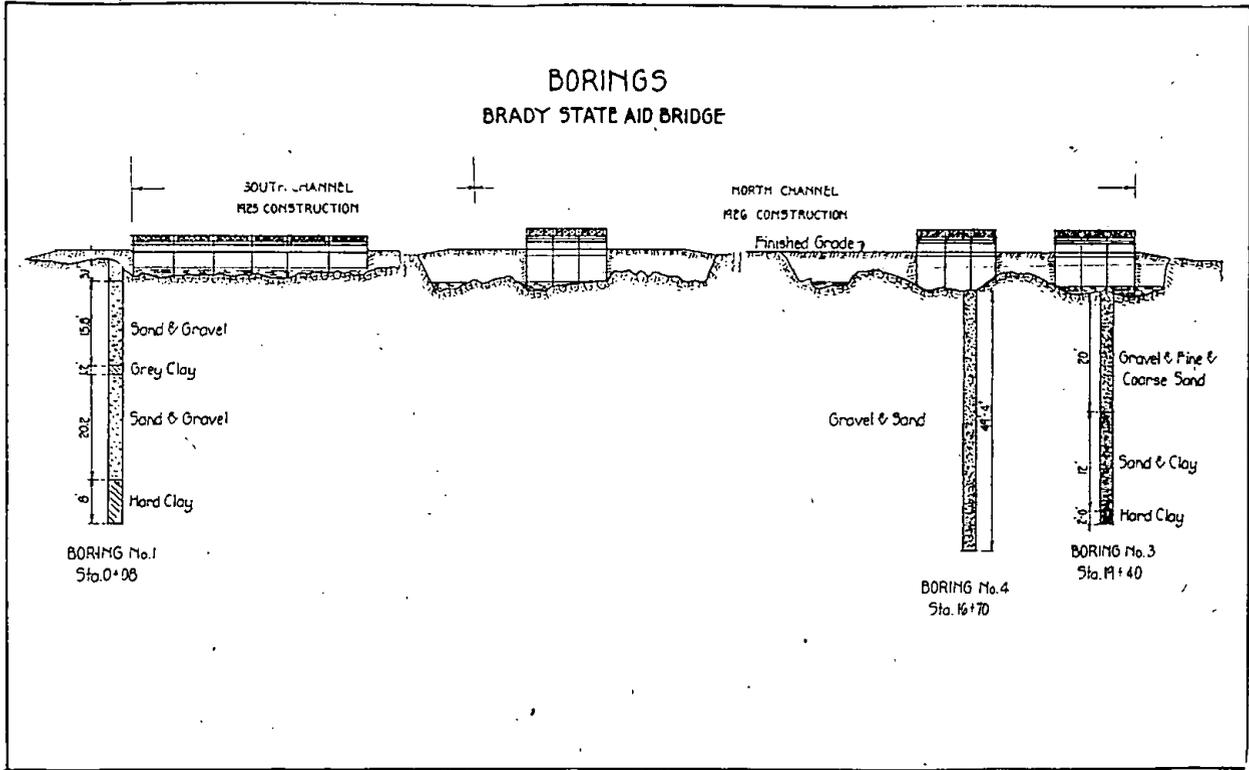
# BORINGS

## LEWELLEN STATE AID BRIDGE

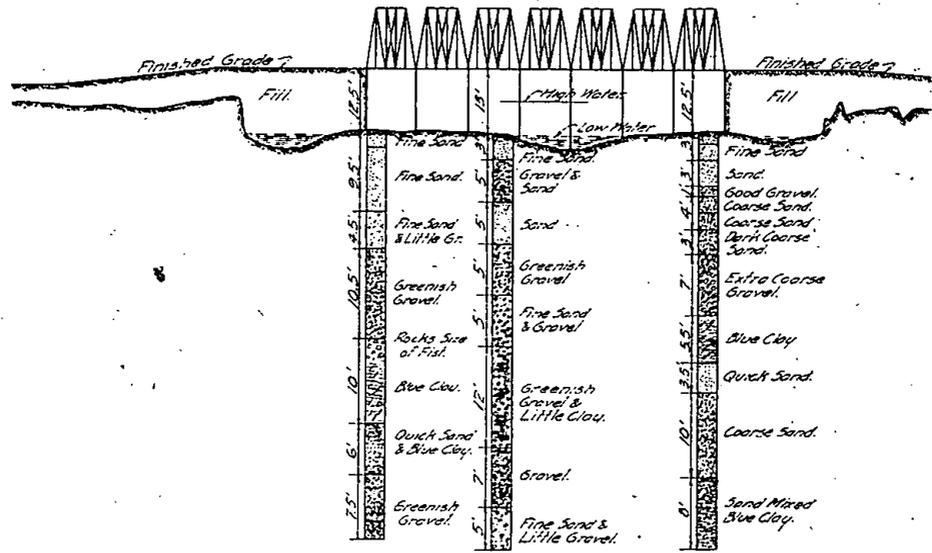


.BORINGS  
WHITTING BRIDGE





# BORINGS NIOBRARA STATE AID BRIDGE



BORING No. 1  
STA. 21+12

BORING No. 2  
STA. 23+80

BORING No. 3  
STA. 27+70

## STATE AID PAVING

The State Aid Paving bill became a law April 17, 1919. The 1919 Legislature made an emergency appropriation of \$100,000 for State Aid Paving.

During the Biennium of 1919-20 the following expenditures were made:

Town	Institution	Expenditures
Peru.....	Peru Normal .....	\$ 23,753.86
Beatrice.....	State Institution for Feeble Minded..	26,000.55
Lincoln.....	State Hospital for Insane .....	32,000.04
Grand Island.....	Old Soldiers Home .....	18,000.00
	Total .....	\$ 99,754.45

During the Biennium of 1921-22 the following expenditures were made out of the \$100,000 appropriation:

Town	Institution	Expenditures
Wayne.....	Wayne Normal .....	23,000.00
Chadron.....	Chadron Normal .....	20,000.00
Lincoln.....	State Hospital for Insane .....	57,000.00
	Total .....	\$100,000.00

The Legislature of 1923 appropriated \$48,000 for State Aid Paving to institutions which was expended as follows:

Town	Institution	Expenditures
Nebraska City.....	Nebr. City School for Blind .....	\$ 7,800.00
North Platte.....	North Platte Experimental Farm ..	36,639.53
	Total .....	\$ 44,439.53
	Unexpended Balance .....	\$ 3,560.47

Of this balance \$3,488 was re-appropriated by the 1925 Legislature (Page 447 of the 1925 Session Laws) but to date has not been expended.

The 1925 Legislature recognized two deficiencies and made the following appropriations accordingly which were paid by this department.

Town	Institution	Expenditures
Lincoln.....	State Hospital for Insane .....	\$ 4,732.55
Omaha.....	State School for Deaf .....	10,750.61
Total .....		\$ 15,483.16

## STATE AID GRAVELING

The 1925 Legislature (Page 98, of 1925 Session Laws) also appropriated \$17,600 for widening, paving and lighting streets adjacent to the State University and the sum of \$1,650 for gravel surfacing 33rd Street along the west side of the Agricultural College of the State University. To date these funds remain unobligated.

An appropriation not to exceed \$25,000 for any one year from the 2 cent gas tax was made by the 1925 Legislature to gravel highways connecting State Institutions with State Highways not more than 8 miles distant. In accordance with this appropriation the following contracts for the Biennium were let totalling \$48,629.97 leaving a balance of \$1,370.03 for engineering.

Proj. No.	Location	Length	Amount	Remarks
S. A. 6	Geneva Girls' Training School	0.97 Mi.	3,283.00	3" Final Est. & Eng.
S. A. 7	Geneva Girls' Training School	0.78 Mi.	2,613.97	3" Final Est. & Eng.
S. A. 8	Kearney Boys' Industrial Home	0.38 Mi.	581.08	2" Final Est. & Eng.
S. A. 9	Milford Industrial Home	0.99 Mi.	3,449.38	3" Final Est. & Eng.
S. A. 10	State Reformatory State Hospital	1.89 Mi.	4,851.00	3" Final Est. & Eng.
S. A. 11	University Place- East State Farm	1.78 Mi.	4,614.54	3" Final Est. & Eng.
S. A. 12	Peru State Normal School	6.12 Mi.	21,372.00	3" Contract
S. A. 13	Beatrice— State Institute for Feeble Minded	0.65 Mi.	1,911.00	3" Contract
S. A. 14	Norfolk State Hospital	2.06 Mi.	5,954.00	3" Contract

**DIVISION OF ACCOUNTS AND RECORDS**

The accounting Engineer has general supervision over the work and duties of this division. The division has a working force in addition to the Accounting Engineer of three stenographers, one clerk-bookkeeper, 1 contract clerk, one vouchering clerk and one filing clerk. During the biennium it has been necessary to draft at various periods assistance from the Maps and Plans division in order to handle the work.

In addition to handling the heaviest biennium of routine work that has been experienced by this division, a complete revision of the filing system was made. A card-index system was also established as a means of recording Federal Project agreements. A similar index was made as a means of recording Final Federal Vouchers.

The division has acted as a clearing house of claims filed against contractors covering bills for material, labor and supplies incurred during construction work. Adjustment of these claims has taken such a great amount of time that a modification of the policy is recommended.

One of the most important pieces of work during the biennium has been the execution of new Personal Surety rulings covering contracts awarded by the state through the department. Heretofore the personal surety bonds did not afford the state ample protection. The personal sureties under the new rulings must file in addition to a statement of their personal valuation, a complete legal description of all property listed in their personal valuation forms. This statement must also be certified to by the county clerk or Register of Deeds in the county where real estate is located, with an additional statement that the property as listed is free from all liens, monetary judgment, etc. Copies of these forms together with a copy of the contract is filed with the register of deeds as a lien against said property. This lien is released after the department is satisfied that all provisions of the contract have been satisfactorily complied with.

**ROUTINE WORK**

For the purpose of controlling expenditures, this Division takes the various appropriations made by the Legislature for the Department of Public Works and subdivides them into quarterly estimates. These quarterly estimates are then distributed among the various accounts in each fund and a careful check made each month to see that the expenditures are not being made in excess of the appropriation. Under the existing system of financing the Department of Public Works, the appropriations of the Legislature control the funds available, and all work is carried on with that fact in mind.

Following is a list of the appropriations made by the legislature for the use of this Department during the biennium of 1925-26:

H. R. No.	Acct. No.	Purpose	Amount	Total
327	180	Salary of Secretary .....	\$ 10,000.00	\$ 416,535.48
<b>State Aid Road, Administration and Engineering</b>				
329	181	Salaries and wages .....	68,000.00	
329	182	Maintenance .....	16,000.00	
329	181-B	Salaries & Wages (from Gasoline Tax) .....	102,000.00	
329	182-B	Maintenance (from Gas Tax) .....	24,000.00	
<b>Bureau of Irrigation</b>				
329	183	Salaries and Wages .....	23,480.00	
329	184	Maintenance .....	23,055.48	
<b>State Highway Administration</b>				
329	186	2 ½ % Motor Vehicle Registration Estimated .....	150,000.00	
<b>Public Improvements</b>				
				\$9,039,027.96
<b>Road and Bridge Maintenance</b>				
114	187	30% of Motor Vehicle Registration for State Highway Maintenance .....	1,800,000.00	
386	188	State Aid Bridge, Maintenance .....	52,377.07	
<b>Road and Bridge Construction</b>				
329	189	All funds derived from 2c Gas Tax not otherwise appropriated, Estimated .....	3,814,000.00	
329	192-A	Paving adjacent to State University .....	17,600.00	
329	192-B	Gravel surfacing 33rd & Holdrege Street .....	1,650.00	

## REPORT OF SECRETARY

380	192-C	Paving State Institutions ....	15,483.16
329	193-A	State Aid Bridges .....	200,000.00
405	193-B	State Aid Bridges—	
		Stanton County .....	30,985.19
429	193-C	State Aid Bridges—Miscel.	96,932.54
329	194	Federal Aid Road & Cash fund, All Federal Aid Road moneys received during the biennium ending June 30, 1927, together with any un- expended balance on hand June 30, 1925, also all moneys donated or reim- bursements by counties and deposited with the State Treasurer, Estimated .....	3,000,000.00
286	195	Drainage of Public Lands....	10,000.00

## FUNCTIONS OF THIS DIVISION

Notice to Contractors is mailed from this office and arrangements for the legal publication of the same is made. At the time of the letting of the contracts, all tabulations of bids are checked by this Division, the contracts checked and the Minutes of the Meeting taken. They are checked, one against the other and the following copies are made and distributed: four copies of the Minutes, four copies of the tabulation of the bids and ten copies of each contract. As there are often five contractors receiving contracts on one project, it means as high as fifty copies of the contracts are made on a project. The handling of the certified checks and arrangements for bonds are made in this office.

Estimates on construction work are sent in by the Project Engineer each month, after they have been approved by the District Engineers and the Chief of the Bureau, they are presented to this Division for payment. These estimates are placed on vouchers that distribute the cost of construction as it appears on the estimate and are sent to the contractor for signature. On some estimates, this requires as many as six vouchers. After these vouchers have been properly signed by the contractor, they are placed on file and as funds become available, this Division requests the Finance Department to pass them through for payment. All details of payment such as claims against the contractor, the assignment of funds due him and etc., are handled by this Division.

When the Department desires to make any piece of construction a Federal Aid project, a Project Statement is made up and three copies forwarded to the Federal Government, together with the necessary copies of preliminary estimates and all information required by the Government before they will approve a project and sign a Project Agreement with the State.

The estimates handed in by the Construction Division are made the basis of a voucher to the Federal Government in which the Federal Government's share of the cost of construction on that particular project is claimed. On each project, the Federal Government enters into an agreement with the State as to the extent that they will participate in the cost thereof, this is known as the Project Agreement. Accompanying the Project Agreement is a Project statement and estimate, or as it is called, a P. S. & E. This P. S. & E. limits the extent to which the Federal Government may be vouchered as to the various items of construction on the project. If an overrun is necessary in the cost of construction, a modified project agreement is requested from the Government.

Whenever a Project Agreement is entered into with the Government it is necessary to show that funds are available to meet the balance of the construction costs, that are not to be paid by the Federal Government. This is usually met by the appropriation of the State Legislature known as the "Appropriation of State Aid Construction to Meet Federal Aid" however, in some cases, the Counties and various sub-divisions of the State agree to furnish the necessary funds to meet Federal Aid. In cases such as these, this Division bills the county and collects the share of the cost of construction that is charged to the county.

All payrolls and expense vouchers for employees in the Department are made up from the various report sheets handed in. Salary and expense warrants are drawn on the different funds according to the Division employed under, the location and character of the work as follows:

	Division of Accounts & Records Funds—No. 181 and No. 182
	Division of Location, Const. & Maintenance.
Bureau of Roads & Bridges.....	Funds—No. 194, 193, 192, 189, 186, 182 and 181.
	Division of Maps & Plans. Funds—No. 181 and 182.

## REPORT OF SECRETARY

Bureau of Irrigation, Water Power  
 and Drainage .....Fund No. 183, Fund No. 184  
 Division of Road Equipment .....Fund No. 710  
 Division of Motor Vehicle Registration..Fund No. 186

After the expenditure has been charged to the proper Bureau, Division and Fund, it is distributed among the different accounts under the fund as follows:

Salaries and Wages	Lands and Building
Supplies	Public Improvements
Expenses	Fixed Charges
Equipment	Revolving Funds.

Monthly payrolls for employees in the Lincoln office are made up from daily report sheets and salary warrants drawn on the different funds according to Division employed under.

The Equipment Division "Temporary Help" payrolls are paid twice a month and are paid on an hourly basis.

Preliminary Engineering payrolls are made up from daily survey cards of Preliminary Engineers and their helpers. Project Engineers and helpers payrolls are made from monthly reports of the Project Engineer and charged to the different projects worked on. Division Engineer payrolls are made up from weekly reports. All salaries are figured on a monthly basis. Project Engineers and Preliminary Engineers and helpers are allowed in addition to their salaries a subsistence allowance. Project Engineers hand in monthly statements known as R-19s, showing distribution of their time and expenses. These are combined on, what is known as the Distribution sheet and this in turn is made the basis of a payroll voucher, which is passed through for payment of the cost of the engineering on the various projects.

Heads of the different Divisions while away from Headquarters are allowed a flat subsistence rate, covering their meals. Receipts are not required to cover same. For all other expenses incurred, they are required to have receipts, same to be attached to expense voucher. Project Engineers are required to make up one set of expense vouchers, monthly for expenses of self and helpers and these are prorated to different projects, according to amount spent on same. These vouchers are checked by District Engineers in charge of the District worked in and then are forwarded to the Lincoln office for final check and approval.

Warrants to cover estimates, payrolls, and expenses are issued by the State Auditor and mailed out by this Division.

All stenographic work, including correspondence and filing with reference to road and bridge work is taken care of by this Division.

All requisitions for all Divisions of the Department of Public Works are made by this Division, checked, sent to the Purchasing Agent of the Department of Finance. The Purchasing Agent then makes up the purchase orders and vouchers covering these requisitions and we again check and forward them for payment as soon as equipment and supplies are received.

Cost data of maintenance done by the counties on the State Highway System throughout the entire state, is kept by this Division. This data is kept separately for each patrol in the different counties.

All miscellaneous expenses as light, heat, rent and supplies of all kinds are vouchered and paid for through this division.

ing the biennium to date the Department of Public Works placed under contract approximately ten million dollars worth of work. There is every indication that this amount will increase rather than decrease, and along with it, the duties of the Department. In order that the Department may function economically, a unified system of the accounts and records is a necessity. This should include a continuous audit of accounts, revealing expenses and costs in detail to be used as a working guide in keeping the various items of expense to a minimum, together with a comprehensive and intelligent set of records that could be used as a basis for planning work in the future.

#### REPORT OF THE DIVISION OF ROAD EQUIPMENT

On February 28th, 1918, Congress passed an amendment to the original Federal Aid Road Bill, designated as Section Seven, which provided for the transfer by the Secretary of War of all surplus war equipment materials and supplies not needed by the War Department, but suitable for use in the improvement of highways, to the highway departments of the several states, to be used on roads constructed entirely or in part with Federal Aid Funds; such distribution to be made upon a value basis, the same as provided for by the Federal Aid Road Act.

The Department, realizing the importance of such equipment in building and maintaining roads, immediately gave definite instructions to the War Department for shipment of Nebraska's share, and

at the same time organized an Equipment Division which should have direct control and supervision of such materials.

The Equipment Division's store room, garage and general equipment yard is located at Sixth and South Streets, Lincoln, Nebraska, where all supplies are stored, issued and shipped. The yard, covering eleven acres, is fenced and a railroad spur, used for loading and unloading, runs the full length of one side. A large "A" frame crano stands on this track and facilitates the handling of shipments.

The storeroom, in which all parts are kept, is located in the garage building. Doors leading to the storeroom are locked except when storekeeper is shipping or receiving supplies. As parts for the various types of equipment are received for stock, they are placed in bins or on shelves which are numbered and the quantity, description and location entered upon stock record cards. These cards, approximately six thousand in number, give detailed information as to the application of the various parts carried in stock.

When an issue or shipment of parts is made, a shipping ticket is executed showing the consignee, quantity and description of the article or articles, and method of shipment or delivery. The original of this form is used for invoicing and then filed, while the duplicate copy is forwarded to the consignee. The storekeeper posts the shipping tickets to the stock record cards and computes the balance of each item on hand. By this method a perpetual inventory of repair parts is kept, it being necessary only to refer to the stock record cards to determine the quantity of each item in stock.

In addition to its various other function, the Equipment Division has been called upon to act as a distributing agency for paint and creosote. In 1925 bids were taken on the various grades of paint and creosote required for use on state and federal bridge and guard rail projects. This material was built in accordance with the department's specifications and contractors are required to use it exclusively where they are engaged in state work. The result has been a reduction in cost to the state and a very marked increase in the uniformity of the finished work. This division is reimbursed for materials supplied on the basis of cost plus handling and carrying charges. The cost of paint and creosote handled since this plan was inaugurated totals \$28,510.00.

During the past six months the same plan has been adopted in procuring and handling high explosives, except that surplus government material has been purchased in lieu of commercial stock. Shipments are received in carload quantities and distribution made

to the various highway districts throughout the state. This explosive is used for clearing roadways of trees, for stream channel blasting, protecting river bridges from dangerous ice jams and for miscellaneous road work which the maintenance division is called upon to care for. The plan of handling explosive differs from that of paint in that it is not the policy of the department to supply individual contractors with this material. It is secured for the use of the state highway maintenance organization and the quantity purchase method has reduced the cost to approximately one-half on the average throughout the state.

Pursuant to an act of the 1925 state legislature, the Department of Public Works assumed responsibility for the proper maintenance of the entire state highway system on January 1st, 1926. One of the first problems that confronted those charged with the execution of the provisions of the new law was the procurement of sufficient additional road maintenance equipment to properly augment that taken over from the counties. A plan was conceived whereby the major portion of the needed equipment was purchased with money from the State Equipment and Material Fund with the provision that reimbursement should be made from the Maintenance Fund thru the annual payment of depreciation on the equipment so purchased. This method spreads the cost of new equipment over a period of years for the Maintenance Division and makes use of a large portion of the Equipment Division's cash fund for which there is no other immediate need.

The amount of money expended by this Division to date for the purchase of equipment under this arrangement is \$243,616.63.

In addition to the equipment described above, government trucks and tractors to the estimated value of \$70,000.00 have been conditioned and distributed for use on the state highway system during the last twelve months.

During the past season two mobile sand blasting and spray painting outfits have been developed to care for the renovating and repainting of the bridges and guard rail on the state highway system, which are in need of such attention. Each outfit is mounted on a large truck chassis and consists of a 110 cu. ft. air compressor, a 2,000 lb. capacity sand blasting unit and a two-operator spray painting unit. The trucks are equipped to carry a supply of paint, sand, gasoline and oil, together with the various small articles necessary to the efficient operation of the equipment in the field and the proper execution of the work. The crews operating these sand blast and paint outfits have been called upon to perform varying classes of work and this year's experience is doing both the cleaning and painting

with air has proven the economy of this method. The record output of one crew for one ten hour day was one coat of paint applied to 2,000 lineal feet of guard rail.

Since March 1st, 1926, housing and shop facilities have been furnish by the equipment Division at the Sixth and South Street yard for the organization charged with the maintenance of state highways in Lancaster County.

During the past two years much of the surplus material of questionable value, which this division has possessed for several years, was liquidated by advertisement and sale to the highest bidder, in accordance with law.

The personnel of the Division of Road Equipment has been reduced from twenty-three employees on November 30th, 1924, to six employees on November 30th, 1926.

#### EQUIPMENT DIVISION INVENTORY

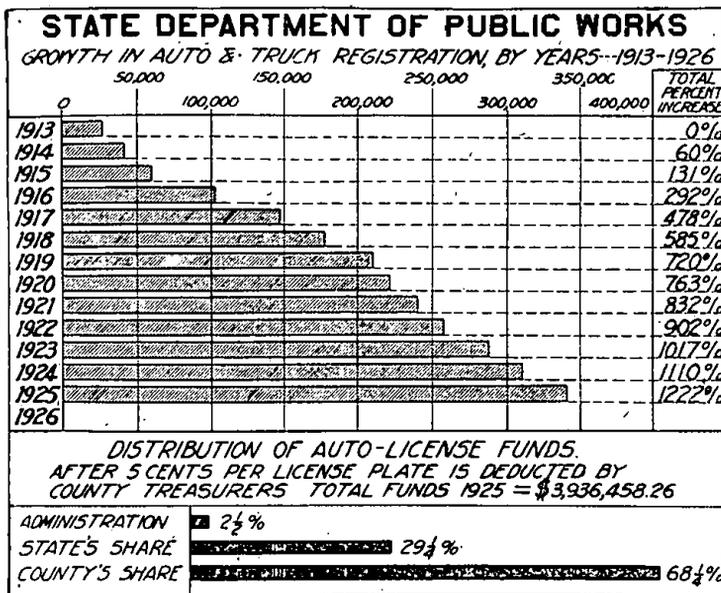
(Estimated Nov. 30th, 1926)

Shop Equipment .....	\$ 9,107.42
Stores Supplies .....	285,000.00
Mobile Equipment .....	333,223.98
State Equipment & Material Fund .....	31,442.35

DIVISION OF MOTOR VEHICLE REGISTRATION

The Automobile Department was organized in 1913 with a registration of 25,617 cars, increasing as follows to 1926 with percentage of increase based upon 1913 registration.

Year	Number	Total % Increase	% Increase Annually
1913	25,617	0.	0.
1914	40,929	59.8	59.8
1915	59,140	130.9	44.5
1916	100,534	292.4	70.0
1917	148,101	478.1	47.3
1918	175,409	584.7	18.4
1919	210,000	719.8	19.7
1920	221,000	762.7	05.2
1921	238,704	831.8	08.0
1922	256,654	901.9	07.5
1923	286,053	1,016.7	11.5
1924	310,000	1,110.1	08.4
1925	338,719	1,222.2	09.3
1926 Approx.	360,000	1,300.0	06.3



The Treasurers of the various Counties under the 1925 Legislature Statutes act as agents for the Department of Public Works in such counties, for the purpose of registering Motor Vehicles, and for the granting of licenses to the applicants and in the collection of all automobile registration fees in said County.

The application for registration contains a statement of the post office address of the applicant, a description of the Motor Vehicle, **including the name of the maker, the number affixed to the Motor or Engine, color of the car, kind of wheels, number of cylinders and seating capacity, the published weight of the vehicle, and in case of Truck, the weight shall include the chassis, body and cab; year, model or letter denoted by the manufacturer, if any, and with such application the applicant shall pay the proper registration fee as provided in section 8379 Compiled Statutes of Nebraska for 1922, as amended; Provided, no charge shall be made for certificate in case owner repaints car.**

The counties are given an index number according to number of automobiles registered in each county and prefixes registration number, as follows:

Douglas County prefix number is 1, and licenses will be numbered 1-1, 1-2, etc., and the same applies to every county in the State.

1....Douglas	23....Boone	45....Webster
2....Lancaster	24....Cuming	46....Merrick
3....Gage	25....Butler	47....Valley
4....Custer	26....Antelope	48....Red Willow
5....Dodge	27....Wayne	49....Howard
6....Saunders	28....Hamilton	50....Franklin
7....Madison	29....Washington	51....Harlan
8....Hall	30....Clay	52....Kearney
9....Buffalo	31....Burt	53....Stanton
10....Platte	32....Thayer	54....Pawnee
11....Otoe	33....Jefferson	55....Thurston
12....Knox	34....Fillmore	56....Sherman
13....Cedar	35....Dixon	57....Johnson
14....Adams	36....Holt	58....Nance
15....Lincoln	37....Phelps	59....Sarpy
16....Seward	38....Furnas	60....Frontier
17....York	39....Cheyenne	61....Sheridan
18....Dawson	40....Pierce	62....Greeley
19....Richardson	41....Polk	63....Boyd
20....Cass	42....Nuckolls	64....Morrill
21....Scotts Bluff	43....Colfax	65....Box Butte
22....Saline	44....Nemaha	66....Cherry

67....Hitchcock	76....Dundy	85....Banner
68....Keith	77....Garden	86....Blaine
69....Dawes	78....Deuel	87....Logan
70....Dakota	79....Hayes	88....Loup
71....Kimball	80....Sioux	89....Thomas
72....Chase	81....Rock	90....McPherson
73....Gosper	82....Keya Paha	91....Arthur
74....Perkins	83....Garfield	92....Grant
75....Brown	84....Wheeler	93....Hooker

The County Treasurers shall forward all applications to the State Department of Public Works in duplicate where they are filed NUMERICALLY in county by registration number and ALPHABETICALLY by name of applicant and also a record of each make or kind, filed accordingly to engine number with cross reference in each instance to the registration number assigned to such motor vehicle. The records are kept by card index and are open to the public during reasonable business hours.

#### SECTION 8369 (Amended) REGISTRATION, RENEWAL

Such registration may be renewed annually in the same manner and upon payment of the same fee as provided for the original registration, such renewal to become due on the first day of January, each year, and delinquent on the first day of February, each year; Provided, that in counties having a population of over eighty thousand (80,000) the day of delinquency shall be March first. On application for renewal the registration certificate for the preceding year must be presented with application. In case certificate is not presented, the County Treasurer shall not issue certificate for renewal until a sworn statement shall be made stating what disposition has been made of the same, and a fee of one dollar (\$1.00) shall be added to the fee as provided in section 8379, Compiled Statutes of Nebraska for 1922; Provided, in case of a new purchase transfer shall be made by the dealer or person securing the car on proper transfer form which, in case it is not the registration certificate, shall be a form approved by the Department of Public Works and both the signature of dealer and person shall be acknowledged before a notary public. If car is not registered within ten (10) days from the time of purchase, a penalty of One Dollar (\$1.00) shall be added to the registration fee.

#### SECTION 8375 (Amended) TRANSFERS, STATEMENT

Upon the transfer of ownership of any motor vehicle, its registration shall expire, and the person to whom ownership of such vehicle is registered, and the person to whom ownership of such

vehicle is to be transferred shall forthwith join in a statement of said transfer, endorsed upon the reverse side of the certificate of registration of said motor vehicle, in the space provided for such purpose, which statement shall be signed by the transferer in the manner and form of his signature, contained on the face of said certificate, and which statement shall likewise be signed by the transferee, who shall also set forth, below his signature, his post-office address. Said statement shall include an application by the transferee for registration of said vehicle in his name. Said certificate so endorsed and bearing upon the reverse side thereof the signature of the transferer and transferee, shall be forwarded by the County Treasurer to the Department of Public Work together with a receipt for the proper fee for registration required in section 8379, Compiled Statutes of Nebraska for 1922, as amended. Provided, however, that if at the expiration of ten (10) days the transferee has not made application for registration, the registration shall be deemed delinquent and a fee of One Dollar (\$1.00) shall be added to the registration fee as provided in Section 8379, as aforesaid: Provided, further, that a properly notaried transfer form shall accompany transfer.

#### SECTION 8376. (Amended) TRANSFERS, ASSIGNMENTS

In case of such transfer of ownership of any motor vehicle, or in case of loss of possession thereof, the registered owner, provided he applies to the County Treasurer after such transfer or loss of possession and accompanies the application with the fee of One Dollar (\$1.00) for a new certificate as required in Section 8387, Compiled Statutes of Nebraska for 1922, may have assigned to another motor vehicle the registration number of the motor vehicle so transferred or lost; Provided, that when car to which number is to be transferred is heavier, fee for additional weight shall be added. Application for registration of, or for re-assignment of number plates to another motor vehicle shall be made within ten (10) days from date of purchase and if not made within that time the registration shall be deemed delinquent and a fee of One Dollar (\$1.00) shall be added to the registration fee. Provided, further, that in case of transfer of motor vehicle or in case of loss of possession due to fire, theft, dismantlement, or junking; within a period of ninety days from the time of payment of fee as provided in Section 8379, as aforesaid, the registered owner may be returning the registration certificate and number plates and after making an affidavit to the County Treasurer of such transfer or loss receive a refund of one-half the amount of such fee.

## NON-RESIDENTS

The law in Nebraska is reciprocal extending to non-residents who have complied with the laws of their state the same privilege that the visitor's state extends to Nebraska car owners.

This reciprocity agreement, has reference to cars privately owned. Cars for hire, or trucks owned by a foreign corporation doing business in this state do not come under the agreement neither does this agreement have reference to any car that may come from another state bearing a foreign license, and the owner of said car becomes a resident of Nebraska. The reciprocity agreement provides for visiting cars only.

Below is a tabulation indicating the time allowed Nebraska cars to visit in the different states:

Alabama .....	Reciprocal	Nebraska .....	Reciprocal
Arizona .....	4 months	Nevada .....	3 months
Arkansas .....	90 days	New Hampshire .....	20 days
California .....	6 months	New Jersey .....	15 days
Colorado .....	90 days	New Mexico .....	3 months
Connecticut .....	15 days	North Carolina .....	60 days
Delaware .....	Reciprocal	North Dakota .....	Reciprocal
Florida .....	Reciprocal	Ohio .....	Reciprocal
Georgia .....	30 days	Oklahoma .....	60 days
Idaho .....	90 days	Oregon .....	3 months
Illinois .....	6 months	Pennsylvania .....	Reciprocal
Indiana .....	Reciprocal	Rhode Island .....	Reciprocal
Iowa .....	Reciprocal	South Carolina .....	30 days
Kansas .....	60 days	South Dakota .....	Reciprocal
Kentucky .....	30 days	Tennessee .....	30 days
Louisiana .....	90 days	Texas .....	30 days
Maine .....	Reciprocal	Utah .....	10 days
Maryland .....	Reciprocal	Virginia .....	Reciprocal
Massachusetts .....	Reciprocal	Washington .....	Reciprocal
Michigan .....	90 days	West Virginia .....	3 months
Minnesota .....	2 months	Wisconsin .....	Reciprocal
Mississippi .....	30 days	Wyoming .....	90 days
Missouri .....	90 days		
Montana .....	90 days		
		<b>District</b>	
		District of Columbia .....	Reciprocal

The Department of Public Works has approved the following lenses and devices:

No.	Name	Focus	Tilt	Candlepower	Vac. Nitro.
1	Raydex .....	1	1 1-3 ft. in 100 ft. ....	15	21
2	Osgood .....	2	1 ft. in 100 ft. ....	15	21
3	Macbeth .....	1	None .....	24	24
4	Liberty .....	1	None .....	24	24
5	Patterson .....	1	None .....	21	24
6	McKee .....	2	None .....	22	24
7	Shaler .....	2	None .....	23	24
8	Violet Ray .....	1	None .....	21	22
9	National .....	1	None .....	19	24
10	Bausch & Lomb .....	1	1 ft. in 100 ft. ....	18	22
11	Primolet "B" .....	1	1 ft. in 100 ft. ....	16	21
12	Ford Green Visor Headlamp .....	3	1 ft. in 100 ft. ....	24	—
13	Sun Ray .....	1	None .....	21	24
14	Glareless .....	1	3 ft. in 100 ft. ....	—	21
15	Lega-lite (New Type) .....	1	None .....	22	24
16	Holophone .....	1	None .....	24	24
17	Dillon Tye "E" .....	1	None .....	21	24
18	Conaphone Clear Type No. F .....	1	None .....	21	24
19	Benzer no Glare .....	1	None .....	24	24
20	North Star Glare Shield .....	1	3 ft. in 100 ft. ....	15	21
21	Right Lens .....	4	None .....	19	23
22	Parab-O-Lite Form "A" .....	1	2 ft. in 100 ft. ....	17	22
23	Nash Standard Sanded .....	2	None .....	18	21
24	Hed-Lite Glare Deflector .....	2	3 ft. in 100 ft. ....	24	24
25	Thomas Green Visor .....	2	None .....	24	24
26	Sunlight "D" McKee Type .....	1	1 ft. in 100 ft. ....	11	21
27	Onlee .....	2	3 ft. in 100 ft. ....	19	21
28	Clamert "A" .....	1	None .....	15	21
29	Riley Ray Headlamp .....	2	2 ft. in 100 ft. ....	24	24
30	Safer lite .....	2	1 ft. in 100 ft. ....	15	21
31	Norling No-Glare Reflector .....	1	4 ft. in 100 ft. ....	15	21
32	Alvo Four Range Light .....	4	5 ft. in 100 ft. ....	16	24
33	Type "B" Clear Conaphone .....	1	1 ft. in 100 ft. ....	21	24
34	Gibson New Glareless .....	1	1 ft. in 100 ft. ....	—	21
35	Ford Type "H" Lens .....	1	5 ft. in 100 ft. ....	21	21
36	H. G. Lens .....	2	2 ft. in 100 ft. ....	16	24
37	Green Moon Lens .....	1	None .....	—	21
38	Flat Lite "B" Reflector .....	—	5 ft. in 100 ft. ....	—	21
39	Dodge Bros. Lens No. 8 .....	1	4 ft. in 100 ft. ....	—	21
40	Cor-Co-Lite "A" Ref. ....	—	3 2-3 ft. in 100 ft. ....	—	21
41	Monogram Lens .....	1	4 ft. in 100 ft. ....	15	21
42	Brown Reflector .....	—	None .....	22	24
43	Guide Ray Lens .....	1	None .....	—	21
44	Smith Lens .....	2	None .....	—	21
45	Spreadlight .....	2	3 1-2 ft. in 100 ft. ....	—	21
46	McKeelite Lens .....	2	10 in. in 25 ft. ....	—	21
47	Standard Lens .....	—	11 in. in 25 ft. ....	—	21
48	Spreadlight (MC. size) .....	—	11 in. in 25 ft. ....	—	21
49	Lincoln "H" Lens .....	—	8 in. in 25 ft. ....	—	21
50	Paraflex Reflector .....	—	1-3 ft. in 100 ft. ....	—	21
51	Johnson Lens .....	—	—	—	21
52	Pathfinder Shield .....	2	3 1-3 ft. in 100 ft. ....	—	21

53	E. & J. Type Elite Headlamp .....	---	---	21
54	Guide Tilt Ray Reflector .....	2	48 ft. ....	21
55	Guide Tilt Beam .....	2	48 ft. ....	21
56	Twin Beam Headlamps .....	2	12 ft. in 100 ft. ....	21
57	Depress Beam Headlamp .....	---	---	21
58	Duray' Headlamps .....	---	---	21
59	Twolite Headlamps .....	---	---	21

UNLAWFUL LENSES AND DEVICES

Warner Lens	Yellow Conaphore
Perfection	Morelight
Home Made Lenses	Frosted Bulbs

No approved device is legal unless it is adjusted according to the above directions.

The blue bulb automobile lamps are accepted for use in Nebraska.

Below is the Division's annual report for the year 1925 showing number of cars registered by counties and total fees collected.

## ANNUAL REPORT MOTOR VEHICLE DEPARTMENT

January 1, 1925 to December 31, 1925

(A)

Line No.	COUNTY	Regular Fees	Regular No.	Trucks Fees	Trucks No.	Motorcycles Fees	Motorcycles No.	Lost Fees	Plates No.	Dealers Fees	Dealers Pl'ts
1	Adams	\$ 57,494.70	5369	\$ 8,071.01	524	\$ 94.00	24	\$ 55.00	55	\$ 777.50	69
2	Antelope	37,930.43	3751	4,819.75	307	17.00	4	43.00	13	288.50	28
3	Arthur	2,118.85	208	857.50	55	.....	.....	.....	.....	10.00	1
4	Banner	3,284.71	332	3,067.77	166	.....	.....	8.00	8	.....	.....
5	Blaine	2,804.50	299	799.75	42	.....	.....	2.00	2	31.75	5
6	Boone	36,159.56	3567	5,253.95	320	22.00	5	48.00	48	137.70	22
7	Box Butte	19,755.26	1960	3,515.13	220	15.50	5	25.00	25	402.48	28
8	Boyd	18,152.48	1821	1,508.38	83	5.00	1	10.00	10	173.50	14
9	Brown	11,810.73	1162	1,501.00	78	5.00	1	8.00	8	24.50	7
10	Buffalo	63,179.84	6126	10,444.26	661	29.00	7	116.00	115	1,001.38	81
11	Burt	31,754.41	3157	7,026.80	425	40.00	8	25.00	25	260.75	20
12	Butler	34,207.25	3249	5,317.25	311	62.00	13	26.00	26	294.50	26
13	Cass	43,314.13	4110	9,251.25	491	56.00	13	35.00	35	481.00	45
14	Cedar	42,979.04	4087	5,285.89	315	22.00	7	39.00	40	401.00	32
15	Chase	12,730.68	1321	4,187.70	222	10.00	3	14.00	14	144.55	12
16	Cherry	16,490.12	1660	3,017.16	183	5.00	1	2.00	3	180.00	16
17	Cheyenne	22,868.36	2236	10,292.45	607	32.00	7	31.00	31	400.80	34
18	Clay	36,639.41	3498	4,786.75	324	29.00	8	22.00	22	360.50	30
19	Colfax	29,642.27	2791	6,973.93	400	7.00	2	35.00	35	366.00	30
20	Cuming	36,513.28	3497	9,412.38	521	21.00	6	22.00	22	456.00	39
21	Custer	61,797.83	6306	12,524.39	760	67.00	15	82.00	82	942.35	78
22	Dakota	20,112.87	1960	4,189.25	240	42.00	11	24.00	24	229.88	22
23	Dawes	19,449.82	1867	2,750.55	179	13.00	5	17.00	17	237.25	20
24	Dawson	43,642.42	4138	7,875.14	465	38.00	10	33.00	33	411.38	39
25	Deuel	9,318.40	921	3,931.14	250	.....	.....	5.00	5	113.88	8
26	Dixon	29,553.26	2887	4,135.75	219	22.00	5	23.00	23	266.75	23
27	Dodge	64,545.41	6102	17,288.52	963	86.00	18	90.00	90	982.25	83
28	Douglas	426,822.35	39009	136,105.48	6205	1,494.00	376	732.00	734	6,030.38	478
29	Dundy	12,339.94	1275	3,444.75	171	15.00	3	6.00	6	109.50	12
30	Fillmore	37,045.29	3531	4,344.50	264	27.00	6	29.00	29	478.00	35
31	Franklin	22,916.00	2151	2,290.00	114	5.00	1	1.00	1	134.50	12
32	Frontier	19,932.63	1963	4,093.00	196	.....	.....	15.00	15	172.25	13
33	Furnas	32,098.81	3228	4,006.01	204	46.00	11	20.00	20	380.04	38
34	Gage	72,853.93	6910	11,777.38	707	96.00	23	63.00	63	1,058.51	101
35	Garden	10,000.02	1062	3,553.00	237	.....	.....	13.00	13	120.75	11
36	Garfield	7,264.25	740	563.50	33	2.00	1	3.00	3	82.50	7
37	Gosper	12,491.75	1263	1,759.75	101	12.00	3	10.00	10	70.00	7
38	Grant	2,900.38	279	238.28	15	.....	.....	.....	.....	55.50	5
39	Greeley	17,211.00	1707	1,293.75	79	30.00	6	9.00	9	183.50	16
40	Hall	64,044.24	6084	13,934.95	906	170.00	40	119.00	119	847.00	75
41	Hamilton	35,952.79	3459	5,373.00	338	14.00	4	22.00	22	338.00	30
42	Harlan	22,767.13	2277	2,121.00	121	22.50	7	27.00	27	319.50	31
43	Hayes	9,108.65	949	4,133.03	211	5.00	1	10.00	10	25.50	1
44	Hitchcock	15,572.26	1625	3,516.00	192	10.00	2	8.00	8	136.00	14
45	Holt	32,341.68	3327	4,327.50	249	20.00	4	15.00	15	263.25	24
46	Hooker	2,969.59	294	511.25	30	.....	.....	2.00	2	79.00	6
47	Howard	25,180.65	2448	3,003.38	199	.....	.....	39.00	39	253.50	16
48	Jefferson	42,975.21	4151	6,905.26	458	25.00	7	44.00	44	557.50	49
49	Johnson	23,651.25	2313	3,490.25	223	27.00	6	16.00	16	290.50	25
50	Kearney	23,099.89	2201	2,669.01	176	14.00	4	28.00	28	265.13	23

DEPARTMENT OF PUBLIC WORKS

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ANNUAL REPORT MOTOR VEHICLE DEPARTMENT—Concluded

(B)

January 1, 1925 to December 31, 1925

App	Trailers Fees	No.	Transfers Fees	No.	Lost Certif. Fees	No.	Refund Amount	No.	Plates	TOTALS Fees
33	\$ 31.25	13	\$ 1,825.75	1170	68.00	68	176.50	30	7,256	\$ 68,417.21
28	23.00	6	794.98	548	18.00	18	.....	.....	4,675	43,904.66
1	.....	.....	46.25	30	3.00	3	.....	.....	297	3,035.60
---	.....	.....	139.23	87	1.00	1	.....	.....	594	6,500.71
5	.....	.....	46.50	27	.....	.....	.....	.....	375	3,684.50
21	14.50	5	760.30	492	.....	.....	.....	.....	4,458	42,396.01
19	13.00	4	554.35	344	19.00	19	.....	.....	2,596	24,299.72
14	13.00	4	416.70	283	9.00	9	49.38	8	2,225	20,288.06
6	5.00	1	180.75	138	2.00	3	.....	.....	1,397	13,536.98
60	193.00	48	1,928.08	1166	141.00	143	.....	.....	8,326	77,032.56
20	66.00	16	873.62	582	42.00	42	54.50	10	4,275	40,088.58
21	26.00	8	572.20	294	.....	.....	.....	.....	3,922	40,505.20
45	4.50	3	1,024.66	697	.....	.....	94.25	15	5,394	54,166.54
24	6.50	2	1,053.47	730	78.00	78	30.25	6	5,283	49,884.90
12	1.50	1	282.94	178	18.00	19	10.00	1	1,770	17,389.37
16	.75	1	324.61	196	15.00	18	11.00	1	2,078	20,034.64
34	16.50	4	818.08	441	65.00	66	.....	.....	3,426	34,524.19
30	48.75	12	1,137.62	709	21.00	24	66.00	9	4,627	43,045.03
30	23.00	6	571.61	378	37.00	37	.....	.....	3,679	37,655.81
30	13.00	4	683.92	506	30.00	31	.....	.....	4,617	47,151.58
79	96.50	29	1,866.12	1150	85.00	88	.....	.....	8,509	77,461.19
19	14.50	5	433.25	303	23.00	23	61.63	12	2,585	25,068.75
20	.....	.....	321.88	174	6.00	9	7.70	1	2,271	22,795.50
33	94.00	25	1,432.60	844	82.00	85	.....	.....	5,633	53,608.54
8	8.00	3	242.77	141	1.00	1	.....	.....	1,329	13,620.19
23	.....	.....	432.30	299	23.00	23	22.75	5	3,479	34,456.06
41	38.00	9	2,257.30	1259	129.00	132	.....	.....	8,614	85,416.48
199	445.35	20	14,616.29	7188	2,606.00	2547	.....	.....	56,278	588,851.85
12	6.25	2	276.58	165	2.00	3	.....	.....	1,637	16,200.02
30	51.00	13	1,032.14	684	46.00	47	12.63	3	4,604	43,052.93
12	50.00	10	245.75	174	.....	.....	.....	.....	2,463	25,642.25
13	.....	.....	425.20	305	34.00	33	.....	.....	2,525	24,672.08
29	32.50	10	998.28	673	90.00	90	43.75	7	4,265	37,671.64
101	139.75	32	2,161.02	1325	184.00	184	173.25	23	9,345	88,333.59
11	.....	.....	357.32	216	13.00	13	12.00	2	1,552	14,057.09
7	3.00	2	104.51	83	5.00	5	.....	.....	874	8,027.76
7	13.00	4	340.30	266	7.00	9	.....	.....	1,663	14,703.80
5	.....	.....	54.50	35	7.00	7	.....	.....	341	3,255.66
16	5.00	1	194.25	142	6.00	6	.....	.....	1,966	18,932.50
48	32.00	12	2,681.64	1228	132.00	134	161.65	30	8,571	81,960.83
20	69.50	15	1,301.97	862	40.00	40	103.25	16	4,760	43,111.26
25	83.75	24	585.01	360	39.00	42	.....	.....	2,883	25,964.85
1	.....	.....	309.28	208	3.00	3	.....	.....	1,383	13,594.46
14	8.00	3	391.50	290	20.00	20	.....	.....	2,154	19,661.70
24	.....	.....	388.78	299	15.00	23	.....	.....	3,941	37,371.21
6	3.00	2	70.84	47	6.00	6	.....	.....	387	3,641.68
16	5.00	1	634.70	437	24.00	24	.....	.....	3,164	29,140.27
37	56.25	14	1,369.87	910	43.00	43	62.00	13	5,664	51,976.05
26	1.50	2	619.43	407	29.00	16	15.00	3	3,009	28,124.97
19	116.75	31	736.43	492	52.00	54	39.25	7	3,005	26,981.27

## ANNUAL REPORT MOTOR VEHICLE DEPARTMENT

Line No.	COUNTY	Regular		Trucks		Motorcycles		Lost Plates		Dealers	
		Fees	No.	Fees	No.	Fees	No.	Fees	No.	Fees	No.
January 1, 1925 to December 31, 1925											
51	Keith	14,109.66	1457	4,117.88	240	20.00	4	6.00	6	221.00	20
52	Keya Paha	6,600.02	702	1,516.25	78	-----	---	4.00	4	15.75	2
53	Kimball	8,254.63	839	4,413.38	320	15.00	5	8.00	8	75.88	8
54	Knox	45,378.68	4472	7,627.25	426	55.00	12	23.00	23	444.00	29
55	Lancaster	230,781.56	21526	45,099.17	2688	831.50	207	477.00	480	2,295.50	193
56	Lincoln	51,112.18	4740	10,920.81	701	239.00	53	82.00	82	627.05	64
57	Logan	4,644.81	481	717.35	68	-----	---	1.00	1	96.00	9
58	Loup	3,647.05	388	576.50	30	-----	---	2.00	2	11.00	2
59	Madison	57,675.55	5447	13,082.42	742	88.00	21	43.00	43	598.75	52
60	McPherson	2,107.45	223	1,012.55	66	-----	---	2.00	2	10.00	1
61	Merrick	27,740.40	2689	5,518.00	318	20.00	4	36.00	36	273.25	21
62	Morrill	18,182.66	1838	2,113.00	123	17.00	4	20.00	20	258.00	27
63	Nance	22,081.02	2195	3,411.88	220	7.00	2	21.00	21	225.75	19
64	Nemaha	31,916.35	2976	5,523.15	336	50.00	11	47.00	47	290.50	30
65	Nuckolls	32,576.32	3159	3,345.25	206	10.00	2	16.00	17	393.50	33
66	Otoe	49,262.33	4758	12,290.79	743	35.00	13	32.00	32	738.63	63
67	Pawnee	22,868.29	2277	3,261.75	207	5.00	1	23.00	23	239.75	21
68	Perkins	13,810.26	1407	5,057.89	268	2.00	1	11.00	11	148.50	11
69	Phelps	28,680.14	2770	6,060.00	375	77.00	20	28.00	28	268.50	22
70	Pierce	29,576.14	2889	4,354.13	279	30.00	6	28.00	28	369.00	36
71	Platte	48,531.63	4656	9,183.75	592	95.00	23	70.00	70	607.63	57
72	Polk	28,783.26	2815	5,877.75	343	2.00	1	33.00	33	440.00	37
73	Red Willow	28,114.09	2829	7,947.00	489	43.00	11	85.00	85	470.38	46
74	Richardson	48,345.23	4556	8,803.35	487	48.50	11	45.00	45	423.85	34
75	Rock	6,515.14	710	1,137.38	68	-----	---	4.00	4	67.00	7
76	Saline	43,351.70	4119	7,970.38	487	46.00	11	36.00	36	492.50	37
77	Sarpy	21,926.00	2110	7,726.50	476	83.00	23	12.00	12	186.00	15
78	Saunders	57,044.51	5442	11,827.23	733	30.00	8	46.00	47	566.50	47
79	Scottsbluff	48,059.71	4882	10,972.88	759	57.00	14	131.00	131	609.25	57
80	Seward	43,898.42	4101	7,530.88	474	51.00	12	61.00	61	525.00	50
81	Sheridan	19,624.17	1904	2,686.25	169	12.00	3	17.00	17	296.00	25
82	Sherman	22,132.69	2112	2,403.50	170	14.00	4	22.00	22	287.50	27
83	Sioux	6,387.00	629	1,050.25	63	-----	---	5.00	5	35.00	4
84	Stanton	20,678.70	1959	4,715.70	242	5.00	1	10.00	10	110.00	12
85	Thayer	35,855.40	3486	5,541.25	357	7.00	2	25.00	25	573.00	54
86	Thomas	2,435.50	252	193.00	14	-----	---	1.00	1	54.00	6
87	Thurston	17,419.51	1770	2,976.38	155	10.00	2	13.00	13	165.00	12
88	Valley	22,545.72	2194	3,559.51	219	17.00	4	27.00	27	288.25	23
89	Washington	31,452.40	3064	8,961.50	520	22.50	5	26.00	26	179.00	15
90	Wayne	31,187.01	3003	6,902.00	362	34.00	8	37.00	37	291.00	23
91	Webster	25,705.25	2432	3,402.50	171	7.00	2	17.00	17	385.00	35
92	Wheeler	4,628.20	478	679.61	72	-----	---	3.00	4	22.50	2
93	York	46,060.82	4352	6,543.51	407	43.00	12	43.00	44	625.50	51
TOTALS		\$3,141,477.27	301716	\$650,150.29	37003	\$4,902.50	1207	3,720.00	3730	36,926.63	3180

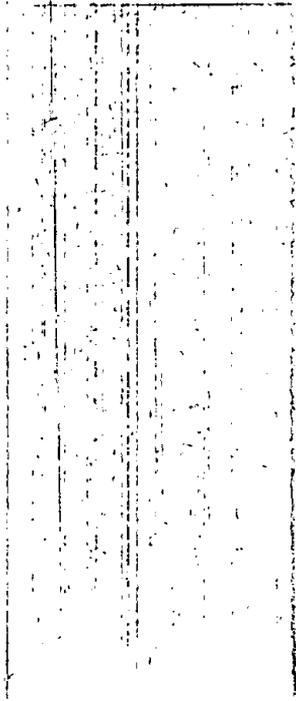
## ANNUAL REPORT MOTOR VEHICLE DEPARTMENT—Concluded

January 1, 1925 to December 31, 1925

(B)

App	Trailers		Transfers		Lost Certif.		Refund		Plates	TOTALS
	Fees	No.	Fees	No.	Fees	No.	Amount	No.		
19	-----	---	368.70	227	16.00	16	7.37	3	1,969	18,859.24
2	8.25	2	113.88	87	4.00	5	15.00	3	880	8,262.15
8	-----	---	201.39	121	15.00	15	-----	---	1,316	12,983.28
29	2.25	2	939.31	641	54.00	53	33.62	7	5,658	54,523.49
193	261.75	68	9,262.84	4669	853.00	867	1,273.63	253	30,698	289,862.32
47	87.25	17	1,529.81	912	245.00	245	99.35	17	6,797	64,843.10
9	-----	---	78.03	68	2.00	2	-----	---	609	5,539.19
2	-----	---	78.94	64	3.00	3	-----	---	489	4,318.49
37	39.50	10	989.16	561	6.00	22	-----	---	6,883	72,522.38
1	-----	---	45.75	33	1.00	1	-----	---	326	3,178.75
21	15.50	9	682.72	435	47.00	48	32.00	3	3,560	34,332.87
27	35.00	7	379.61	279	28.00	31	-----	1	2,329	21,033.27
19	11.50	3	422.82	275	28.00	29	21.25	4	2,764	26,208.97
26	10.25	5	855.35	522	64.00	64	34.25	13	3,987	38,756.60
24	7.25	3	790.58	503	60.00	60	101.50	10	3,974	37,198.90
63	20.00	4	1,324.87	937	53.00	53	-----	---	6,603	63,756.62
19	14.25	5	505.62	373	15.00	15	-----	---	2,920	26,932.66
12	13.00	4	453.96	252	31.00	31	-----	---	1,986	19,527.61
20	251.50	66	1,003.27	619	11.00	11	63.00	10	3,909	36,379.41
25	9.50	4	619.42	436	28.00	28	-----	---	3,695	35,014.19
46	13.75	5	851.96	554	112.00	112	10.00	2	6,058	59,465.72
26	17.25	5	658.54	451	13.00	12	82.50	12	3,686	35,824.80
32	19.50	7	1,165.72	673	106.00	106	159.50	31	4,232	37,950.69
24	210.25	39	1,212.70	769	2.00	1	-----	---	5,932	59,090.88
7	15.00	3	68.79	59	3.00	4	-----	---	855	7,810.31
36	44.50	12	1,209.27	773	53.00	52	65.25	10	5,526	53,203.35
14	-----	---	474.95	282	45.00	50	51.00	7	2,967	30,453.45
46	13.25	4	1,229.70	825	108.00	118	-----	---	7,223	70,865.19
56	39.50	10	2,280.95	1301	136.00	137	48.74	8	7,290	62,286.29
42	111.75	27	1,389.13	902	51.00	51	53.25	7	5,670	53,618.18
25	-----	---	315.42	215	10.00	12	-----	---	2,345	22,960.84
23	10.76	5	389.19	242	31.00	32	-----	---	2,610	25,290.64
4	-----	---	96.35	53	2.00	2	-----	---	756	7,575.60
12	2.50	1	289.20	204	14.00	15	-----	---	2,444	25,825.10
45	62.75	19	1,161.06	773	56.00	59	63.75	12	4,766	43,281.46
6	-----	---	43.40	30	2.00	2	-----	---	305	2,728.90
12	-----	---	285.74	198	9.00	9	-----	---	2,159	20,878.63
19	3.00	2	449.24	332	25.00	25	-----	---	2,822	26,914.72
13	10.00	2	956.65	607	69.00	70	-----	---	4,307	41,677.05
22	18.00	5	729.38	484	10.00	18	22.00	5	3,939	39,208.39
33	16.50	4	492.00	330	20.00	20	13.00	1	3,009	30,045.25
2	10.00	2	109.50	65	5.00	6	-----	---	629	5,457.81
39	179.50	39	1,573.91	1050	64.00	64	-----	---	6,007	55,133.24
2537	\$3,456.36	807	\$38,996.21	53148	\$6,829.00	6865	\$3,456.70	621	407,013	\$3,936,458.26

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**REPORT OF BUREAU OF IRRIGATION,  
WATER POWER AND DRAINAGE,**

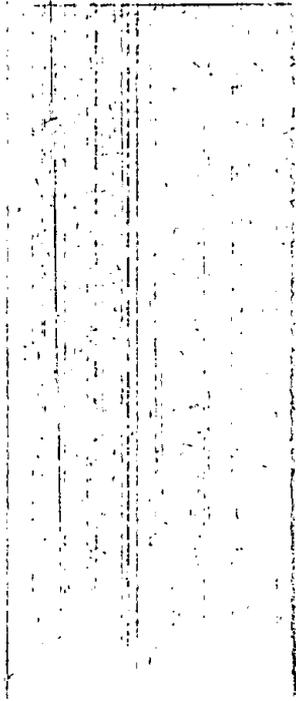
**Division of Irrigation**

**Division of Statistics**

**Division of Water Power and Drainage**

**Division of Hydrography and Surveys**

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**DIVISION OF IRRIGATION**



### WATER DIVISION AND WATER DISTRICTS

Water Divisions—The State of Nebraska is hereby divided into two water divisions denominated Water Division No. 1 and Water Division No. 2, respectively. (R. S. 1913, 3378; 1919, P. 833; C. S. 1922, 8415.)

Boundaries of Division No. 1—Water Division No. 1 shall consist of all the lands of the state drained by the Platte Rivers and their tributaries lying west of the mouth of the Loup River; and also all other lands lying south of the Platte and South Platte Rivers that may be watered from other superficial or subterranean streams not tributary to the Platte River. (R. S. 1913, 3380; 1919, P. 833; C. S. 1922, 8416.)

Boundaries of Division No. 2—Water Division No. 2 shall consist of all lands that may be watered from the Loup, White, Niobrara and Elkhorn Rivers and their tributaries, and other lands of the State not included in any other water division. (R. S. 1913, 3384; 1919, P. 833; C. S. 1922, 8417.)

For convenience in the adjudication of claims and in the distribution of water, these divisions have been subdivided into twelve water divisions, denominated 1-A, 1-B, 1-C, 1-D, 1-E, 1-F, 2-A, 2-B, 2-C, 2-D, 2-E, 2-F, as shown on the opposite page.

Bridgeport, Nebraska, November 30, 1926.

Mr. R. L. Cochran,  
State Engineer,  
Lincoln, Nebraska.

Dear Sir:

I have the pleasure of submitting herewith a brief statement covering matters pertaining to the activities of the office during the past biennium.

#### Water Supply.

The water supply of the North Platte and Platte rivers was sufficient to meet the demands of the past two seasons, although there was an acute situation during July of 1925, for a period of two weeks which required the closing of projects having priorities later than June 26, 1894, to supply the Dawson County Canal.

Considerable time has been devoted, in the past two years, to the study of the water distribution of the North Platte and Platte Rivers. The flow of the North Platte River has increased gradually since 1911 and has now reached a surprisingly large quantity. Practically all the legal demands for water during the 1926 season were supplied with natural or percolating water.

At no time during 1926 was the Platte River dry at Central City. From May to September, 1926 inclusive, 1,288,776 acre feet passed Overton unused. The amount of water coming to the State, measured at Torrington, Wyoming, during May to September inclusive, was 1,031,211 acre feet divided as follows: 495,050 acre feet original water passed through the Pathfinder Reservoir, the balance, 536,161 acre feet, was percolating water and storage released from the Pathfinder Reservoir.

After all projects were supplied there was more water at Overton, unused, than the amount which flowed across the Wyoming Line in the season of 1926. The amount of water diverted from the river by canals in Nebraska aggregated 764,824 acre feet, not including 746,563 acre feet which were diverted by the Ft. Laramie and Interstate Canals at Whalen, Wyoming.

#### Water Administration.

The demand exceeded the supply during both seasons of the present biennium along the Frenchman and Republican Rivers. Water

Commissioner, P. M. Whitehead, found it necessary to file a complaint with the County Attorney against a water user who persistently interfered with closed headgates in 1925, the case was later dismissed. Another complaint was filed in 1926 against a water user who opened his gate after it was closed by the Water Commissioner. This case is still pending in the County Court.

The distribution of the Lodgepole Creek water was satisfactorily administered by Water Commissioners S. B. Hanna and Charles H. Gardner.

The streams in the Northwest corner of the State were supervised by John D. Heywood, Water Superintendent, with very little friction.

During July of 1925, the water situation on the Platte River was somewhat acute. Water Commissioner, R. F. Nosky, devoted his entire attention during that period to dividing the available water supply among the various projects east of North Platte.

#### Water Commissioners

The duties of Water Commissioner have been increased in the past ten years. The irrigable area has approximately doubled in that time, requiring considerable more water, hence additional demand on the Water Commissioners' time. During the present biennium the demand for the services of the Water Commissioners was very noticeable. The funds for this purpose were used up entirely at the end of August which necessitated the dismissal of our regularly employed Hydrographers, all but five river Observers and all of the Water Commissioners for the balance of the fiscal year. This action resulted in a break in our record of a long period of years of the flow of streams, especially the Platte Rivers. The salary of Water Commissioners is insufficient and should be raised to six dollars per day.

#### Observers

It is necessary to maintain gaging station on many of our streams, especially the Platte Rivers. Every gaging station requires an Observer or an automatic recorder, and in some cases both are necessary. Nebraska maintained a gaging station on the North Platte River at Torrington, Wyoming, in order to ascertain the amount of water coming into Nebraska. However, this station was discontinued, with reluctance, on October first for want of funds.

It is desirable to have an accurate and continuous record of the rise and fall of the river at all the gaging stations. For this purpose

automatic recorders should be installed at Mitchell and North Platte, later on other gaging stations should be equipped with automatic recorders.

On the South Platte Aiver at Julesburg, Colorado, an Interstate gaging station was established under the provisions of the Colorado-Nebraska South Platte River Compact. Two automatic recorders are used, one furnished by the State of Colorado and the other by Nebraska. In addition to the automatic recorders an Observer is employed to take daily gage heights, his services are paid jointly by the two States.

### Hydrography

The hydrographical work carried on in Nebraska under the plan adopted in 1915, has resulted in an accumulation of valuable data pertaining to the flow of the streams in the State.

One Hydrographer is employed throughout the entire year; one Hydrographer from March 1st to September 30th, and one office man is used part time on hydrographical work and computing current meter notes.

Stream measurements are published elsewhere in this report. Canal measurements and daily discharges are not being published but are preserved in the files of the office for reference. From September 30, 1924, to September 30, 1926, six thousand one hundred ninety one (6191) measurements were made at a cost of \$2.28 each.

### Irrigation Districts

Three irrigation districts were formed during the past biennium: Petition for the formation of the Pathfinder Irrigation District under the North Platte Project, situated in Scottsbluff, Morrill and Sioux Counties, was approved by the Department April 27, 1926.

The Hooper Irrigation District, including land under Docket 781, Hooper Canal; Docket 788, Graf Canal and Docket 795, the High Line Canal, and sometimes known as the Blue Creek Canal, was approved by the Department April 20, 1926.

The Calamus Irrigation District which is located in Loup County, about five miles from Burwell, which is the nearest railroad point. This district was formed July 20, 1925, with an area of 9250 acres. The water for this project will be taken from the Calamus River.

### Hearings

Hearings were held on a number of appropriations which had not been used for many years.

The hearing on the Delaware-Hickman appropriation was appealed from the District Court of Dundy County, where the department was reversed, to the Supreme Court where the District Court was affirmed.

The following is a general summary of matters coming before the Department during the past two years:

Stream and Canal Measurements.....	6191
Applications Filed.....	123
Water Appropriations Permits.....	111
Water Appropriations Cancelled.....	42
Applications Dismissed.....	10
Applications Pending.....	30
Hearings Held.....	25
Relocation Permits.....	8
Water Power Leases.....	13
Deeds Recorded.....	9
Irrigation District Organized.....	3
Drainage Districts Organized.....	13
Maps Approved.....	84
Field Inspections.....	60
Fees Collected:	
Applications, Dam Plans, Leases, Deeds and Reports.....	\$ 1972.70
Copying Records.....	488.15
	<hr/>
	\$ 2460.85

### Cooperation

There are a few projects that have not shown any disposition to cooperate with the Department. Records of the daily water diversions are much needed in the administration and study of the water supply. Our disposition charts and tabulations of water supply are, while approximately correct, not accurate for the reason that the amount of water diverted must be determined from occasional measurements, perhaps two weeks apart.

Projects waste considerable water back to the stream, without the knowledge of the department, which is mistaken for return flow. A number of projects are taking water from sources other than the original source without informing the department.

There are two or more projects having appropriations from a stream that have been receiving a sufficient supply, for several years, from seep streams without taking any water from the original source of the appropriation. Not having cooperation, the department can not have an accurate records of water used.

Respectfully submitted,

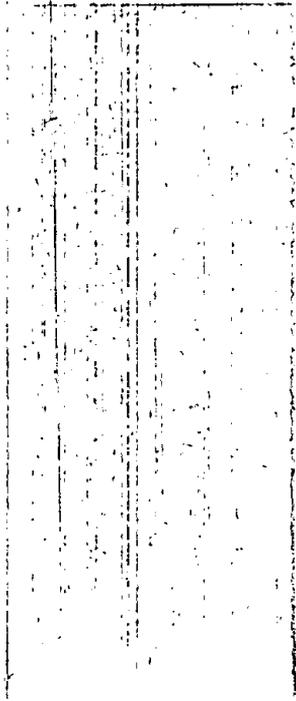
DEPARTMENT OF PUBLIC WORKS

R. H. Willis, Chief

Bureau of Irrigation, Water Power & Drainage.

**DIVISION OF STATISTICS**

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### CLAIMS AND APPLICATIONS

The following tables give a complete list of all claims and applications for water granted by the Department of Public Works and which have not been cancelled; also all claims of record, and applications pending.

In these tables the claims and applications have been arranged in each water division by stream in alphabetical order, and appropriations on each stream are arranged in order of priority.

Appropriations having docket numbers are claims made covering rights acquired under the law prior to April 4, 1895, and those having application numbers are applications for permits to appropriate water made under the law of 1895.

CLAIMS AND APPLICATIONS BY STREAMS IN DIVISION NO. 1-A

Source	Name of Claimant	Post Office	Carrier	Use to which appl'd	Sec. Feet gr'ted	Location of Headgate				Date of Priority			Doc. No.	App. No.
						S	T	R	County	Month	D	Yr.		
Akers Draw (No. Platte R)	Enterprise Irr. Dist.	Scottsbluff	Nelson Canal	O. D.	10.00	13	23	57	Scotts Bluff	May	21	1913	920	1290
Atkins Drain (No. Platte R)	Atkins, A. W.	Bridgeport	Atkins Canal	O. D.	2.80	15	19	49	Morrill	Mar.	27	1916	828	1450
Ash Creek	Gilliard, George	Lewellen	Gilliard Canal	Irrig.	1.43	3	16	42	Garden	Dec.	31	1899	812	.....
Bayard Sugar Fcty. Drain (No. Platte R)	Alliance Irr. Dist.	Bridgeport	Alliance Canal	O. D.	36.00	5	20	52	Morrill	Aug.	13	1925	874	1776
Beaver Creek	C. B. & Q. R. R. Co.	Lincoln	C.B.&Q. Water Supply	Steam	1.00	8	12	14	Buffalo	July	26	1919	.....	1550
Birdwood Creek	Birdwood Irr. Dist.	No. Platte	Birdwood Canal	Irrig.	100.00	35	15	33	Lincoln	Oct.	21	1893	646	.....
Birdwood Creek	Northhouse, Ed.	Sutherland	West Birdwood Canal	Irrig.	8.57	22	15	33	Lincoln	Jan.	16	1894	652	.....
Birdwood Creek	Saxson, Bert	Sutherland	Beaucamp Canal	Irrig.	3.00	15	15	33	Lincoln	Sept.	19	1894	677	.....
Birdwood Creek	Lower Platte Irr. Assn.	Lexington	Birdwood Reservoir	Stor.		10	15	33	Lincoln	Jan.	12	1922	.....	1634*
Blue Creek	Union Irr. & Water Power Company	Lewellen	Union Canal	Irrig.	20.00	18	16	42	Garden	May	16	1890	763	.....
Blue Creek	Hooper Irr. District	Lewellen	Hooper Canal	Irrig.	12.86	6	16	42	Garden	Sept.	7	1893	781	.....
Blue Creek	Blue Creek Irr. Dist.	Lewellen	Blue Creek Canal	Irrig.	39.00	33	17	42	Garden	Dec.	27	1893	785	.....
Blue Creek	Hooper Irr. Dist.	Lewellen	Graf Canal	Irrig.	33.00	19	16	42	Garden	Apr.	2	1894	788	.....
Blue Creek	Hooper Irr. Dist.	Lewellen	Blue Creek Canal	Irrig.	3.79	21	17	42	Garden	Sept.	27	1894	795	.....
Blue Creek	Paisley Irr. Dist.	Lewellen	West Side Canal	Irrig.	15.55	28	17	42	Garden	Nov.	20	1894	800	.....
Blue Creek (No. Platte R.)	Robinson, A. A.	Gering	Paisley Canal	O. D.	1.45	2	16	44	Garden	Nov.	20	1894	800	1742

\* Denotes application not approved.

## CLAIMS AND APPLICATIONS BY STREAMS IN DIVISION NO. 1-A—Continued

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Source	Name of Claimant	Post Office	Carrier	Use to which appl'd	Sec. Feet gr'ted	Location of Headgate				Date of Priority		Doc. No.	App. No.
						S	T	R	County	Month	D Yr.		
Blue Creek .....	Paisley Irr. Dist.....	Lewellen .....	Paisley Canal.....	Irrig.	1.00	28	17	42	Garden.....	July	14 1899	.....	515
Blue Creek .....	Eggers, J. E.....	Lewellen .....	Blue Creek Canal.....	Irrig.	.42	33	17	42	Garden.....	Jan.	4 1912	.....	1154
Blue Creek .....	Paisley Irr. Dist.....	Lewellen .....	West Side Canal.....	Irrig.	3.30	28	17	42	Garden.....	Feb.	25 1924	.....	1738
Broncho Lake ...	Miller, True.....	Alliance .....	Broncho Lake.....	Irrig.	1.16	6	24	48	Box Butte.....	May	7 1926	.....	1806
Brown's Creek ...	Haxby, George H.....	Bridgeport .....	Haxberry Canal.....	Irrig.	.43	19	20	48	Morrill.....	July	17 1903	.....	717
Buckham Sp'g....	Maddox, P. P.....	Keystone .....	Maddox Canal.....	Irrig.	2.28	8	14	36	Keith.....	Oct.	3 1908	.....	918
Buffalo Creek ...	Savins, Richard T.....	Lexington .....	Savins Canal.....	Irrig.	2.28	22	10	21	Dawson.....	Aug.	18 1917	.....	1495
Buffalo Creek ...	Doughty, Wm.T.&R.H.....	Lexington .....	Doughty Canal.....	Irrig.	.90	21	10	21	Dawson.....	Mar.	24 1922	.....	1648
Buffalo Creek ...	Kopf, Walter W.....	Buffalo .....	Kopf's Lake.....	Irrig.	0.57	21	12	22	Dawson.....	Mar.	3 1926	.....	1799
Buffalo Creek ...	Streiff, Mrs. Anna.....	Elm Creek .....	Streiff Canal.....	Irrig.		35	9	19	Dawson.....	Sept.	15 1926	.....	1859
Buffalo Creek ...	Jones, Rex M. Est.....	Elm Creek .....	Jones Pumping Plant.....	Irrig.		5	8	18	Buffalo.....	Oct.	6 1926	.....	1866
Buffalo Creek ...	Hodgson, Martha.....	Lexington .....	Hodgson Canal.....	Irrig.		33	10	20	Dawson.....	Oct.	28 1926	.....	1868
Buffalo Creek W.	Jensen, Anton.....	Cozad .....	Jensen Canal.....	Irrig.	.56	23	11	23	Dawson.....	July	27 1925	.....	1772
Buffalo Creek W.	Anders, Ida M.....	Cozad .....	Anders Canal.....	Irrig.	1.10	23	11	23	Dawson.....	July	27 1925	.....	1773
Camp Creek .....	Wehn, J. W.....	Alliance .....	Camp Creek Canal.....	Irrig.	1.43	13	18	49	Morrill.....	Mar.	16 1892	866	.....
Carter Creek .....	Gardner, Wm. E.....	Gering .....	Carter Canal.....	Irrig.	3.70	27	21	56	Scotts Bluff..	Oct.	13 1922	.....	1691
Cedar Creek .....	Radcliffe, Mack.....	Sidney .....	Nelson-Radcliffe Canal.....	Irrig.	2.77	28	18	48	Morrill.....	June	1 1882	1034a	.....
Cedar Creek .....	Radcliffe, Mack.....	Sidney .....	Radcliffe Canal No. 2.....	Irrig.	1.23	34	18	48	Morrill.....	July	1 1885	1034b	.....
Cedar Creek .....	Radcliffe, Mack.....	Sidney .....	Radcliffe Canal No. 3.....	Irrig.	.76	27	18	48	Morrill.....	Feb.	14 1890	1034c	.....
Cedar Creek .....	Bridgeport Irr. Dist.....	Bridgeport .....	Belmont Feeder.....	Irrig.	5.00	23	18	48	Morrill.....	Jan.	7 1915	.....	1397

## CLAIMS AND APPLICATIONS BY STREAMS IN DIVISION NO. 1-A—Continued

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Source	Name of Claimant	Post Office	Carrier	Use to which appl'd	Sec. Feet gr'ted	Location of Headgate			Date of Priority			Doc. No.	App. No.	
						S	T	R	County	Month	D			Yr.
Clay Sp'g. Cr.....	Cross, Fred.....	Harrisburg .....	Fred Cross Canal.....	Irrig.		21	19	57	Banner.....	June	18	1926	....	1820
Clear Creek .....	Hooper, D. C. ....	Lewellen .....	Clear Creek Canal.....	Irrig.	2.86	32	16	41	Keith.....	July	1	1888	748	.....
Clear Creek .....	Clear Creek Irr. Co. ....	Lewellen .....	Barber Canal.....	Irrig.	1.14	29	16	41	Keith.....	Jan.	1	1891	756	.....
Clear Creek .....	Clear Creek Irr. Co. ....	Lewellen .....	Barber Canal.....	Irrig.	14.57	29	16	41	Keith.....	May	30	1893	754	.....
Clear Creek .....	Clear Creek Irr. Co. ....	Lewellen .....	Barber Canal.....	Irrig.	1.14	29	16	41	Keith.....	June	1	1893	745	.....
Clear Creek .....	Clark, Wesley and Bairn, John.....	Lewellen .....	Williams Canal.....	Irrig.	1.00	28	16	41	Keith.....	May	18	1894	747	.....
Clear Creek .....	Barber, Frank H.....	Lincoln .....	Finch Canal.....	Irrig.	1.43	4	15	41	Keith.....	June	30	1895	964	.....
Clear Creek .....	Clear Creek Irr. Co. ....	Lewellen .....	Barber Canal.....	Irrig.	1.14	31	16	41	Garden.....	July	5	1911	....	1111
Cold Water Creek	Lisco Irr. Dist.....	Lisco .....	Cold Water Canal.....	Irrig.	4.29	26	18	46	Deuel.....	Sept.	28	1894	796	.....
Coon Creek .....	Winterer, Wm. H.....	Keystone .....	Coon Creek Canal.....	Irrig.	.71	34	15	37	Keith.....	July	3	1895	....	69
Coon Creek .....	Winterer, Wm. H.....	Keystone .....	Coon Creek Canal.....	Irrig.	1.42	34	15	37	Keith.....	Sept.	16	1911	....	1225
Crescent Lake ...	Lake Water Carrying Co	Lewellen .....	Crescent Lake Project...	Supple		21	20	44	Garden.....	Jan.	30	1920	....	1575
(Blue Creek).....	Lake Water Carrying Co	Lewellen .....	Union Canal.....	Irrig.	20.00	18	16	42	Garden.....	May	16	1890	763	1575
(Blue Creek).....	Lake Water Carrying Co	Lewellen .....	Hooper Canal.....	Irrig.	12.86	6	16	42	Garden.....	Sept.	7	1893	781	1575
(Blue Creek).....	Lake Water Carrying Co	Lewellen .....	Blue Creek Canal.....	Irrig.	39.00	33	17	42	Garden.....	Dec.	27	1893	785	1575
(Blue Creek).....	Lake Water Carrying Co	Lewellen .....	Graf Canal.....	Irrig.	33.00	19	16	42	Garden.....	Apr.	2	1894	788	1575
(Blue Creek).....	Lake Water Carrying Co	Lewellen .....	Blue Creek Canal.....	Irrig.	3.79	21	17	42	Garden.....	Sept.	27	1894	795	1575
(Blue Creek).....	Lake Water Carrying Co	Lewellen .....	West Side Canal.....	Irrig.	17.00	28	17	42	Garden.....	Nov.	20	1894	800	1575
(Blue Creek).....	Lake Water Carrying Co	Lewellen .....	Paisley Canal.....	Irrig.	1.00	28	17	42	Garden.....	July	14	1899	....	515
(Blue Creek).....	Lake Water Carrying Co	Lewellen .....	Blue Creek Canal.....	Irrig.	.42	33	17	42	Garden.....	Jan.	4	1912	....	1154 (1575)
(Blue Creek).....	Lake Water Carrying Co	Lewellen .....	West Side Canal.....	Irrig.		28	17	42	Garden.....	Feb.	25	1924	....	1738

CLAIMS AND APPLICATIONS BY STREAMS IN DIVISION NO. 1-A—Continued

Source	Name of Claimant	Post Office	Carrier	Use to which appl'd	Sec. Feet gr'ted	Location of Headgate				Date of Priority		Doc. No.	App. No.
						S	T	R	County	Month	D Yr.		
Deep Cold Cr.....	Finn, J. L.....	Dalton .....	Finn Bros. Canal.....	Irrig.	.50	28	18	49	Morrill.....	July	1 1890	836	.....
Deep Holes Cr.....	Hanway, F. P.....	Broadwater .....	Emma Canal.....	Irrig.	1.40	3	18	49	Morrill.....	Mar.	17 1924	.....	1740
Dougout Creek Lower .....	Hagerty, M. H.....	Bridgeport .....	Cooper Canal.....	Irrig.	.86	4	19	48	Morrill.....	Aug.	15 1892	872	.....
Dougout Creek Lower .....	Mulloy, Francis C.....	Broadwater .....	Mulloy Canal.....	Irrig.	1.00	27	27	48	Morrill.....	July	18 1907	.....	865
Dougout Creek Lower .....	Hagerty, M. H.....	Bridgeport .....	Hagerty Canal.....	Irrig.	1.00	4	19	48	Morrill.....	Oct.	26 1912	.....	1238
Dougout Creek Lower .....	Hagerty, M. H.....	Bridgeport .....	Klondyke Res.....	Stor.	34.00	4	9	48	Morrill.....	July	11 1919	.....	1547
Golden Creek .....	Theis, M. J.....	Ogalalla .....	Theis Canal.....	Irrig.	2.71	25	15	39	Keith.....	Sept.	17 1895	.....	160
Greenwood Creek	Keenan, Mary K.....	Fond Du Lac Wis. ....	Trinnier Canal.....	Irrig.	6.29	28	18	50	Morrill.....	April	6 1891	849	.....
Greenwood Creek	Keenan, Mary K.....	Fond Du Lac Wis. ....	Nelson Canal.....	Irrig.	3.00	33	18	50	Morrill.....	April	1 1892	845	.....
Greenwood Creek	Shannon Bros.....	Bridgeport .....	Capron Canal.....	Irrig.	2.00	15	18	50	Morrill.....	Jan.	1 1893	890	.....
Greenwood Creek	Meglemre, C. E.....	Bridgeport .....	Meglemre Canal.....	Irrig.	.59	3	18	50	Morrill.....	May	6 1896	.....	294
Greenwood Creek	Meglemre, C. E.....	Bridgeport .....	Meglemre Canal.....	Irrig.	1.14	3	18	50	Morrill.....	Mar.	11 1907	.....	853
Greenwood Creek	Keenan, Mary K.....	Fond Du Lac Wis. ....	Trinnier Canal.....	Irrig.	1.65	3	18	50	Morrill.....	Aug.	18 1919	.....	1551
Horse Creek .....	Mihan, John, Est.....	Morrill .....	State Line Canal.....	Irrig.	3.07	33	23	58	Scotts Bluff.	Sept.	10 1897	.....	407
Horse Creek .....	Brazier-Marsh .....	Morrill .....	Marsh-Brazier Canal.....	Irrig.	7.19	4	22	60	Wyoming.....	Nov.	24 1908	.....	921
Horse Creek .....	Gilmore Ditch Ass'n.....	Morrill .....	Gilmore Canal.....	Irrig.	9.00	33	23	58	Scotts Bluff..	Feb.	21 1910	.....	983

CLAIMS AND APPLICATIONS BY STREAMS IN DIVISION NO. 1-A—Continued

Source	Name of Claimant	Post Office	Carrier	Use to which appl'd	Sec. Feet gr'ted	Location of Headgate				Date of Priority		Doc. No.	App. No.
						S	T	R	County	Month	D Yr.		
Horse Creek	Mihan, John, Est.	Morrill	State Line Canal	Irrig.	2.00	33	23	58	Scotts Bluff.	April	21 1910	....	994
Horse Creek	Casteel & Husted	Henry	Jackson Extension	Irrig.	1.00	27	23	58	Scotts Bluff.	May	19 1910	....	1000
Horse Creek	Marsh & Braziel	Morrill	Marsh-Braziel Ext.	Irrig.	13.00	4	22	60	Wyoming.	Sept.	18 1911	....	1126
Horse Creek	Gr. Western Sugar Co.	Denver	Lyman Factory	Mfg.	15.00	34	23	58	Scotts Bluff.	June	16 1926	....	1819
Hoth Draw (No. Platte R.)	O'Holloran, Jas.	Bayard	O'Holloran Canal	O. D.	1:00	28	21	52	Morrill	Jan.	26 1917	918	1473
Hoth Draw	Gr. Western Sugar Co.	Scottsbluff	Pump L. Bayard Factory	Mfg.	15.00	34	21	52	Morrill	Oct.	4 1920	....	1593
Huntington Sp'g.	Card, Fred.	Hull	Card Canal	Irrig.	1.43	9	20	58	Scotts Bluff.	Dec.	23 1904	....	778
Kiowa Creek	Currie, Edw. A.	Mitchell	Currie Canal	Irrig.	9.14	13	21	57	Scotts Bluff.	Mar.	23 1892	938	....
Kiowa Creek	Kellums, John H.	Morrill	Kellums Canal	Irrig.	2.43	11	22	58	Scotts Bluff.	Oct.	18 1901	....	641
Kiowa Creek	Kellums, John H.	Morrill	Kellums Canal No. 2	Irrig.	.57	1	22	58	Scotts Bluff.	Nov.	29 1907	....	880
Lawrence Fork	Simms and Postal	Bridgeport	Laing Canal	Irrig.	.50	28	18	52	Morrill	Dec.	31 1886	825	....
Lawrence Fork	Gilman, Byron & Crigler, E. S.	Redington	Redington Canal	Irrig.	.57	36	19	52	Morrill	Oct.	9 1889	820	....
Lawrence Fork	Lindburg, Fred R.	Bridgeport	E. S. Crigler Canal	Irrig.	.57	1	18	52	Morrill	Sept.	11 1891	861	....
Lawrence Fork	Neihus, J. W.	Redington	Spring Ranch	Irrig.	1.00	11	18	52	Morrill	Oct.	23 1891	862	....
Lawrence Fork	Neihus, J. W.	Redington	Redington Canal	Irrig.	.50	11	18	52	Morrill	May	1 1893	893	....
Lawrence Fork	Lindburg Fred.	Bridgeport	Crigler Extension	Irrig.	1.43	1	18	52	Morrill	Nov.	25 1898	....	486
Lawrence Fork	Neihus, Dora	Redington	Neihus Canal	Irrig.	.86	11	18	52	Morrill	Mar.	23 1900	....	550
Lawrence Fork	Neihus, J. W.	Redington	Harper Canal	Irrig.	1.43	11	18	52	Morrill	May	27 1902	....	669
Lawrence Fork	Simms & Postal	Henry	Randall Canal	Irrig.	2.57	21	18	52	Morrill	May	15 1911	....	1100
Lawrence Fork	King, Wm. O.	Kearney	King Canal	Irrig.	4.00	15	18	52	Morrill	Dec.	8 1915	....	1440
Lawrence Fork	King, Wm. O.	Kearney	King Canal	Irrig.	1.00	15	18	52	Morrill	July	3 1920	....	1587
Lonergan Creek	Soehl, Herman A.	Lemoyne	Soehl Canal	Irrig.	2.00	17	15	39	Keith	May	10 1889	697a	....

CLAIMS AND APPLICATIONS BY STREAMS IN DIVISION NO. 1-A—Continued

Source	Name of Claimant	Post Office	Carrier	Use to which appl'd	Sec. Feet gr'ted	Location of Headgate				Date of Priority			Doc. No.	App. No.
						S	T	R	County	Month	D	Yr.		
Loneragan Creek	Jacobs, Lee.....	Lemoine	East Lonergan Canal.....	Irrig.	9.14	17	15	39	Keith.....	May	25	1889	699	.....
Loneragan Creek	Soehl, Herman A.....	Lemoine	Soehl Canal.....	Irrig.	.86	17	15	39	Keith.....	Apr.	27	1893	697b	.....
Loneragan Creek	Harris, F. H.....	Lemoine	Haney Canal.....	Irrig.	1.14	17	15	39	Keith.....	July	1	1893	719	.....
Mathews Creek	Mathews, Benj. G.....	Keystone	Mathews Canal.....	Irrig.	1.14	28	15	37	Keith.....	Apr.	1	1893	750	.....
Nine Mile Draw (No. Platte R.)	Nine Mile Irr. Dist.....	Bayard	Nine Mile Canal.....	O. D.	79.00	10	21	53	Morrill.....	Aug.	19	1915	925	1431
North Platte R.	Platte Valley Irr. Dist.....	Hershey	No. Platte Canal.....	Irrig.	300.00	13	14	34	Lincoln.....	May	31	1884	635	.....
North Platte R.	Farmers Irr. District.....	Scottsbluff	Farmers Canal.....	Irrig.	1142.86	3	23	58	ScottsBluff.....	Sept.	16	1887	918	.....
North Platte R.	Farmers Irr. District.....	Scottsbluff	Ramshorn Canal.....	Irrig.	3.07	13	23	58	Scotts Bluff..	Sept.	16	1887	918	"R"
North Platte R. (Sheep Creek)	Sheep Creek Lateral Co.	Morrill	Sheep Creek Lat.....	O. D.	5.00	8	23	57	Scotts Bluff..	Sept.	16	1887	918	1176
North Platte R. Dry Spotted Tail	Hrasky, Frank.....	Mitchell	Roberts Canal.....	O. D.	2.00	16	23	56	Scotts Bluff....	Sept.	16	1887	918	1241
North Platte R. (Hoth Draw)	O'Holloran, James.....	Bayard	O'Holloran Canal.....	O. D.	1.00	28	21	52	Morrill.....	Sept.	16	1887	918	1473
No. Platte R. (Seep Farmers Canal)	Warner, Frank.....	Morrill	Warner Canal.....	O. D.	1.63	12	23	57	Scotts Bluff..	July	10	1925	918	1769
No. Platte River	Minatare Mut. Canal and Irrigation Co.....	Minatare	Minatare Canal.....	Irrig.	249.43	32	22	54	Scotts Bluff..	Jan.	14	1888	919	.....
No. Platte River	Winter Creek Irr. Co.....	Scottsbluff	Winter Creek Canal.....	Irrig.	124.29	17	22	55	Scotts Bluff..	Oct.	18	1888	952	.....
No. Platte River (Winter Creek)	Winter Creek Irr. Co.....	Scottsbluff	Winter Creek Canal.....	O. D.	70.00	19	22	54	Scotts Bluff..	Oct.	18	1888	952	1446
No. Platte River	Enterprise Irr. Dist.....	Scottsbluff	Enterprise Canal.....	Irrig.	173.71	27	23	57	Scotts Bluff..	Mar.	28	1889	920	.....

"R" Denotes relocation.

CLAIMS AND APPLICATIONS BY STREAMS IN DIVISION NO. 1-A—Continued

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Source	Name of Claimant	Post Office	Carrier	Use to which appl'd	Sec. Feet gr'ted	Location of Headgate				Date of Priority			Doc. No.	App. No.
						S	T	R	County	Month	D	Yr.		
No. Platte River (Akers Draw)	Enterprise Irr. Dist.....	Scottsbluff .....	Enterprise Canal.....	O. D.	10.00	13	23	57	Scotts Bluff..	Mar.	28	1889	920	1290
No. Platte River	Castle Rock Irr. Dist.....	McGrew .....	Castle Rock Canal.....	Irrig.	82.57	4	21	54	Scotts Bluff..	Apr.	18	1889	921	.....
No. Platte River	Logan Irr. Company.....	Bridgeport .....	Logan Canal.....	Irrig.	5.71	19	20	50	Morrill.....	Oct.	17	1889	821	.....
No. Platte River	Bridgeport Irr. Dist.....	Bridgeport .....	Belmont Canal.....	Irrig.	270.00	18	20	51	Morrill.....	Dec.	19	1889	828	.....
No. Platte River (Atkins Drain)	Atkins, A. W. ....	Bridgeport .....	Atkins Canal.....	O. D.	2.80	15	19	49	Morrill.....	Dec.	19	1889	828	1450
No. Platte River	Central Irr. Dist.....	Gering .....	Central Canal.....	Irrig.	36.00	27	22	55	Scotts Bluff..	June	23	1890	926	.....
No. Platte River	Sheridan, J. Wake, Est.	Paxton .....	Sheridan-Wilson Canal.	Irrig.	10.00	20	14	35	Keith.....	Oct.	9	1890	710	.....
No. Platte River	Chimney Rk. Irr. Dist..	Chimney Rock ..	Chimney Rock Canal.....	Irrig.	60.00	1	20	53	Morrill.....	Dec.	3	1890	844	.....
No. Platte River	Chimney Rk. Irr. Dist..	Chimney Rock ..	Chimney Rock Canal.....	Irrig.		1	20	53	Morrill.....	Dec.	3	1890	1031	.....
No. Platte River	Empire Canal Co.....	Bridgeport .....	Empire Canal.....	Irrig.	28.57	18	21	51	Morrill.....	June	25	1891	858	.....
No. Platte River	Jurgens, Otto, (Adm. Est. of D. Kah).	Minatare .....	Kah Canal.....	Irrig.	4.57	11	21	54	Scotts Bluff..	Nov.	1	1891	944	.....
No. Platte River	Brown Creek Irr. Dist..	Bridgeport .....	Browns Creek Canal.....	Irrig.	188.71	20	20	50	Morrill.....	Jan.	20	1892	857	.....
No. Platte River	Brown Creek Irr. Dist..	Bridgeport .....	Browns Creek Canal.....	Irrig.		20	20	50	Morrill.....	Jan.	20	1892	1033	.....
No. Platte River	Alliance Irr. Dist.....	Bridgeport .....	Alliance Canal.....	Irrig.	86.00	5	20	52	Morrill.....	Dec.	26	1892	874	.....
No. Platte River	Alliance Irr. Dist.....	Bridgeport .....	Alliance Canal.....	Irrig.		5	20	52	Morrill.....	Dec.	26	1892	1035	.....
No. Platte River (Red Willow)	Alliance Irr. Dist.....	Bridgeport .....	Alliance Canal.....	O. D.	60.00	6	20	51	Morrill.....	Dec.	26	1892	874	1427
No. Platte River (Bayard Sugar) (Factory Drain)	Alliance Irr. Dist.....	Bridgeport .....	Alliance Canal.....	O. D.	36.00	5	20	52	Morrill.....	Dec.	26	1892	874	1776
No. Platte River	Ramshorn Irr. Dist.....	Morrill .....	Ramshorn Canal.....	Irrig.	45.71	13	23	58	Scotts Bluff..	Mar.	20	1893	945	.....
No. Platte River (Sheep Creek)	Ramshorn Irr. Dist.....	Morrill .....	Ramshorn Canal.....	O. D.	13.00	21	23	57	Scotts Bluff..	Mar.	20	1893	945	1465
No. Platte River	Short Line Irr. Dist.....	Bayard .....	Short Line Canal.....	Irrig.	65.57	25	21	53	Scotts Bluff..	May	1	1893	946	.....
No. Platte River	Lisco Irr. Dist.....	Lisco .....	Lisco Canal.....	Irrig.	32.86	14	18	47	Morrill.....	July	1	1893	856	.....

CLAIMS AND APPLICATIONS BY STREAMS IN DIVISION NO. 1-A—Continued

Source	Name of Claimant	Post Office	Carrier	Use to which appl'd	Sec. Feet gr'ted	Location of Headgate				Date of Priority		Doc. No.	App. No.	
						S	T	R	County	Month	D Yr.			
No. Platte River (9 Mile Draw)	Nine Mile Irr. Dist.	Bayard	Nine Mile Canal	Irrig.	100.00	18	21	53	Scotts Bluff	Dec.	6	1893	925	.....
No. Platte River	Nine Mile Irr. Dist.	Bayard	Nine Mile Canal	O. D.	79.00	10	21	53	Morrill	Dec.	6	1893	925	1431
No. Platte River	Cody Land & Cat. Co.	No. Platte	Cody-Dillon Canal	Irrig.	127.00	9	14	31	Lincoln	Dec.	29	1893	649	.....
No. Platte River	Keith-Lincoln Co. Irr. District	Sutherland	Keith-Lincoln Canal	Irrig.	95.00	18	14	36	Keith	Feb.	2	1894	722	.....
No. Platte River	Paxton-Hershey Water Company	Hershey	Paxton-Hershey Canal	Irrig.	130.00	18	14	33	Lincoln	Feb.	12	1894	653	.....
No. Platte River	Lisco Irr. Dist.	Lisco	Lisco Canal	Irrig.	5.37	14	18	47	Morrill	Mar.	27	1894	787	.....
No. Platte River	No. River Irr. Dist.	Oshkosh	No. River Canal	Irrig.	16.00	14	18	47	Morrill	Mar.	27	1894	787	"R"
No. Platte River	Surburban Irr. Dist.	No. Platte	Surburban Canal	Irrig.	124.00	12	14	33	Lincoln	May	22	1894	662	.....
No. Platte River	Roberts, C. F.	Oshkosh	Midland Canal	Irrig.	12.00	2	16	44	Garden	June	9	1894	789	.....
No. Platte River	Countryman, Chas.	Lewellen	Overland Canal	Irrig.	20.00	2	16	44	Garden	Aug.	14	1894	791	"R"
No. Platte River	Hannah Irr. Co.	Lisco	Hannah Canal	Irrig.	5.71	29	18	47	Morrill	Sept.	24	1894	886	.....
No. Platte River	Oshkosh Irr. Dist.	Oshkosh	Oshkosh Canal	Irrig.	40.00	33	17	44	Garden	Oct.	5	1894	797	.....
No. Platte River	No. River Irr. Dist.	Oshkosh	Oshkosh Canal	Irrig.	2.29	33	17	44	Garden	Feb.	24	1896	.....	243R
No. Platte River	Beerline Canal Co.	Broadwater	Beerline Canal	Irrig.	30.00	24	19	49	Morrill	Oct.	13	1894	887	.....
No. Platte River	Spohn, William	Oshkosh	Spohn Canal	Irrig.	13.14	13	17	45	Garden	Dec.	6	1894	801	.....
No. Platte River	Rush Cr. Irr. Co.	Lisco	Rush Creek Canal	Irrig.	9.64	2	17	46	Garden	Dec.	11	1894	802	.....
No. Platte River	Lyons Irr. Dist.	Oshkosh	Lyons Canal	Irrig.	42.14	30	17	44	Garden	Dec.	22	1894	803	.....
No. Platte River	Western Land & Cat. W. R. Taylor	Omaha	Signal Bluff Canal	Irrig.	30.13	16	16	43	Garden	Jan.	16	1895	807	.....
No. Platte River	Alfalfa Irr. Dist.	Ogalalla	Alfalfa Canal	Irrig.	100.00	1	15	42	Keith	Mar.	25	1895	738	.....
No. Platte River	Steamboat Irr. Dist.	Melbeta	Steamboat Canal	Irrig.	6.20	4	21	54	Scotts Bluff	Oct.	27	1895	.....	186
No. Platte River	No. River Irr. Dist.	Oshkosh	No. River Canal	Irrig.	64.71	14	18	47	Morrill	Feb.	24	1896	.....	243
No. Platte River	No. River Irr. Dist.	Oshkosh	Oshkosh Canal	Irrig.	2.29	33	17	44	Garden	Feb.	24	1896	.....	243R
No. Platte River	Lisco Irr. Dist.	Lisco	No. River Canal	Irrig.	9.00	14	18	47	Morrill	Feb.	24	1896	.....	243
No. Platte River	Remick Duer Co.	Broadwater	Lamore Canal	Irrig.	20.00	34	19	48	Morrill	July	18	1896	.....	327
No. Platte River	Steamboat Irr. Dist.	Melbeta	Steamboat Canal	Irrig.	.71	4	21	54	Scotts Bluff	July	22	1896	.....	350

"R" Denotes relocation.

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Source	Name of Claimant	Post Office	Carrier	Use to which appl'd	Sec. Feet gr'ted	Location of Headgate			Date of Priority		Doc. No.	App. No.		
						S	T	R	County	Month			D Yr.	
No. Platte River	Gering Irr. Dist.....	Gering .....	Gering Canal.....	Irrig.	208.62	4	23	58	Scotts Bluff..	Mar.	15	1897	....	365
No. Platte River	Schermerhorn, A. D.....	Omaha .....	Schermerhorn .....	Irrig.	29.71	16	20	51	Morrill.....	Oct.	25	1897	....	418
No. Platte River	Farmers Irr. Dist.....	Scottsbluff .....	Columbia Canal.....	Irrig.	600.00	3	23	58	Scotts Bluff..	April	14	1902	....	660
No. Platte River	Secretary of Interior.... Bureau of Reclamation	Mitchell .....	Pathfinder Reservoir.....	Stor.	1,070,000 A. F.	34	29	84	Wycming.....	Sept.	19	1904	....	768
No. Platte River	Gering & Ft. Laramie Irrigation District.....	Gering .....	Gering and Fort Laramie Canal.....	Irrig.	1530.00	11	26	65	Wyoming.....	Sept.	19	1904	....	768
No. Platte River	Northport Irr. Dist.....	Bridgeport .....	Tri-State Canal.....	Irrig.	250.00	3	23	58	Scotts Bluff..	Sept.	19	1904	....	768†
No. Platte River	Pathfinder Irr. Dist.....	Scottsbluff .....	Inter-State Canal.....	Irrig.	1643.00	11	26	65	Wyoming.....	Sept.	19	1904	....	768
No. Platte River	Liebhardt Bros.....	Denver .....	Empire Extension.....	Irrig.	1.00	18	20	51	Morrill.....	July	20	1907	....	866
No. Platte River	Lisco Irr. Dist.....	Lisco .....	Lisco Canal.....	Irrig.	3.00	14	18	47	Garden.....	Apr.	6	1910	....	991
No. Platte River	French, John.....	Henry .....	French Canal.....	Irrig.	11.00	9	23	60	Wyoming.....	Dec.	21	1911	....	1149
No. Platte River	Dobson, W. A.....	Carrolton, Mo. ....	Dobson Lateral.....	Irrig.	3.14	5	20	52	Morrill.....	Feb.	28	1912	....	1181
No. Platte River	Stone, Myron K.....	Escanto, Calif. ....	Stone Canal.....	Irrig.	1.00	28	18	46	Morrill.....	Jan.	19	1915	....	1401
No. Platte River	French, John E.....	Henry .....	French Canal.....	Irrig.	3.00	9	23	60	Wyoming.....	Sept.	11	1915	....	1433
No. Platte River (Red Willow Ck)	Dobson, W. A.....	Carrolton, Mo. ....	Dobson Lateral.....	Irrig.	.25	5	20	52	Morrill.....	Nov.	3	1915	....	1436
No. Platte River	Liebhardt Bros.....	Denver .....	Liebhardt Lateral.....	Irrig.	2.90	6	20	52	Morrill.....	Mar.	1	1916	....	1448
No. Platte River	Intermountain Ry. L. and Power Co.....	Colo. Springs .....	Gering Hydro Elec Plant	Power	250.00	10	23	60	Wyoming.....	Apr.	15	1916	....	1452
No. Platte River	U. P. Ry. Co.....	Omaha .....	Locomotive Wat. Supply	Power	1.00	29	14	30	Keith.....	Jan.	19	1917	....	1472
No. Platte River	French, John E.....	Henry .....	French Canal Extension	Irrig.	.60	9	23	60	Wyoming.....	Mar.	20	1920	....	1581
No. Platte River	Lower Platte Irr. Ass'n.	Lexington .....	South Canal.....	Irrig.		18	14	36	Keith.....	Jan.	12	1922	....	1633A*
No. Platte River	Lower Platte Irr. Ass'n.	Lexington .....	Sutherland Res.....	Stor.		13	34	33	Keith.....	Jan.	12	1922	....	1635*
No. Platte River (Blue Creek)	Robinson, A. A.....	Gering .....	Paisley Canal.....	O. D.	1.45	2	16	44	Garden.....	Mar.	31	1924	800	1742

\* Denotes application not approved.

† Amount diverted at Red Willow Rating Flume.

L. L. Latham

CLAIMS AND APPLICATIONS BY STREAMS IN DIVISION NO. 1-A—Continued

Source	Name of Claimant	Post Office	Carrier	Use to which appl'd	Sec. Feet gr'ted	Location of Headgate				Date of Priority			Doc. No.	App. No.
						S	T	R	County	Month	D	Yr.		
No. Platte River (Seep Farmers Canal)	Warner, Frank	Morrill	Warner Canal	O. D.	1.63	12	23	57	Scotts Bluff	July	10	1925	918	1769
No. Platte River, Spring Cr. Trib.	U. P. Ry. Co.	Omaha	Frazier Lake	Ice	4.00	35	14	30	Lincoln	Sept.	6	1907	...	868
No. Platte River, Spring Cr. Trib.	Gatch, Chas.	Melbeta	Gatch Canal	Irrig.	.93	25	21	54	Scotts Bluff	Aug.	21	1912	...	1220
No. Platte River Barrow Pit. Trib	Taylor, A. O.	Minatare	Barrow Pit Canal	Irrig.	.29	19	21	52	Scotts Bluff	April	23	1904	...	751
Otter Creek	Fairchild, Louis F.	Lemoyne	Cascade Canal	Irrig.	3.30	4	15	40	Keith	April	1	1891	...	1032
Otter Creek	Nissen, Pete & Co.	Belmar	Otter Canal	Irrig.	10.29	5	15	40	Keith	May	24	1912	...	1198†
Otter Creek	Peterson, E. J.	Lemoyne	Holcomb Canal	Irrig.	15.49	5	15	40	Keith	Nov.	6	1912	...	1
Otter Creek	Peterson, E. J.	Lemoyne	Peterson Canal	Irrig.	1.32	5	15	40	Keith	Nov.	6	1912	...	1240
Owl Creek	Kellums, John H.	Morrill	Sunflower Canal	Irrig.	.79	12	22	58	Scotts Bluff	Sept.	17	1897	...	411
Owl Creek	Kellums, John H.	Morrill	Sunflower Canal	Irrig.	1.14	12	22	58	Scotts Bluff	Oct.	10	1904	...	770
Owl Creek	Kellums, John H.	Morrill	Sunflower No. 2	Irrig.	1.14	12	22	58	Scotts Bluff	Nov.	29	1907	...	879
Owl Creek	Kellums, John H.	Morrill	Sunflower No. 1	Irrig.	.57	12	22	58	Scotts Bluff	Nov.	29	1907	...	881
Pawnee Creek	Kent-Burke Co.	Omaha	Kent-Burke Canal	Irrig.	8.00	13	13	28	Lincoln	Oct.	18	1890	636	...
Pawnee Creek	Kent-Burke Co.	Omaha	Kent-Burke Canal	Irrig.	5.85	18	13	27	Lincoln	Nov.	16	1922	...	1694
Peden's Lake (Platte River)	Bean, Smith & Good	Cozad	Excell Canal	O. D.		12	11	23	Dawson	Sept.	16	1926	...	1860
Platte River	Central Power Co.	Grand Island	Kearney Canal	Irrig. Power	22.00 140.00	3	8	16	Buffalo	Sept.	10	1882	1023	...

† Denotes part of appropriation canceled.

CLAIMS AND APPLICATIONS BY STREAMS IN DIVISION NO. 1-A—Continued

300

Source	Name of Claimant	Post Office	Carrier	Use to which appl'd	Sec. Feet gr'ted	Location of Headgate				Date of Priority		Doc. No.	App. No.
						S	T	R	County	Month	D Yr.		
Platte River.....	Gothenburg L. & P. Co.	Gothenburg .....	Gothenburg Canal.....	I. & P.	200.00	29	12	26	Lincoln.....	July	5 1890	645a	.....
Platte River.....	Farmers Irr. Co.....	Lexington .....	Farmers Canal.....	Irrig.	7.00	25	10	23	Dawson.....	June	14 1894	621†	.....
Platte River.....	Dawson Co. Irr. Co.....	Lexington .....	Dawson Canal.....	Irrig.	1142.86	18	10	23	Dawson.....	June	26 1894	622	.....
Platte River.....	Platte River Irr. Co.....	Lexington .....	Platte River Canal.....	Irrig.	43.43	13	9	22	Dawson.....	Sept.	15 1894	624†	.....
Platte River.....	Gothenburg L. & P. Co.	Gothenburg .....	Gothenburg Canal.....	Irrig.	240.00	29	12	26	Lincoln.....	Sept.	22 1894	645b	.....
Platte River..... (Peden's Lake)	Bean, Smith & Good.....	Cozad .....	Excell Canal.....	O. D.		12	11	23	Dawson.....	Sept.	22 1894	645b	.....
Platte River.....	Six Mile Ditch Co.....	Gothenburg .....	Six Mile Canal.....	Irrig.	40.00	11	11	26	Lincoln.....	Oct.	22 1894	680	.....
Platte River.....	Cozad Irr. Co.....	Cozad .....	Cozad Canal.....	Irrig.	614.29	15	11	25	Dawson.....	Dec.	28 1894	626	.....
Platte River.....	South Side Irr. Co.....	Cozad .....	Orchard-Alfalfa Canal.....	Irrig.	85.00	9	10	24	Dawson.....	Jan.	23 1895	627†	.....
Platte River.....	Central Power Co.....	Grand Island .....	Central Power Plant.....	Power	485.00	3	8	16	Buffalo.....	Feb.	12 1920	.....	1577
Platte River.....	Central Power Co.....	Grand Island .....	Central Power Company Steam Plant.....	Steam	925.00	29	11	8	Merrick.....	Aug.	12 1920	.....	1588
Platte River.....	Steele, Chas.....	Elm Creek .....	Cottonwood Canal.....	Irrig.	5.33	7	8	18	Phelps.....	Dec.	15 1921	.....	1629
Platte River.....	Lower Platte Irr. Ass'n.	Lexington .....	North Canal.....	Irrig.		8	13	29	Lincoln.....	Jan.	12 1922	.....	1633*
Platte River.....	Lower Platte Irr. Ass'n.	Lexington .....	{ Rotan Reservoir.....	Stor.		14	12	24	Lincoln.....	Jan.	12 1922	.....	1636*
			{ Buffalo Reservoir.....	Stor.		5	11	22	Dawson.....				
			{ Elm Creek Reservoir	Stor.		1	9	19	Dawson.....				
			{ Dry Fork Reservoir	Stor.		5	11	20	Dawson.....				
Platte River.....	Central Neb. Supple- mental Water Ass'n.....	Hastings .....	Tri County Project.....	Irrig.	{	14	12	28	Lincoln.....	Nov.	29 1922	.....	1696*
						2	8	21	Gosper.....				
						36	9	21	Dawson.....				
						17-20	8	15	Buffalo.....				
Platte River.....	Central Neb. Supple- mental Water Ass'n.....	Hastings .....	Plum Creek Reservoir....	Stor.		14	12	28	Lincoln.....	Nov.	15 1923	.....	1727*
Platte River.....	Central Neb. Supple- mental Water Ass'n.....	Hastings .....	Tri-County Pow. Plant..	Power		14	12	28	Lincoln.....	Nov.	15 1923	.....	1728*

† Denotes part of appropriation canceled.

\* Denotes application not approved.

CLAIMS AND APPLICATIONS BY STREAMS IN DIVISION NO. 1-A—Continued

Source	Name of Claimant	Post Office	Carrier	Use to which appl'd	Sec-Feet gr'ted	Location of Headgate				Date of Priority			Doc. No.	App. No.
						S	T	R	County	Month	D	Yr.		
Platte River	Peaker, Howard	Kearney	Kearney Tail Race	O. D.	2.20	11	8	16	Buffalo	May	8	1924	1023	1744
Platte River	Faught, Carl E.	Cozad	Faught's Plant	Irrig.	1.02	9	10	24	Dawson	Oct.	20	1925	.....	1784
Platte River	Burns, Jos.	Lincoln	Buffalo Co. Canal	Irrig.		35	9	16	Buffalo	Apr.	12	1926	.....	1803
Platte River	Parham, F. E. Et. Al.	Gothenburg	Thirty Mile Canal	Irrig.		30	12	26	Dawson	Sept.	7	1926	.....	1853*
Platte River	Buffalo Creek Irr. Co.	Kearney	Buffalo Creek Canal	Irrig.		34	9	19	Dawson	Sept.	25	1926	.....	1863
Platte River	Robertson, Nina	Cozad	Robertson Pumping Plt.	Irrig.	.74	9	10	24	Dawson	Nov.	2	1926	.....	1870
Platte River (South Channel)	Johnson, P. L.	Hastings	Johnson Pumping Plt.	Irrig.		1	8	13	Adams	Feb.	13	1926	.....	1796
*Plum Creek	Roblee, D. S.	Lewellen	Plum Creek Reservoir	Irrig.	1.14	23	16	42	Garden	Jan.	12	1914	.....	1344
Pumpkinseed Cr.	Kelley, Wm. J.	Harrisburg	Kelly Canal	Irrig.	1.43	5	19	54	Banner	May	10	1886	.....	915
Pumpkinseed Cr.	Zingg, Henry N.	Platte Center	Heards Canal No. 1 & 2	Irrig.	1.29	14	19	54	Banner	June	1	1887	916	.....
Pumpkinseed Cr.	Olson, Albert H.	Harrisburg	Logan Canal	Irrig.	4.00	7	19	55	Banner	July	16	1890	902	.....
Pumpkinseed Cr.	Court House Rk. Co.	Bridgeport	Court House Rk. Canal	Irrig.	30.50	30	19	50	Morrill	Oct.	8	1890	840	.....
Pumpkinseed Cr.	Court House Rk. Co.	Bridgeport	Court House Rk. Canal	Irrig.		30	19	50	Morrill	Oct.	8	1890	1028	.....
Pumpkinseed Cr.	Mutual Ditch Co.	Redington	Mutual Canal	Irrig.	8.57	33	19	52	Morrill	Nov.	1	1890	843	.....
Pumpkinseed Cr.	Sweet, C. A.	Omaha	Meredith-Ammer Canal	Irrig.	18.86	23	19	50	Morrill	Feb.	20	1893	876	.....
Pumpkinseed Cr.	Finn & Trott	Bridgeport	Last Chance Canal	Irrig.	6.33	27	19	50	Morrill	Apr.	12	1894	883	.....
Pumpkinseed Cr.	Loy, Mrs. E. P.	Bridgeport	Round House Rk. Canal	Irrig.	3.00	28	19	51	Morrill	May	29	1894	884	.....
Pumpkinseed Cr.	Quinn, T. E.	Bridgeport	Bird Cage Canal	Irrig.	1.00	20	19	51	Morrill	June	1	1895	892	.....
Pumpkinseed Cr.	Smith, E. & Wheeler, Chas.	Sidney	Smith-Wheeler North Canal	Irrig.	.71	26	19	51	Morrill	June	1	1896	842	.....
Pumpkinseed Cr.	Cluck, Millard	Harrisburg	Peters Canal	Irrig.	2.57	34	20	56	Banner	July	1	1902	913	.....
Pumpkinseed Cr.	Airedale Ran. & Cat. Co.	Scottsbluff	Airedale Canal No. 1	Irrig.	5.52	2	19	55	Banner	Jan.	24	1903	.....	698
Pumpkinseed Cr.	Airedale Ran. & Cat. Co.	Scottsbluff	Airedale Canal No. 2	Irrig.	3.22	1	19	55	Banner	Jan.	24	1903	.....	699
Pumpkinseed Cr.	Jones & Jordan	Sidney	Res. Nos. 1, 2 and 3	Irrig.	1.31	7	19	55	Banner	June	24	1903	.....	711

\* Denotes application not approved.

CLAIMS AND APPLICATIONS BY STREAMS IN DIVISION NO. 1-A—Continued

Source	Name of Claimant	Post Office	Carrier	Use to which appl'd	Sec. Feet gr'ted	Location of Headgate				Date of Priority		Doc. No.	App. No.	
						S	T	R	County	Month	D Yr.			
Pumpkinseed Cr.	Seybolt, Albert.....	Bridgeport .....	Swanger Canal.....	Irrig.	.43	30	19	50	Morrill.....	Feb.	28	1909	....	851
Pumpkinseed Cr.	Airedale Ran. & Cat. Co.	Scottsbluff .....	Airedale Canal No. 2.....	Irrig.	1.57	1	19	55	Banner.....	Oct.	26	1911	....	1133
Pumpkinseed Cr.	Airedale Ran. & Cat. Co.	Scottsbluff .....	Airedale Canal No. 1.....	Irrig.	.51	2	19	55	Banner.....	Sept.	4	1914	....	1380
Pumpkinseed Cr.	Airedale Ran. & Cat. Co.	Scottsbluff .....	Airedale Canal No. 3.....	Irrig.	4.41	2	19	55	Banner.....	Mar.	15	1918	....	1508
Sheep Cr. Draw, Trib. to	Sheep Cr. Lat. Co.....	Morrill .....	Sheep Cr. Lateral.....	Irrig.	.28	8	23	57	Scotts Bluff..	Feb.	20	1915	....	1403
Slough, Warm	Johnson, Abram M.....	Gibbon .....	Johnson Pumping Plant..	Irrig.	.50	30	9	13	Buffalo.....	Feb.	20	1923	....	1707
Skunk Creek	Knight, H. H.....	Keystone .....	Miller Canal.....	Irrig.	2.29	1	14	37	Keith.....	Apr.	1	1895	740	.....
Skunk Creek	Maddox, P. P.....	No. Platte .....	Skunk Cr. Canal.....	Irrig.	3.36	6	14	36	Keith.....	Nov.	5	1909	....	968
Snake Creek	Kilpatrick Bros.....	Beatrice .....	Oasis Canal.....	Irrig.	54.86	6	24	51	Box Butte.....	June	6	1894	567	.....
Snake Creek	Kilpatrick Bros.....	Beatrice .....	Kilpatrick Res. No. 1..	Stor.	6500.00	1	24	52	Box Butte.....	June	7	1911	....	1104
Snake Creek (Res.A.1104)	Kilpatrick Bros.....	Beatrice .....	Kilpatrick Res. No. 2..	Irrig.	200.00	6	24	51	Box Butte.....	Jan.	25	1912	....	1159
So. Platte River.	Hollingsworth, A.....	Ogalalla .....	Hollingsworth Canal.....	Irrig.	30.00	12	13	39	Keith.....	June	5	1894	723	.....
So. Platte River.	Miller & Kimball Co.....	Big Springs .....	Miller-Warren Canal.....	Irrig.	.57	7	12	42	Deuel.....	Jan.	5	1895	805†	.....
So. Platte River.	Myer, Henry .....	Brule .....	Myer Canal.....	Irrig.	1.46	22	13	40	Keith.....	Apr.	14	1896	....	283
So. Platte River.	Western Irr. District.....	Big Springs .....	Western Canal.....	Irrig.	180.29	14	12	43	Deuel.....	June	14	1897	....	393
So. Platte River.	Beal, Orvill.....	Brule .....	Beal's Power Plant.....	Irrig.	17.60	21	13	40	Keith.....	Sept.	20	1921	....	1619
So. Platte River.	Beal, Orvill.....	Brule .....	Beal's Canal.....	Irrig.	5.00	21	13	40	Keith.....	Sept.	20	1921	....	1620
So. Platte River.	Goodall, Robt. Et Al.....	Ogalalla .....	.....	Stor.	.....	.....	.....	.....	Deuel.....	Dec.	17	1921	....	1630*
So. Platte River.	Western Irr. District.....	Big Springs .....	Western Irr. Dist.....	Irrig.	11.43	14	12	43	Keith.....	Sept.	11	1926	....	1804
So. Platte River.	Junge, M. F.....	Big Springs .....	M. F. Junge Canal.....	Irrig.	.....	31	13	41	Keith.....	Nov.	22	1926	....	1857*
So. Platte River.	Anderson, Sam E. et al.	Sutherland .....	Paxton Irr. Dist. Canal	Irrig.	.....	1	13	38	Keith.....	Nov.	22	1926	....	1874

† Denotes part of appropriation canceled.

\* Denotes application not approved.

J. H. ...

CLAIMS AND APPLICATIONS BY STREAMS IN DIVISION NO. 1-A—Continued

302-A

Source	Name of Claimant	Post Office	Carrier	Use to which appl'd	Sec. Feet gr'ted	Location of Headgate			Date of Priority			Doc. No.	App. No.	
						S	T	R	County	Month	D			Yr.
Pumpkinseed Cr.	Quinn, T. E.	Bridgeport	Quinn Canal	Irrig.	.25	20	19	51	Morrill	Oct.	15	1919	....	1561
Red Willow Cr.	Alliance Irr. Dist.	Bridgeport	Alliance Canal	O. D.	60.00	6	20	51	Morrill	Aug.	5	1915	874	1429
Red Willow Cr.	Dobson, W. A.	Carroiton, Mo.	Dobson Lateral	Irrig.	2.00	12	20	51	Morrill	Sept.	10	1915	....	1432
Sand Creek	Dudley, W. H.	Lemoyne	Patrick Canal	Irrig.	2.43	10	15	40	Keith	May	31	1891	725	....
Sand Creek	Nissen, Peter	Lemoyne	Nissen Canal	Irrig.	3.07	10	15	40	Keith	March	18	1901	....	606
Sand Creek (Gravel Cr.)	Maddox, P. P. and Sillasen, S. J.	No. Platte	Sand Creek Canal	Irrig.	1.84	9	14	36	Keith	Jan.	3	1910	....	974†
Seep from Lake	Huffman, M. J.	Gering	Huffman Canal	Irrig.	6.43	26	21	54	Scotts Bluff	March	19	1909	....	937
Scheutz Springs	Scheutz, Louis	Bridgeport	Scheutz Canal	Irrig.	.21	28	18	50	Morrill	May	10	1892	881	....
Sheep Creek	Nash, Charles A.	Henry	Little Moon Canal	Irrig.	1.00	10	24	58	Sioux	March	23	1904	....	745
Sheep Creek	Covert, Pitt	Cheyenne, Wyo.	Nebraska Reservoir	Irrig.	3.57	36	27	58	Sioux	May	18	1907	....	859
Sheep Creek	West Fork Ditch Co.	Exeter	West Fork Canal	Irrig.	5.14	1	26	58	Sioux	Sept.	21	1907	....	871
Sheep Creek	Cunningham, H. B.	Exeter	Lower Canal	Irrig.	.37	11	25	58	Sioux	Nov.	2	1907	....	875
Sheep Creek	Sturdevant, Mrs. Addie	Henry	Horse Camp Res.	Irrig.	.43	36	27	58	Sioux	Jan.	20	1908	....	885†
Sheep Creek (No. Platte)	Sheep Cr. Lateral Co.	Morrill	Sheep Cr. Lateral	O. D.	5.00	8	23	57	Scotts Bluff	Feb.	26	1912	918	1176
Sheep Creek	Sheep Cr. Lateral Co.	Morrill	Sheep Cr. Lateral	Irrig.	.92	8	23	57	Scotts Bluff	Jan.	12	1915	....	1398
Sheep Creek (No. Platte)	Ramshorn Irr. Dist.	Morrill	Ramshorn Canal	O. D.	45.57	20	23	57	Scotts Bluff	Sept.	12	1916	945	1465

NOTE: Appropriations starting with Application No. 1561 and including Application No. 1465 which appear on this page should be inserted between Application No. 1508 and Application No. 1403 which appear on page 302.

† Denotes part of appropriation cancelled.

CLAIMS AND APPLICATIONS BY STREAMS IN DIVISION NO. 1-A—Continued

Source	Name of Claimant	Post Office	Carrier	Use to which appl'd	Sec. Feet gr'ted	Location of Headgate				Date of Priority			Doc. No.	App. No.
						S	T	R	County	Month	D	Yr.		
Spotted Tail Cr.	Stewart, H. G.	Mitchell	H. T. Stewart Canal	Irrig.	1.00	10	23	56	Scotts Bluff.	May	2	1898	....	449
Spotted Tail Cr., Dry	Hrasky, Frank	Mitchell	Roberts' Canal	O. D.	2.00	16	23	56	Scotts Bluff.	Nov.	6	1912	918	1241
Spotted Tail Cr., Dry	Great West. Sug. Co.	Scottsbluff	Mitchell Factory	Mfg.	15.00	21	23	56	Scotts Bluff.	Mar.	24	1920	....	1582
Spotted Tail Cr., Wet	Wallace, Wm. E.	Mitchell	Stewart Reservoir	Irrig.	1.43	2	23	56	Scotts Bluff.	Mar.	2	1904	....	743
Spotted Tail Cr., Wet	Wallace, Wm. E.	Mitchell	Browns Canal	Irrig.	2.28	2	23	56	Scotts Bluff.	Mar.	17	1911	....	1072
Spring Branch	Brogan Bros.	Keystone	Brogan Bros. Canal	Irrig.	.57	35	15	37	Keith.	Sept.	24	1897	....	410
Spring Creek	Peterson, E. J.	Lemoyne	Spring Creek Canal	Irrig.	.57	12	15	40	Keith.	June	18	1894	724	.....
Spring Creek	Christensen, Niels	Cozad	Christensen Canal	Irrig.		28	11	22	Dawson	Aug.	30	1926	....	1851
Spring Cr., Lit.	Keystone Irr. Co.	Keystone	Little Spring Canal	Irrig.	.57	29	15	37	Keith	Apr.	1	1903	....	659
Spring Cr., Lit.	Beatty, Wallace D.	Scottsbluff	Shramek Canal	Irrig.	1.50	22	22	55	Scotts Bluff.	June	9	1913	....	1295
Spring Cr., Lit.	Gilchrist, M. B.	Scottsbluff	Gilchrist Canal	Irrig.	.14	22	22	55	Scotts Bluff.	July	29	1913	....	1310
Spring Cr., Lit.	McClenahan, E.	Scottsbluff	Shramek's Extension	Irrig.	.57	22	22	55	Scotts Bluff.	July	30	1917	....	1492
Spring Cr., Lit.	Nelson, Martin	Scottsbluff	Shramek's Extension	Irrig.	.14	22	22	55	Scotts Bluff.	June	3	1918	....	1515
Springs, Trib. to Middle Creek	Bartling, Henry	Redington	Bartling Canal	Irrig.	.29	28	18	51	Morrill	July	31	1891	870	.....
Springs, Trib. to Middle Creek	Bartling, Henry	Redington	Bartling Canal No. 2	Irrig.	.29	28	18	51	Morrill	June	1	1894	891	.....
White Horse Cr.	Lamlough, Harry	No. Platte	Lamlough's Lake	Irrig.	2.86	8	14	30	Lincoln	Dec.	31	1883	658	.....
White Horse Cr.	Bratt, John	No. Platte	John Bratt's Canal	Irrig.	6.00	9	14	30	Lincoln	Aug.	25	1913	....	1316
White Horse Cr.	Evans, E. H.	No. Platte	Evans Canal	Irrig.		22	14	30	Lincoln	Nov.	27	1926	....	1875

CLAIMS AND APPLICATIONS BY STREAMS IN DIVISION NO. 1-A—Continued

Source	Name of Claimant	Post Office	Carrier	Use to which appl'd	Sec. Feet gr'ted	Location of Headgate				Date of Priority		Doc. No.	App. No.	
						S	T	R	County	Month	D			Yr.
White Tail Creek	McCarthy, J. M.	Keystone	McCarthy Canal	Irrig.	1.00	36	15	38	Keith	July	15	1890	749	.....
White Tail Creek	Keystone Irr. Co.	Keystone	Halloway-Phelps Canal	Irrig.	3.86	36	15	38	Keith	June	1	1892	717†	.....
White Tail Creek	McGinley, Geo. et al.	Keystone	Foster-Keystone Canal	Irrig.	13.86	26	15	38	Keith	Oct.	30	1894	730†	.....
White Tail Creek	Noble, Bert A.	Keystone	Reed Canal	Irrig.	.57	15	15	38	Keith	May	15	1895	751	.....
White Tail Creek	Keystone Irr. Co.	Keystone	Keystone Canal	Irrig.	39.00	26	15	38	Keith	Apr.	26	1902	.....	662b†
White Tail Creek	Keystone Irr. Co.	Keystone	Keystone Canal	Irrig.	4.30	26	15	38	Keith	Nov.	30	1906	.....	843
White Tail Creek	Keystone Irr. Co.	Keystone	Keystone Canal	Irrig.	7.41	27	15	38	Keith	May	27	1910	.....	1003†
Wh. Tail Cr Trib to Spring Cr	Young, Thos. H.	Mitchell	Spring Creek Res.	Ice	160.00	27	23	56	Scotts Bluff	Feb.	6	1922	.....	1642
Willow Creek	Banner County Bank	Harrisburg	Willow Springs Canal No. 1	Irrig.	.57	16	19	56	Banner	Jan.	21	1902	.....	650
Willow Creek	Banner County Bank	Harrisburg	Willow Springs Canal No. 2	Irrig.	.57	16	19	56	Banner	Jan.	21	1902	.....	651
Willow Creek	Cross, Inez V.	Harrisburg	Cross Canal	Irrig.	.....	.....	19	56	Banner	May	8	1926	.....	1808
Winters Creek	Bouton, Chas. A.	Gering	Bouton Canal	Irrig.	.....	3	22	54	Scotts Bluff	Aug.	17	1889	923	.....
Winters Creek (No. Platte Riv.)	Winters Creek Irr. Co.	Scottsbluff	Winters Cr. Canal	O. D.	70.00	19	22	54	Scotts Bluff	Feb.	2	1916	952	1446
Winters Creek	Great West. Sugar Co.	Scottsbluff	Scottsbluff Factory	Mfg.	15.00	19	22	54	Scotts Bluff	Oct.	4	1920	.....	1592
Wood River	Ashburn, J. N.	Gibbon	Ashburn Canal	Power	40.00	13	9	14	Buffalo	Nov.	1	1873	993	.....
Wood River	Shelton M. & Gr. Co.	Shelton	Shelton Canal	Power	40.00	1	19	13	Buffalo	Oct.	16	1873	994	.....
Wood River	Bearss, Guy S.	Kearney	Bearss Canal	Power	25.40	13	9	16	Buffalo	May	1	1881	995	.....
Wood River	Klein, J. J.	Kearney	White Bridge Park	Irrig.	.03	8	9	15	Buffalo	Mar.	14	1900	.....	545a
Wood River	Klein, J. J.	Kearney	White Bridge Park	Power	10.00	8	9	15	Buffalo	Mar.	14	1900	.....	545b
Wood River	Jacobsen, C. A.	Riverdale	Jacobsen Canal	Irrig.	.50	31	10	16	Buffalo	Nov.	10	1910	.....	1038

† Denotes part of appropriation canceled.

CLAIMS AND APPLICATIONS BY STREAMS IN DIVISION NO. 1-A—Continued

Source	Name of Claimant	Post Office	Carrier	Use to which appl'd	Sec. Feet gr'ted	Location of Headgate				Date of Priority		Doc. No.	App. No.
						S	T	R	County	Month	D Yr.		
Wood River.....	Kimbrough, Cora.....	Shelton .....	Kimbrough Canal.....	Irrig.	4.00	36	10	13	Buffalo.....	Sept.	21	1912	1227
Wood River.....	Jacobsen, C. A.....	Riverdale .....	Jacobsen Canal.....	Stor.	9000.00	31	10	10	Buffalo.....	Feb.	3	1920	1576
					Ac. Ft.								
Wood River.....	Haug, James.....	Shelton .....	Haug's Pumping Plant..	Irrig.	.64	7	9	13	Buffalo.....	Sept.	7	1920	1590
Wood River.....	Peterson, C.....	Shelton .....	Peterson's Pumping Plt.	Irrig.	1.07	10	9	13	Buffalo.....	July	11	1921	1611
Wood River.....	Nutter, M. D.....	Shelton .....	Nutter Pumping Plant...	Irrig.	2.28	8	9	13	Buffalo.....	Aug.	29	1921	1616
Wood River.....	Rodgers, J. H.....	Gibbon .....	Rodger's Canal.....	Irrig.	.30	14	9	14	Buffalo.....	Feb.	4	1922	1641
Wood River.....	Neb. Conf. Assn. of Seven Day Adv't's.....	Shelton .....	Shelton Acad. Project....	Irrig.	2.28	31	10	12	Hall.....	Feb.	16	1922	1643
Wood River.....	Haug, James.....	Shelton .....	Haug's Pumping Plant No. 2	Irrig.	.92	9	9	13	Buffalo.....	Feb.	28	1922	1644
Wood River.....	Hallen, Hjalmar.....	Kearney .....	Hallen's Reservoir.....	Stor.	2.00	5	9	16	Buffalo.....	April	4	1922	1654
					Ac. Ft.								
Wood River.....	Hallen, Hjalmar.....	Kearney .....	Hallen's Dam.....	Irrig.		5	9	16	Buffalo.....	April	17	1922	1656
Wood River.....	Hallen, Hjalmar.....	Kearney .....	Hallen's Power Pl.....	Power		5	9	16	Buffalo.....	April	17	1922	1657*
Wood River.....	Durtschi, Rudolph.....	Wood River .....	Durtschi Pumping Pl....	Irrig.	1.11	18	10	11	Hall.....	May	22	1922	1668
Wood River.....	Howe, Lloyd M.....	Wood River .....	Howe's Pumping Plant	Irrig.	.54	17	10	11	Hall.....	July	14	1922	1679
Wood River.....	Wilson, C. C.....	Omaha .....	Wilson's Pumping Plant	Irrig.	1.21	14	9	15	Buffalo.....	Nov.	15	1922	1693
Wood River.....	Smith, Evan T.....	Shelton .....	Smith's Pumping Plant..	Irrig.	1.09	1	9	13	Buffalo.....	Jan.	12	1923	1702
Wood River.....	Ross, W. M.....	Gibbon .....	Ross Pumping Plant.....	Irrig.	.26	13	9	14	Buffalo.....	April	28	1924	1743
Wood River.....	Foley, Malick T.....	Kearney .....	Foley Pumping Plant....	Irrig.	1.76	36	10	17	Buffalo.....	Dec.	2	1924	1753
Wood River.....	Richardson, Frank.....	Gibbon .....	Richardson Pump. Pl....	Irrig.	.49	13	9	14	Buffalo.....	Sept.	8	1925	1780
Wood River.....	Wilcox, Eva C.....	Gibbon .....	Wilcox Pumping Plant..	Irrig.	.90	8	9	13	Buffalo.....	Jan.	22	1926	1793
Wood River.....	Nutter, John N.....	Gibbon .....	Darby Pumping Plant...	Irrig.	.70	8	9	13	Buffalo.....	Feb.	10	1926	1794
Wood River.....	Kirk, I. A.....	Gibbon .....	Kirk Pumping Plant.....	Irrig.	2.57	4	9	14	Buffalo.....	Feb.	23	1926	1797
						16	9	14	Buffalo.....				
Wood River.....	Langan, Thos.....	Wood River .....	Langan's Pumping Plant	Irrig.	1.14	9	10	11	Hall.....	Mar.	19	1926	1800
Wood River.....	McConnell, M. C.....	Gibbon .....	McConnell Pumping Pl.	Irrig.	3.43	7	9	13	Buffalo.....	Apr.	21	1926	1805

\* Denotes application not approved.

CLAIMS AND APPLICATIONS BY STREAMS IN DIVISION NO. 1-A—Concluded

Source	Name of Claimant	Post Office	Carrier	Use to which appl'd	Sec. Feet gr'ted	Location of Headgate				Date of Priority		Doc. No.	App. No.	
						S	T	R	County	Month	Yr.			
Wood River.....	Mercer, Howard R.....	Gibbon .....	Mercer Pumping Plant..	Irrig.	.80	9	9	14	Buffalo.....	May	25	1926	....	1814
Wood River.....	Oliver Bros.....	Shelton .....	Wood River Pump. Plt.	Irrig.		2	9	13	Buffalo.....	June	15	1926	....	1818
Wood River.....	Carlson, Carl E.....	Shelton .....	Carlson Pumping Plant..	Irrig.		35	10	13	Buffalo.....	July	19	1926	....	1830
Wood River.....	Hayman, O. O.....	Shelton .....	Hayman Pumping Plant	Irrig.		4	9	13	Buffalo.....	July	20	1926	....	1831
Wood River.....	Power & Son.....	Gibbon .....	Power Pumping Plant...	Irrig.		13	9	14	Buffalo.....	July	24	1926	....	1834
Wood River.....	Hagge, Fred, et al.....	Grand Island .....	Hagge Pumping Plant...	Irrig.		28	11	9	Hall.....	Aug.	24	1926	....	1849
Wood River.....	Schnoor, Jacob.....	Amherst .....	Schnoor Pumping Plant	Irrig.		16	10	17	Buffalo.....	Oct.	18	1926	....	1867

## CLAIMS AND APPLICATIONS BY STREAMS IN DIVISION NO. 1-B

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Source	Name of Claimant	Post Office	Carrier	Use to which appl'd	Sec. Feet gr'ted	Location of Headgate				Date of Priority			Doc. No.	App. No.
						S	T	R	County	Month	D	Yr.		
Arickaree River.....	Jenkins, Chas. T.....	Haigler .....	Haigler Res. & Irr. Canal .....	Irrig.	171.00	15	1	42	St. of Colorado.....	Jan.	21	1910	.....	979
Buffalo Creek.....	Allen, Frank B. et al.....	Haigler .....	Allen-Larned Canal.....	Irrig.	6.00	18	1	40	Dundy.....	Oct.	16	1890	117	.....
Buffalo Creek.....	Porter, J. R. & Son.....	Haigler .....	Porter Canal.....	Irrig.	2.86	1	1	41	Dundy.....	Nov.	26	1890	171	.....
Buffalo Creek.....	Jenkins, Chas. T.....	Haigler .....	Jenkin's Canal No. 1.....	Irrig.	4.29	18	1	40	Dundy.....	Dec.	12	1908	.....	924
Buffalo Creek.....	Porter Land & Inv. Co.	Haigler .....	J. R. Porter Canal.....	Irrig.	3.32	1	1	41	Dundy.....	June	23	1913	.....	1298
Brush Creek.....	Lofton, Frank S.....	McCook .....	Brush Cr. Reservoir.....	Stor.	3.50	3	2	29	Red Willow.....	June	1	1912	.....	1201
Canyon No. 10. (Frenchman R.)	Wacker, Geo.....	Culbertson .....	Wacker Canal.....	O. D.	.70	17	3	31	Hitchcock.....	Sept.	4	1918	10	1523
Canyon No. 10. (Frenchman R.)	Crews, C. G.....	Culbertson .....	Farmers Canal.....	O. D.	2.21	17	3	31	Hitchcock.....	Jan.	21	1920	10	1573
Center Creek.....	Gregory, A. B. & P. C.....	Franklin .....	Gregory Canal.....	Irrig.	4.00	1	1	15	Franklin.....	Aug.	11	1894	182	.....
Cook Creek.....	Haskell, W. G.....	Alma .....	Cook Creek Canal.....	Irrig.	1.42	33	2	18	Harlan.....	July	21	1917	.....	1491
Cook Creek.....	Shaffer, Frank.....	Alma .....	Shaffer Canal.....	Irrig.	1.08	33	2	18	Harlan.....	July	10	1918	.....	1517
Cook Creek.....	Shaffer, Frank.....	Alma .....	Shaffer Canal.....	Stor.		33	2	18	Harlan.....	Aug.	24	1918	.....	1522
Cottonwood, Big.....	Morlan, Henry.....	Bloomington .....	Bloomington Canal.....	Irrig.	.50	25	2	16	Franklin.....	Dec.	31	1881	185	.....
Cottonwood, Big.....	Siegel, Lewis A.....	Bloomington .....	Bloomington Mill.....	Power	6.00	25	2	16	Franklin.....	Nov.	23	1898	.....	483
Cottonwood, Lit.....	Gardner, C. D.....	Bloomington .....	Gardner Canal.....	Irrig.	1.14	6	1	15	Franklin.....	Mar.	20	1922	.....	1647
Cottonwood, Lit.....	Bradshaw, Geo. F.....	Bloomington .....	Home Irr. Plant.....	Irrig.	.23	6	1	15	Franklin.....	Apr.	27	1922	.....	1661
Crooked Creek.....	Kaley, C. H.....	Red Cloud .....	Fish Pond.....	Fish	1.00	1	1	11	Webster.....	May	7	1902	.....	665
Crooked Creek.....	Slawson, E. R.....	Red Cloud .....	Slawson Ice Pond.....	Stor.	.75	1	1	11	Webster.....	Aug.	8	1912	.....	1213

CLAIMS AND APPLICATIONS BY STREAMS IN DIVISION NO. 1-B—Continued

Source	Name of Claimant	Post Office	Carrier	Use to which appl'd	Sec. Feet gr'ted	Location of Headgate			Date of Priority		Doc. No.	App. No.		
						S	T	R   County	Month	D   Yr.				
Crooked Creek.....	Weesner, W. L.....	Red Cloud .....	Weesner Canal.....	Irrig.	.30	2	11	36	Webster.....	June	23	1925	....	1765
Crooked Creek.....	Gurney, Chas.....	Red Cloud .....	Gurney Canal.....	Irrig.		26	2	11	Webster.....	June	29	1926	....	1825
Crystal Springs...	Newbold, W. G.....	Riverton .....	Crystal Springs Canal...	Irrig.	.28	10	2	13	Franklin.....	Aug.	17	1921	....	1615
Driftwood Creek..	Schmitz, Mrs. J. A.....	McCook .....	Schmitz Irr. Works.....	Irrig.	1.50	12	2	30	Red Willow...	May	3	1913	....	1287
Driftwood Creek..	Hesterworth, John T.....	McCook .....	Hesterworth Irr. Works	Irrig.	1.00	14	2	30	Red Willow...	Nov.	17	1913	....	1332
Driftwood Creek..	Wasson, Monroe A.....	McCook .....	Sylvan Dell Canal.....	Irrig.	2.80	1	2	30	Red Willow...	Dec.	6	1913	....	1340
Elm Creek.....	Murray, Esther.....	Araphoe .....	Murray Irr. Works.....	Irrig.	2.85	11	4	23	Furnas.....	Aug.	13	1913	....	1315
Flag Creek.....	Wallace, G. M.....	Orleans .....	Wallace Pumping Plant	Irrig.		21	2	19	Harlan.....	July	3	1926	....	1827
						22	2	19						
Frenchman River	Athey, H. E.....	Wauneta .....	Wauneta Mills.....	Power	35.00	11	5	36	Chase.....	July	31	1886	178	
Frenchman River	Daschosifsky, G.....	Lamar .....	Lamar Rolling Mills.....	Power	30.00	18	6	40	Chase.....	Dec.	30	1887	1013	
Frenchman River	Est. of M. H. Yaw.....	Champion .....	Champion Mills.....	Power	28.30	21	6	39	Chase.....	Dec.	31	1887	179	
Frenchman River	Sheridan, R. B.....	McCook .....	Aberdeen Canal.....	Irrig.	2.00	3	5	38	Chase.....	July	1	1888	50a	
Frenchman River	McGillen, W. J.....	Imperial .....	Harlan Canal.....	Irrig.	2.00	1	5	38	Chase.....	July	1	1888	56	
Frenchman River and Stinking Water Creek	Frenchman Valley Irrigation District.....	Culbertson .....	Culbertson Canal.....	Irrig.	215.00	31	5	3	Hayes.....	May	16	1890	24-25 29-30	
Frenchman River	Kilpatrick Bros.....	Beatrice .....	Champion Canal.....	Irrig.	24.00	23	6	40	Chase.....	Dec.	23	1890	47†	
Frenchman River	Sheridan, R. B.....	McCook .....	Aberdeen Canal.....	Irrig.	.50	3	5	38	Chase.....	Feb.	2	1891	50b	
Frenchman River	Farmers Canal Co.....	Culbertson .....	Farmers Canal .....	Irrig.	10.00	11	3	32	Hitchcock.....	Dec.	19	1893	10	.....
Frenchman River (Canyon No. 10)	Wacker, Geo.....	Culbertson .....	Wacker Canal.....	O. D.	.70	17	3	31	Hitchcock.....	Dec.	19	1893	10	1523
Frenchman River (Canyon No. 10)	Crews, C. G.....	Culbertson .....	Farmers Canal .....	O. D.	2.21	17	3	31	Hitchcock.....	Dec.	19	1893	10	1573

† This amount affirmed by Supreme Court.

CLAIMS AND APPLICATIONS BY STREAMS IN DIVISION NO. 1-B—Continued

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Source	Name of Claimant	Post Office	Carrier	Use to which appl'd	Sec. Feet gr'ted	Location of Headgate				Date of Priority		Doc. No.	App. No.
						S	T	R	County	Month	D Yr.		
Frenchman River	Fuller, C. D.	Imperial	Fuller Canal	Irrig.	25.00	4	5	36	Chase	June	12 1894	62	.....
Frenchman River	Riverside Irr. Co.	Culbertson	Riverside Canal	Irrig.	12.00	33	4	32	Hitchcock	July	28 1894	18	.....
Frenchman River	Dissmore, Geo. A.	Des Moines	Frenchman Val. Canal	Irrig.	10.00	32	5	33	Hayes	Aug.	23 1894	38	.....
Frenchman River	Groesback, Rose	Wauneta	Gould Canal	Irrig.	2.00	1	5	38	Chase	Oct.	9 1894	67	.....
Frenchman River	Sheridan, R. B.	McCook	Grant-Aberdeen Canal	Irrig.	2.00	3	5	38	Chase	Oct.	16 1894	68	.....
Frenchman River	Maranville, E. et al	Champion	Maranville Canal	Irrig.	6.00	12	6	41	Chase	Dec.	8 1894	70-71	.....
Frenchman River	Wise, J. S.	Palisade	Wise Canal	Irrig.	2.00	15	5	35	Hayes	Dec.	28 1894	42	.....
Frenchman River	Woods, John and Francis	Wauneta	N. Gurnsey Canal	Irrig.	5.00	3	5	37	Chase	Jan.	14 1895	74	.....
Frenchman River	Woods, John and Francis	Wauneta	S. Gurnsey Canal	Irrig.	24.00	10	5	37	Chase	Jan.	14 1895	75	.....
Frenchman River	Inman, Norton	Champion	Inman Canal	Irrig.	1.50	17	6	40	Chase	Feb.	28 1895	79	.....
Frenchman River	Kilpatrick Bros.	Beatrice	No. Side Canal	Irrig.	.79	21	6	39	Chase	Feb.	25 1896	.....	246
Frenchman River	Shallenberger, Geo.	Elwood	Shallenberger Canal	Irrig.	1.77	25	6	39	Chase	Dec.	21 1897	.....	423
Frenchman River	Inman Irr. Co.	Imperial	Inman Canal	Irrig.	6.43	17	6	40	Chase	Feb.	10 1898	.....	426
Frenchman River	Hoke, J. A.	Champion	Creamery Canal	Power	34.40	21	6	39	Chase	Dec.	12 1900	.....	591
Frenchman River	Follett-Krotter	Palisade	Follett-Krotter Canal	Irrig.	4.29	35	5	34	Hayes	Apr.	30 1903	.....	705
Frenchman River	Follett-Krotter	Palisade	Follett-Krotter Canal	Irrig.	2.57	35	5	34	Hayes	Aug.	11 1903	.....	720
Frenchman River	Hagerman, Wm.	Hamlet	Hagerman Canal	Irrig.	.86	19	5	34	Hayes	Mar.	11 1909	.....	935
Frenchman River	Krotter, F. C.	Palisade	Follett-Krotter Canal	Irrig.	10.46	35	5	34	Hayes	Jan.	15 1910	.....	975
Frenchman River	Krotter, F. C.	Palisade	Krotter Power Plant	Power	55.00	35	5	34	Hayes	Aug.	17 1910	.....	1021
Frenchman River	Krotter, F. C.	Palisade	Krotter Pow. Pl. No. 3	Irrig.	2.42	35	5	34	Hayes	Dec.	15 1910	.....	1047
Frenchman River	Hoke, J. A.	Champion	Hoke's P. & P. Plant	Irrig.	2.28	21	6	39	Chase	May	1 1911	.....	1094
Frenchman River	Kilpatrick Bros.	Beatrice	Kilpatrick Res. No. 1	Stor.	1000.00	23	6	40	Chase	June	22 1911	.....	1108
					Ac. Ft.								
Frenchman River	Sheridan, R. B.	McCook	Ext. Aberdeen Canal	Irrig.	1.57	2	5	38	Chase	July	29 1911	.....	1117
Frenchman River	Theobald & Athey	Wauneta	Wauneta Power Plant	Power	75.00	11	5	36	Chase	Nov.	16 1911	.....	1136
Frenchman River	Arteburn, E. E.	Lincoln	Arteburn Stor. Res.	S. & I.	160.00	11	6	41	Chase	Nov.	28 1911	.....	1142

CLAIMS AND APPLICATIONS BY STREAMS IN DIVISION NO. 1-B—Continued

Source	Name of Claimant	Post Office	Carrier	Use to which appl'd	Sec. Feet gr'ted	Location of Headgate				Date of Priority			Doc. No.	App. No.
						S	T	R	County	Month	D	Yr.		
Frenchman River	Bishop, Stephen S.....	Lincoln .....	Inman Storage Res.....	Stor.	125.00	17	6	40	Chase.....	Dec.	8	1911	...	1145
Frenchman River (Res. A. 1108)	Kilpatrick Bros.....	Beatrice .....	Kilpatrick Res. ....	Irrig.	17.00	30	6	39	Chase.....	Jan.	25	1912	...	1160
Frenchman River	Dougherty, Geo.....	Wauneta .....	Oliver Bros. Power Pl...	Power	50.00	7	5	35	Hayes.....	Apr.	28	1913	...	1284
Frenchman River	Dougherty, Geo.....	Wauneta .....	Oliver Bros. Canal.....	Irrig.	3.20	7	5	35	Hayes.....	April	28	1913	...	1285
Frenchman River	Krotter, F. C.....	Palisade .....	Krotter Power Plant.....	Power	65.00	35	5	34	Hayes.....	Dec.	2	1913	...	1339
Frenchman River	Village of Imperial.....	Imperial .....	Imperial Power Plant...	Power	55.00	25	6	39	Chase.....	Feb.	7	1917	...	1474
Frenchman River	Shallenberger, O. P.....	Imperial .....	Lake Imperial .....	Irrig.	4.57	25	6	39	Chase.....	May	14	1917	...	1487
Frenchman River	Frenchman Valley Irrigation District.....	Culbertson .....	Harvey Reservoir .....	Stor.	15,000	3	5	38	Chase.....	June	8	1921	...	1607
					Ac. Ft.									
Frenchman River	Riverside Ditch Co.....	Culbertson .....	Riverside Canal .....	Irrig.	2.90	33	4	32	Hitchcock.....	July	3	1922	...	1674
Frenchman River	Krotter, F. C.....	Palisade .....	Palisade Power Plant ...	Power	90.00	30	5	34	Hayes.....	May	8	1926	...	1807
Frenchman River	Severns, Fred.....	Palisade .....	Severns Pumping Plant	Irrig.		9	4	33	Hitchcock.....	Sept.	11	1926	...	1856
Frenchman River	Krotter, F. C.....	Palisade .....	Palisade Power Plant.....	Power		23	5	34	Hayes.....	Nov.	19	1926	...	1872*
Frenchman River	Krotter, F. C.....	Palisade .....	Palisade Reservoir .....	P. & I.		23	5	35	Hayes.....	Nov.	22	1926	...	1873*
Horse Creek	Pringle, Geo. N.....	Parks .....	Horse Creek Canal.....	Irrig.	1.86	23	1	39	Dundy.....	Aug.	31	1885	159	.....
Horse Creek, Springs, Trib. to	Pringle, Esther L.....	Parks .....	Pringle Canal .....	Irrig.	.57	11	1	39	Dundy.....	Jan.	12	1897	173	364
Horse Creek, Springs, Trib. to	Pringle, Geo. N.....	Parks .....	Pringle Canal .....	Irrig.	1.57	14	1	39	Dundy.....	May	11	1906	...	824
Indian Creek	Thompson & Van Sickle	Benkleman .....	Thompson-Van Sickle Canal .....	Irrig.	.93	8	2	37	Dundy.....	June	20	1895	...	237
Indian Creek	Chamberlain, J. C.....	Mt. Sterling, Ill.	Chamberlain Canal .....	Irrig.	.06	18	2	36	Dundy.....	Oct.	4	1895	...	240

\* Denotes application not approved.

## CLAIMS AND APPLICATIONS BY STREAMS IN DIVISION NO. 1-B—Continued

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Source	Name of Claimant	Post Office	Carrier	Use to which appl'd	Sec. Feet gr'ted	Location of Headgate				Date of Priority		Doc. No.	App. No.
						S	T	R	County	Month	D Yr.		
Indian Creek.....	Foster, Chas.....	Max .....	Wilson Canal .....	Irrig.	1.42	23	2	36	Dundy.....	June	22 1895	....	268
Indian Creek.....	Stonberg, Sanford.....	Max .....	Stonberg Canal .....	Irrig.	1.00	2	2	37	Dundy.....	Mar.	13 1911	....	1070
Indian Creek.....	Phillip, Daniel.....	Red Cloud .....	Phillips Pumping Plant.....	Irrig.	2.21	21	2	11	Webster.....	Jan.	9 1926	....	1791
Indian Creek.....	Ramey, O. E.....	Red Cloud .....	Ramey Pumping Plant.....	Irrig.	3.87	20	2	11	Webster.....	Jan.	19 1926	....	1792
Indian Creek.....	Daniels, E. E.....	Max .....	Daniels Canal .....	Irrig.		23	2	36	Dundy.....	Sept.	9 1926	....	1854
Mauer Springs.....	C. B. & Q. R. R.....	Lincoln .....	Burlington Pipe Line.....	Irrig.	1.48	23	2	11	Chase.....	Nov.	28 1911	....	1143
Medicine Creek.....	Cambridge Milling Co.....	Cambridge .....	Cambridge Canal .....	Power	68.00	29	4	25	Furnas.....	Dec.	31 1878	92-93	.....
Medicine Creek.....	Sanders, John L.....	Stockville .....	Sanders Irr. Plant.....	Irrig.	1.43	27	7	27	Frontier.....	Feb.	18 1895	83	.....
Medicine Creek.....	Crete Mills.....	Curtis .....	Curtis Lake .....	Power		32	8	28	Frontier.....			364*	.....
Medicine Creek.....	Maywood Milling Co.....	Maywood .....	Maywood Mills .....	Power	11.88	16	8	29	Frontier.....	May	4 1907	....	858
Medicine Creek.....	Nelson, Elmer F.....	Maywood .....	Nelson Canal .....	Irrig.		21	8	29	Frontier.....	Oct.	2 1926	....	1865
Red Willow Cr.....	Holland, L. J.....	Indianola .....	Holland Canal .....	Irrig.	35.00	16	3	28	Red Willow.....	Jan.	23 1891	95	.....
Red Willow Cr.....	Helm, John F.....	McCook .....	Helm Canal .....	Irrig.	2.00	17	3	28	Red Willow.....	Feb.	18 1895	111	.....
Red Willow Cr.....	Clark, A. R.....	Indianola .....	Red Willow Val. Mound.....	Irrig.	14.39	31	4	28	Red Willow.....	Feb.	27 1905	....	781
Red Willow Cr.....	Helm, John F.....	McCook .....	Helm Canal .....	Irrig.	10.00	8	3	28	Red Willow.....	Dec.	15 1910	....	1042
Red Willow Cr.....	Masters, Charles.....	Indianola .....	Masters Canal .....	Irrig.	1.14	6	3	28	Red Willow.....	July	29 1912	....	1212
Red Willow Cr.....	Egan, Wm.....	McCook .....	Helm Canal .....	Irrig.		8	3	28	Red Willow.....	Aug.	13 1926	....	1846*
Red Willow Lake	Cooper, Jas.....	Wallace .....	Red Willow Canal.....	Irrig.	2.00	36	9	33	Lincoln.....	Dec.	20 1893	647	.....
Republican River	Arapahoe Flour Mills.....	Arapahoe .....	Arapahoe Star Mills.....	Power	196.00	27	4	23	Furnas.....	July	24 1879	1029	.....
Republican River	Carson, A.....	McCook .....	Carson Canal No. 1.....	Irrig.	1.43	27	3	30	Red Willow.....	July	1 1888	103	.....
Republican River	Pioneer Irr. Co.....	Haigler .....	Haigler Canal .....	Irrig.	77.00	2	1	43	Dundy.....	Apr.	4 1890	1025	.....
Republican River	Brown, W. A.....	Haigler .....	Sand Point Canal.....	Irrig.	11.00	11	1	42	Dundy.....	Sept.	25 1890	115	.....

\* Denotes application not approved.

CLAIMS AND APPLICATIONS BY STREAMS IN DIVISION NO. 1-B—Continued

Source	Name of Claimant	Post Office	Carrier	Use to which appl'd	Sec. Feet gr'ted	Location of Headgate				Date of Priority		Doc. No.	App. No.	
						S	T	R	County	Month	D Yr.			
Republican River	Dundy Co. Irr. Co.....	Benkleman .....	Dundy Co. Canal.....	Irrig.	45.00	24	1	39	Dundy.....	Nov.	22	1890	118	.....
Republican River	Trites, W. H. et al.....	Culbertson .....	Trites-Davenport Canal.....	Irrig.	7.00	20	3	31	Hitchcock.....	Dec.	18	1890	3	.....
Republican River	McCook I. & W. P. Co.	McCook .....	Meeker Canal .....	Irrig.	143.00	15	3	31	Hitchcock.....	Dec.	22	1890	4-9	.....
Republican River	Trenton Farmers Irr. Association .....	Trenton .....	Trenton Farmers Canal.....	Irrig.	32.00	10	2	34	Hitchcock.....	Dec.	24	1890	8-7	.....
Republican River	Carson, A.....	McCook .....	Carson Canal No. 2.....	Irrig.	18.00	27	3	30	Red Willow....	May	5	1891	102	.....
Republican River	Neighbors, E. G.....	Benkleman .....	Neighbors Canal .....	Irrig.	2.86	24	1	39	Dundy.....	Mar.	18	1891	133	.....
Republican River	Cambridge & Arapahoe Irr. & Imp. Co.....	Arapahoe .....	Cambridge & Arapahoe Canal .....	Irrig.	170.00	28	4	25	Furnas.....	Aug.	26	1891	89	.....
Republican River	Republican Irr. Co.....	Benkelman .....	Republican Riv. Canal.....	Irrig.	30.00	29	1	38	Dundy.....	May	2	1892	147 }	.....
Republican River	Larned, W. H. et al.....	Haigler .....	White-Larned Canal .....	Irrig.	3.00	22	1	40	Dundy.....	Apr.	29	1893	150	.....
Republican River	Marr, Lorenzo.....	Culbertson .....	Marr Canal .....	Irrig.	4.29	16	3	31	Hitchcock.....	Jan.	22	1894	11	.....
Republican River	Anderson, Anders.....	Benkelman .....	Anders Anderson Canal.....	Irrig.	1.90	1	1	37	Dundy.....	Jan.	26	1894	151	.....
Republican River	Thomas, A. J.....	Haigler .....	Thomas Canal .....	Irrig.	2.00	24	1	40	Dundy.....	June	5	1894	154	.....
Republican River	Ballard, Henry L.....	Oxford .....	Ballard Canal.....	Irrig.	8.00	8	3	21	Furnas.....	June	9	1894	91	.....
Republican River	Wilcox, F. S.....	McCook .....	Wilcox Canal .....	Irrig.	4.50	32	3	29	Red Willow....	Oct.	4	1894	109	.....
Republican River	Deleware-Hickman Ditch Company.....	Benkelman .....	Deleware-Hickman Can. ....	Irrig.	20.00	17	1	37	Dundy.....	Jan.	7	1895	157	.....
Republican River	Allen, E. M. et al.....	Arapahoe .....	Allen Canal .....	Irrig.	14.00	2	3	26	Red Willow....	Jan.	26	1895	110	.....
Republican River	Spooner, J. A.....	Parks .....	Private Canal .....	Irrig.	1.00	25	1	40	Dundy.....	Oct.	7	1897	.....	413
Republican River	Hamilton, Henry L.....	McCook .....	Harmon Canal .....	Ice	10.00	32	3	29	Red Willow....	Jan.	22	1900	.....	535
Republican River	Walsh, Patrick.....	McCook .....	Walsh Canal .....	Irrig.	11.00	35	3	30	Red Willow....	Jan.	31	1900	.....	537
Republican River	Rogers, W. N.....	McCook .....	Shadeland Pk. Canal.....	Irrig.	38.00	26	3	29	Red Willow....	Jan.	3	1911	.....	1049
Republican River	McConnell Bros.....	Trenton .....	McConnell Bros. Canal.....	Irrig.	180.00	10	2	34	Hitchcock.....	Jan.	23	1911	.....	1055
Republican River	Hurst, J. C. et al.....	Trenton .....	Hurst-Day Canal .....	Irrig.	7.00	28	2	35	Hitchcock.....	Mar.	2	1911	.....	1068
Republican River	Cappel, Geo.....	McCook .....	Geo. Cappel Canal.....	Irrig.	1.57	19	3	30	Red Willow....	May	1	1911	.....	1093

## CLAIMS AND APPLICATIONS BY STREAMS IN DIVISION NO. 1-B—Continued

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Source	Name of Claimant	Post Office	Carrier	Use to which appl'd	Sec. Feet gr'ted	Location of Headgate				Date of Priority			Doc. No.	App. No.
						S	T	R	County	Month	D	Yr.		
Republican River	Rogers, W. M.....	McCook .....	Shadeland Park Canal.....	Irrig.	7.00	25	3	29	Red Willow...	Sept.	28	1911	....	1129
Republican River	Anderson, C. et al.....	Benkelman .....	Cottonwood Canal .....	Irrig.	3.35	6	1	36	Dundy.....	Feb.	19	1912	....	1172
Republican River	Rupert Ditch Co.....	Culbertson .....	Rupert Canal .....	Irrig.	20.00	32	3	32	Red Willow...	Apr.	1	1912	....	1192
Republican River	Pringle, Geo. N.....	Parks .....	Parks Canal .....	Irrig.	17.00	20	1	39	Dundy.....	June	18	1912	....	1202
Republican River	Kirtland, E. S.....	Orleans .....	Orleans M. & E. Co.....	Power		27	2	19	Harlan.....				1043*	
Republican River	Bartlett, Wm. C.....	Alma .....	Lake Disappointment .....	Stor.	5.00	32	2	18	Harlan.....	Dec.	18	1915	....	1442
Republican River	Everson, P. M. and Mitchell, J. C.....	Alma .....	Everson Canal .....	Irrig.	1.07	13	2	18	Harlan.....	Dec.	18	1915	....	1443
Republican River	Ham, Roy O.....	Benkelman .....	Ham's Canal .....	Irrig.	3.47	9	1	37	Dundy.....	Sep.	14	1921	....	1618
Republican River	Campbell, W. E.....	Trenton .....	Campbell Canal .....	Irrig.	9.27	9	2	34	Dundy.....	Nov.	26	1921	....	1627
Republican River	Dunlay, J. E.....	Orleans .....	Dunlay Pumping Plant.....	Irrig.	5.00	26	2	19	Harlan.....	July	8	1925	....	1768
Republican River	Fishback, Geo.....	Orleans .....	Fischback Pumping Pl.....	Irrig.	1.58	33	2	19	Harlan.....	Aug.	27	1925	....	1778
Republican River	Stevenson, L. E.....	Alma .....	Stevenson's Pumping Pl. Irrig.		6.34	5	1	18	Harlan.....	Sept.	30	1925	....	1781
Republican River	Drummond, Dean.....	Republican City.....	Drummond P. Plant.....	Irrig.	2.37	11	1	17	Harlan.....	Oct.	13	1925	....	1782
Republican River	Scott, C. E.....	Alma .....	Scott's Canal .....	Irrig.	3.37	36	2	19	Harlan.....	Dec.	22	1925	....	1789
Republican River	Hacker, K. G.....	Orleans .....	Hacker's Pumping Plt. Irrig.		4.60	35	2	19	Harlan.....	Mar.	2	1926	....	1798
Republican River	Peterson, Elam.....	Orleans .....	Republican Val. Canal.....	Irrig.		27	3	20	Harlan.....	June	18	1926	....	1821
Republican River	Olson, L.....	Orleans .....	Lake View Project.....	Irrig.		27	3	20	Harlan.....	June	29	1926	....	1824
Republican River	Crews, L. E.....	Haigler .....	Crew's No. Side No. 3. Irrig.		4.00	20	1	41	Dundy.....	June	30	1926	....	1826
Republican River	Sheffry, C. E.....	Oxford .....	Sheffry P. Plant.....	Irrig.		13	9	14	Buffalo.....	July	24	1926	....	1835
Republican River	Romjue, W. A.....	Ayr .....	Romjue Plant .....	Irrig.		12	1	11	Webster.....	Aug.	9	1926	....	1844
Republican River	Dorsey, Worden.....	Superior .....	Worden Bros. Canal.....	Irrig.		1	6	32	Nuckolls.....	Sept.	23	1926	....	1862
Republican River North Fork	Pringle, Geo. N.....	Parks .....	Parks Canal .....	Irrig.	2.00	20	1	39	Dundy.....	Dec.	31	1915	....	1444
Republican River North Fork	Pringle, Geo. N.....	Parks .....	Park's Extension .....	Irrig.	1.14	20	1	39	Dundy.....	Sept.	5	1919	....	1555

\* Denotes application not approved.

CLAIMS AND APPLICATIONS BY STREAMS IN DIVISION NO. 1-B—Continued

Source	Name of Claimant	Post Office	Carrier	Use to which appl'd	Sec. Feet gr'ted	Location of Headgate				Date of Priority			Doc. No.	App. No.
						S	T	R	County	Month	D	Yr.		
Republican River North Fork	Crews, L. E.	Haigler	Crew's Canal No. 2	Irrig.	2.59	20	1	41	Dundy	Mar.	29	1923	---	1709
Republican River S. F.	Southern Neb. Pow. Co.	Superior	Guthrie Canal	Power	400.00	34	1	7	Nuckolls	Sept.	1	1877	1036	---
Republican River S. F.	Karr, J. W.	Benkelman	Karr's Canal	Irrig.	2.00	20	1	37	Dundy	July	28	1894	155	---
Republican River S. F.	Riverside Ditch Co.	Benkelman	Riverside Canal	Irrig.	13.00	29	1	37	Dundy	Aug.	5	1894	156	---
Republican River S. F.	McDonald, J. A.	Benkelman	McDonald Canal	Irrig.	.79	36	1	38	Dundy	Nov.	13	1901	---	644
Republican River S. F.	Bailey, W. J.	Oxford	Bailey Canal	Irrig.	64.00	6	3	21	Furnas	Sept.	8	1913	---	1321
Rock Creek	Kara Cattle Co.	Denver	Parks Canal	Irrig.	4.29	17	1	39	Dundy	Dec.	31	1883	138	---
Rock Creek	Owens, J. S. et al.	Parks	Owen's Canal	Irrig.	36.00	31	2	39	Dundy	June	20	1895	---	265
Rock Creek	Campbell, R. R.	Parks	Rock Creek Canal	Irrig.	33.00	13	2	40	Dundy	Dec.	18	1899	---	526
Rock Creek	Benkelman Light Assn.	Benkelman	Benkelman Light Assn.	Power	20.00	8	1	39	Dundy	Nov.	30	1912	---	1245
Rock Creek	Pringle, Geo. N.	Parks	Parks Extension	Supple		17	1	39	Dundy	June	29	1921	---	1609
Sappa Creek	Zulauf, Geo. W.	Stamford	Stamford Mills	Power		21	2	20	Harlan				997*	---
Sappa Creek	Fults, J. F.	Beaver City	Fults Pumping Plant	Irrig.		13	1	23	Furnas	July	22	1926	---	1833
Sappa Creek	Lindholm, C. O.	Stamford	Lindholm Pumping Plant	Irrig.		6	1	21	Furnas	Aug.	2	1926	---	1839
Sappa Creek	Davis, John E.	Stamford	Davis Pumping Plant	Irrig.		25	2	21	Furnas	Aug.	4	1926	---	1842*
Sappa Creek	Flodine, A. L.	Stamford	Flodine Project	Irrig.		19	2	20	Harlan	Sept.	9	1926	---	1855
Spring Creek	Carlson, J. C.	Benkelman	Benkelman Canal	Irrig.	1.29	19	1	37	Dundy	Dec.	31	1896	---	373

\* Denotes application not approved.

CLAIMS AND APPLICATIONS BY STREAMS IN DIVISION NO. 1-B—Concluded

Source	Name of Claimant	Post Office	Carrier	Use to which appl'd	Sec. Feet gr'ted	Location of Headgate			Date of Priority			Doc. No.	App. No.	
						S	T	R	County	Month	D			Yr.
Stinking Wat. Cr.	Kilpatrick Bros.	Beatrice	Chase Co. L. & L. S. Canal	Irrig.	2.86	10	7	38	Chase	Mar.	10	1894	57	—
Stinking Wat. Cr.	Crandall & Taylor	Imperial	McLain Canal	Irrig.	2.50	28	7	37	Chase	Sept.	24	1894	65	—
Stinking Wat. Cr.	Kilpatrick Bros.	Beatrice	Chase Co. L. & L. S. Canal No. 7	Irrig.	4.57	36	7	37	Chase	Dec.	21	1894	72	—
Stinking Wat. Cr.	Kilpatrick Bros.	Beatrice	Chase Co. L. & L. S. Canal No. 6	Irrig.	2.00	13	7	38	Chase	Jan.	28	1895	75	—
Stinking Wat. Cr.	Kilpatrick Bros.	Beatrice	Chase Co. L. & L. S. Canal No. 5	Irrig.	1.50	14	7	38	Chase	Jan.	29	1895	77	—
Stinking Wat. Cr.	Kilpatrick Bros.	Beatrice	Chase Co. L. & L. S. Canal No. 3	Irrig.	1.71	14	7	38	Chase	Jan.	29	1895	78	—
Stinking Wat. Cr.	Kilpatrick Bros.	Beatrice	Chase Co. L. & L. S. Canal No. 4	Irrig.	.91	14	7	38	Chase	June	27	1895	—	56
Stinking Wat. Cr.	Kilpatrick Bros.	Beatrice	Chase Co. L. & L. S. Canal No. 1	Irrig.	.73	4	7	38	Chase	June	27	1895	—	57
Stinking Wat. Cr.	Troutman, A. C.	Palisade	Troutman Pow. Plant	Power	30.00	30	5	33	Hayes	June	30	1908	—	907
Stinking Wat. Cr.	Krotter, F. C.	Palisade	Krotter Pow. Plant	Irrig.	3.00	25	5	34	Hayes	Dec.	15	1910	—	1046
Stinking Wat. Cr.	Krotter, F. C.	Palisade	Krotter Reservoir	Stor.	100.00	15	5	34	Hayes	Apr.	5	1926	—	1802
Turkey Creek	Wilt & Polly	Naponee	Wilt & Polly Canal	Power		4	1	16	Franklin	Dec.	31	1874	183	—
Turkey Creek	Carpenter, Henry	Edison	Carpenter Canal	Irrig.		30	4	31	Furnas	Sept.	18	1926	—	1861
Turkey Creek	Watson, John W. E.	Oxford	Watson Canal	Irrig.		31	4	21	Furnas	Nov.	30	1926	—	1876
Turkey Creek	Sindt, Henry	Naponee	Sindt Irr. Plant	Irrig.		17	2	16	Franklin	July	30	1926	—	1838
Stream, Trib. to						18	2	16						

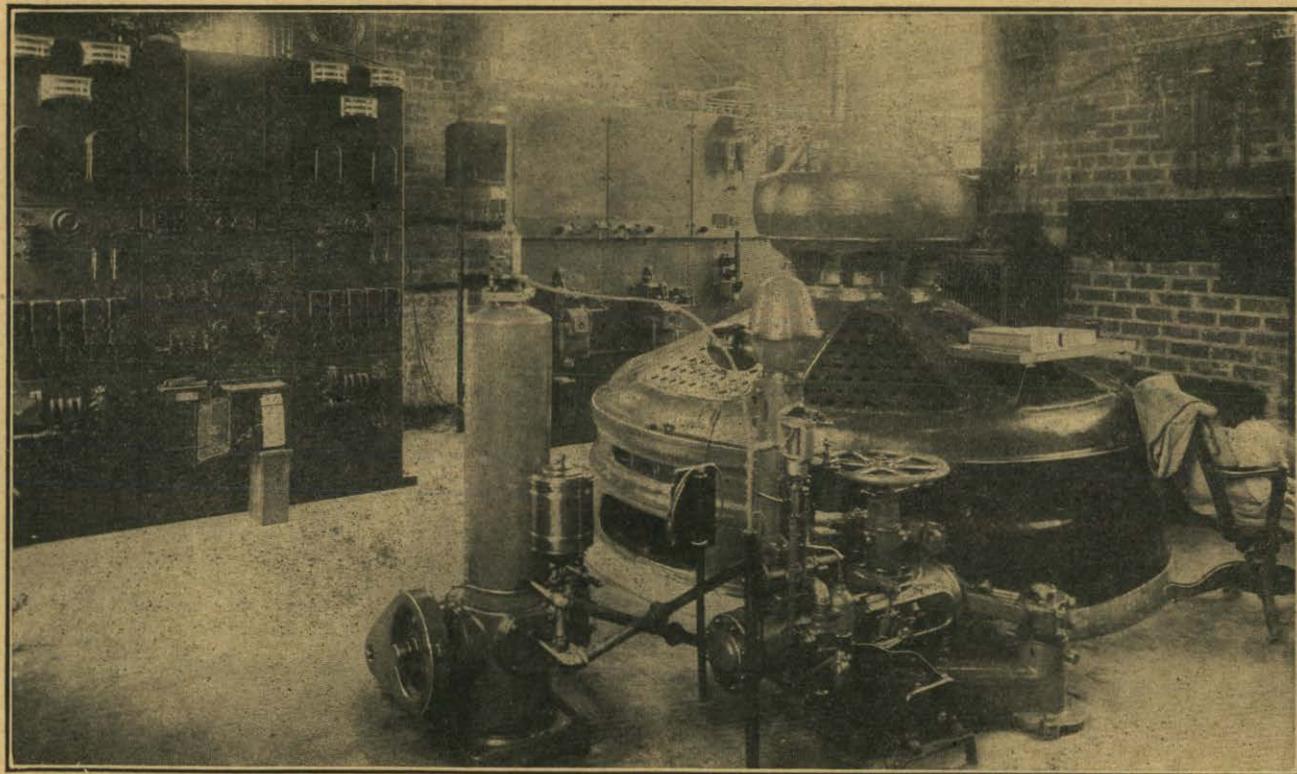
CLAIMS AND APPLICATIONS BY STREAMS IN DIVISION NO. 1-C

Source	Name of Claimant	Post Office	Carrier	Use to which appl'd	Sec. Feet gr'ted	Location of Headgate			Date of Priority		Doc. No.	App. No.	
						S	T	R	County	Month			D
Little Blue River	Southern Neb. Pow. Co.	Superior	Oak Mill Race	Power		16	3	5	Nuckolls			991*	
Little Blue River	Larkins, M. H.	Hastings	Crystal Lake	Stor.	1.50	27	6	10	Adams	Aug.	17	1912	1219
Little Blue River	Lyon, Geo. Jr.	Nelson	Lyons Little Blue Electric Co.	Power	150.00	29	4	6	Nuckolls	April	26	1915	1410
Little Blue River	Lyon, Geo. Jr.	Nelson	Lyon's Canal	Irrig.	4.00	18	4	6	Nuckolls	April	26	1915	1411
Little Blue River	Southern Neb. Pow. Co.	Superior	Meyer Hydro Efec. Power Plant	Power	150.00	16	3	5	Nuckolls	July	27	1916	1467
Little Blue River	Larkins, H. M.	Hastings	Crystal Lake	Irrig.	.70	27	6	10	Adams	Nov.	9	1918	1526
Little Blue River	Bozarth-Carter	Hebron	Hebron Pow. Plant	Power	216.00	9	2	2	Thayer	Mar.	31	1919	1538
Little Blue River	Campbell, J. T.	Hebron	Blue-Valley Pow. Co.	Power	200.00	5	2	1	Thayer	May	28	1919	1542
Little Blue River	Larkins, H. M.	Hastings	Larkins & Son Canal	Power	1.50	27	6	10	Adams	Nov.	20	1920	1594
Little Blue River	Hulbert, Chas.	Fairbury	Hulbert Canal	Irrig.	.02	22	2	2	Jefferson	Aug.	7	1922	1685
Little Blue River	Kassebaum, Wm.	Hebron	Kassebaum Pow. Plant	Power	250.00	29	3	2	W Jefferson	Nov.	13	1923	1726
Little Blue River	Dunn, F. J.	Hastings	Blue Val. Yacht Club	Stor.		10	5	9	Adams	May	23	1924	1745
Little Blue River	Stewart, W. E.	Spring Ranch	Blue Val. Pow. Co.	Power	240.00	17	5	8	E Clay	July	21	1926	1832
Little Blue River	Knopf, Clyde L.	Ayr	Knopf Pumping Plant	Irrig.		25	6	10	Adams	July	27	1926	1836
Little Blue River	Graham, Harry	Ayr	Graham Pumping Plant	Irrig.		31	6	9					
Little Blue River	Gaudreault, I. S.	Ayr	Gaudreault Pumping Pl.	Irrig.		13	5	11	Adams	Aug.	2	1926	1840
Little Blue River	Steele, R. B.	Fairbury	Steel Sand and Mining Project	Mfg.		26	6	10	Adams	Aug.	2	1926	1841
Little Blue River	Kistler, Geo. S.	Roseland	Kistler Pumping Plant	Irrig.		22	2	2	Jefferson	Aug.	16	1926	1847*
						9	5	11	Adams	Nov.	1	1926	1869

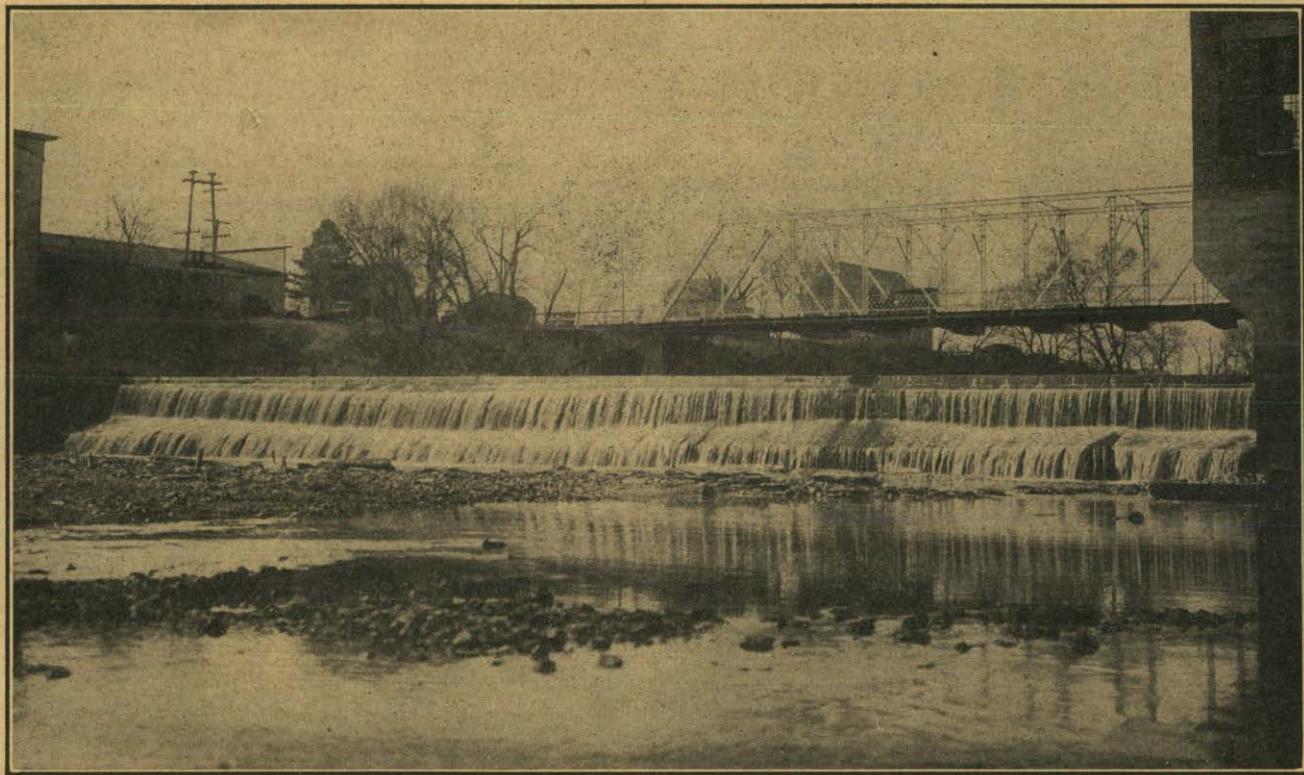
\* Denotes application not approved.

CLAIMS AND APPLICATIONS BY STREAMS IN DIVISION NO. 1-D

Source	Name of Claimant	Post Office	Carrier	Use to which appl'd	Sec. Feet gr'ted	Location of Headgate			Date of Priority		Doc. No.	App. No.		
						S	T	R	County	Month			D	Yr.
Bear Creek	Public Lands & Bldgs.	Lincoln	Water Works	Irrig.	1.00	36	4	6	Gage	May	20	1898	....	455
Beaver Creek	Wright, G. D.	York	Wright's Canal	Power	40.00	7	10	2	York	Nov.	1	1878	963	....
Big Blue River	Black Bros. Flour Mills	Beatrice	Black Bros. Plant (Beatrice)	Power	300.00	33	4	6	Gage	Jan.	11	1860	1048	....
Big Blue River	Black Bros. Flour Mills	Beatrice	Miford Mills	Power	300.00	2	9	3	Seward			1866	1044	....
(See A. 1692-1698-1730-1732)			No. 2 (Blue Spgs.)	Power	450.00	17	2	7	Gage			1868	1047	....
Big Blue River	Zwonechek & Askamit.	Wilber	Mill & Elec. Plant	Power	200.00	19	5	5	Gage	Jan.	1	1875	1046	....
Big Blue River	Neb. Gas & Elec. Co.	Lincoln	Holmesville Pow. Plant	Power	500.00	29	3	7	Raised Dam Gage	Jan. Apr.	1	1903	1046	....
(See A. 1095)												1882	1021	....
Big Blue River	Blue River Power Co.	Seward	Blue River Power Station No. 1	Power	200.00	19	9	4	Seward	July	8	1910	....	1006
Big Blue River	Neb. Gas & Elec. Co.	Lincoln	Holmesville Pow. Plant	Rs. Dam	D. 1021	29	3	7	Gage	May	3	1911	....	1095
Big Blue River	Jacobs, E.	Staplehurst	Jacobs Power Plant	Power	41.00	26	12	2	Seward	Nov.	13	1911	....	1135
Big Blue River	Blue River Power Co.	Seward	Big Blue Plant No. 2	Power	100.00	32	9	3	Seward	Jan.	3	1912	....	1153
(See A. 1520)														
Big Blue River	Beatrice Power Co.	Barneston	Barneston Power Plant	Power	500.00	13	1	7	Gage	Feb.	18	1913	....	1262
See A. 1585 & A. 1788														
Big Blue River	Blue River Power Co.	Seward	Blue River Plant No. 3	Power	100.00	5	8	4	Saline	Mar.	13	1913	....	1265
(See A. 1521-1599-1733-1751)														
Big Blue River	Mares, Frank	Wilber	Mares Canal	Irrig.	2.28	2	6	4	Saline	Aug.	12	1913	....	1314
Big Blue River	C. B. & Q. R. R. Co.	Lincoln	C. B. & Q. Pipe Line	Irrig.	.50	2	9	3	Seward	Apr.	30	1914	....	1366
Big Blue River	C. B. & Q. R. R. Co.	Lincoln	Pipe Line at Wymore	Irrig.	.50	21	2	7	Gage	Dec.	24	1914	....	1394
Big Blue River	C. B. & Q. R. R. Co.	Lincoln	Pipe Line at Seward	Irrig.	.50	21	11	3	Seward	Dec.	14	1914	....	1395



Switch boards—Black Bros. Plant No. 2, at Blue Springs.



Dam of Black Bros. Flour Mills on Big Blue River at Blue Springs.

## CLAIMS AND APPLICATIONS BY STREAMS IN DIVISION NO. 1-D—Continued

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Source	Name of Claimant	Post Office	Carrier	Use to which appl'd	Sec. Feet gr'ted	Location of Headgate			Date of Priority			Doc. No.	App. No.	
						S	T	R	County	Month	D			Yr.
Big Blue River... (See A. 1752)	Blue River Power Co....	Seward .....	Hydro Elec. Plant.....	Power	100.00	32	9	4	Seward.....	Aug.	14	1916	....	1463
Big Blue River...	Blue River Power Co....	Seward .....	Power Plant No. 5.....	Power	100.00	11	8	3	Seward.....	Feb.	13	1917	....	1476
Big Blue River... (See A. 1761)	Blue River Power Co....	Seward .....	Shestak Power Plant....	Power	200.00	35	7	4	Saline.....	Feb.	6	1918	....	1506
Big Blue River... (See A. 1153)	Blue River Power Co....	Seward .....	Big Blue Plant No. 2....	Rs. Dam	A. 1153	32	9	3	Seward.....	Aug.	21	1918	....	1520
Big Blue River... (See A. 1265)	Blue River Power Co....	Seward .....	Blue River Plant No. 3	Rs. Dam	A. 1265	5	8	4	Saline.....	Aug.	21	1918	....	1521
Big Blue River...	Beatrice Power Co.....	Barneston .....	Beatrice Power Co.....	Rs. Dam	A. 1262	13	1	7	Gage.....	May	27	1920	....	1585
Big Blue River...	Blue River Power Co....	Seward .....	Wilber Power Plant.....	Power	200.00	12	5	4	Saline.....	Dec.	17	1920	....	1597
Big Blue River...	Blue River Power Co....	Seward .....	Blue River Plant No. 3	Ks. Dam	A. 1265	5	8	4	Saline.....	Dec.	28	1920	....	1599
Big Blue River... (See A. 1731)	Black Bros. Flour Mills	Beatrice .....	Black Bros. Plant No. 3	Power	400.00	2	3	6	Gage.....	Oct.	7	1922	....	1690
Big Blue River...	Black Bros. Flour Mills	Beatrice .....	Black Bros. Plant No. 2	Dredge	D. 1047	17	2	7	Gage.....	Nov.	7	1922	....	1692
Big Blue River...	Black Bros. Flour Mills	Beatrice .....	Black Bros. Plant No. 2	Dredge	D. 1047	17	2	7	Gage.....	Dec.	15	1922	....	1698
Big Blue River...	Seward City Mills.....	Seward .....	Ruby Power Station.....	Power	40.00	15	10	3	Seward.....	Apr.	17	1923	....	1715
Big Blue River...	Black Bros. Flour Mills	Beatrice .....	Black Bros. Plant No. 2	Dredge	D. 1047	17	2	7	Gage.....	Nov.	24	1923	....	1730
Big Blue River...	Black Bros. Flour Mills	Beatrice .....	Black Bros. Plant No. 3	Dredge	A. 1693	2	3	6	Gage.....	Nov.	26	1923	....	1731*
Big Blue River...	Black Bros. Flour Mills	Beatrice .....	Black Bros. Plant No. 2	Rs. Dam	D. 1047	17	2	7	Gage.....	Dec.	15	1923	....	1732*
Big Blue River...	Blue River Power Co....	Seward .....	Blue River Plant No. 3	Dredge	A. 1265	5	8	4	Saline.....	Jan.	30	1924	....	1733
Big Blue River...	Blue River Power Co....	Seward .....	Blue River Plant No. 3	Dredge	A. 1265	5	8	4	Saline.....	Nov.	21	1924	....	1751
Big Blue River...	Blue River Power Co....	Seward .....	Blue River Plant No. 4	Dredge	A. 1463	32	9	7	Seward.....	Nov.	25	1924	....	1752
Big Blue River...	Blue River Power Co....	Seward .....	Blue River Power Plant No. 1 .....	Rs. Dam	A. 1006	19	9	4	Seward.....	Dec.	15	1926	....	1755
Big Blue River...	Blue River Power Co....	Seward .....	Shestak Power Plant.....	Dredge	A. 1506	35	7	4	Saline.....	Mar.	30	1925	....	1761
Big Blue River...	Beatrice Power Co.....	Barneston .....	Barneston Power .....	Dredge	A. 1262	13	1	7	Gage.....	Dec.	17	1925	....	1788

\* Denotes application not approved.

CLAIMS AND APPLICATIONS BY STREAMS IN DIVISION NO. 1-D—Concluded

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Source	Name of Claimant	Post Office	Carrier	Use to which appl'd	Sec. Feet gr'ted	Location of Headgate			Date of Priority		Doc. No.	App. No.		
						S	T	R	County	Month			D Yr.	
Big Blue River....	Gage County Elec. Co....	Beatrice .....	Plant No. 5.....	Power	300.00	13	4	5	Gage.....	Sept.	7	1926	....	1852
Big Blue River.... West Fork	Blue River Power Co....	Seward .....	Bow Span Plant.....	Power	100.00	26	9	2	Saline.....	Dec.	17	1920	....	1595
Big Blue River,.. West Fork	Blue River Power Co....	Seward .....	Big Bend Plant.....	Power	100.00	11	8	3	Saline.....	Dec.	17	1920	....	1596
Big Blue River,.. West Fork	Vil. of Beaver Crossing	Beaver Crossing..	Municipal Lt. Plant.....	Power	125.00	2	9	1	Seward.....	Mar.	27	1922	....	1650
Big Blue River & School Creek ....	Garbe, Frank .....	Grafton .....	Blue Park Dam.....	Power	66.00	1	8	4	Fillmore.....	Aug.	7	1917	....	1494
Turkey Creek ....	Lane, J. K.....	Pleasant Hill ....		Power			4	7	3	Saline.....				990*
Turkey Creek ....	Lane, J. K.....	Pleasant Hill ....	Lane's Model Canal.....	Irrig.	0.09	4	7	3	Saline.....	July	16	1895	....	81
Turkey Creek ....	Lane, J. K.....	Pleasant Hill ....	Lane's Model Canal.....	Irrig.					Saline.....	July	18	1895	....	84

\* Denotes application not approved.

CLAIMS AND APPLICATIONS BY STREAMS IN DIVISION NO. 1-E

Source	Name of Claimant	Post Office	Carrier	Use to which appl'd	Sec. Feet gr'ted	Location of Headgate			Date of Priority		Doc. No.	App. No.
						S	T	R	County	Month		
Grace River (Underground)	Green, Chas. D.	Sidney	Individual Pumps	Irrig.				Kimball	May	16 1926		1809*
Lodge Pole Cr.	Forsling, Alfred	Kimball	Owasco Canal	Irrig.	1.20	29	15	55 Kimball	Dec.	31 1876	347 R	
Lodge Pole Cr.	Gieseking, Herman	Altamont, Ill.	Bickel Canal	Irrig.	.30	30	15	55 Kimball	Dec.	31 1876	347	
Lodge Pole Cr.	Gunderson, A.	Potter	Gunderson Canal	Irrig.	1.43	1	14	52 Cheyenne	June	1 1879	305	
Lodge Pole Cr.	Fuller, Hubert R.	Sidney	Runge Canal No. 1	Irrig.	1.71	20	14	50 Cheyenne	Apr.	15 1880	339	
Lodge Pole Cr.	Fuller, Hubert R.	Sidney	Runge Canal No. 2	Irrig.	.50	20	14	50 Cheyenne	Apr.	15 1882	338	
Lodge Pole Cr.	Connelly, John	Sidney	Anderson Canal No. 1	Irrig.	2.50	8	14	51 Cheyenne	June	30 1882	373	
Lodge Pole Cr.	Lodge Pole Land Co.	Kimball	Circle Arrow Canal	Irrig.	3.71	29	15	55 Kimball	July	1 1882	346	
Lodge Pole Cr.	Fuller, H. R.	Sidney	Urbach Canal	Irrig.	.86	15	14	51 Cheyenne	Sept.	1 1882	308	
Lodge Pole Cr.	Thomas, Elsie O.	Omaha	Hale Canal No. 3	Irrig.	.57	36	14	51 Cheyenne	Apr.	30 1883	320	
Lodge Pole Cr.	Thomas, Elsie O.	Omaha	Hale Canal No. 4	Irrig.	.71	36	14	49 Cheyenne	Apr.	30 1883	321	
Lodge Pole Cr.	Thomas, Elsie O.	Omaha	Hale Canal No. 5	Irrig.	.57	36	14	49 Cheyenne	Apr.	30 1883	322	
Lodge Pole Cr.	Thomas, Elsie O.	Omaha	Lower Whitney Canal	Irrig.	.29	31	14	48 Cheyenne	May	1 1883	317	
Lodge Pole Cr.	Booth, Firth, Est. of	Sunol	Booth's Canal	Irrig.	4.29	29	14	47 Cheyenne	May	31 1883	309 }	310 }
Lodge Pole Cr.	McAuliffe, F.	Chappell	McAuliffe Canal	Irrig.	2.29	21	13	45 Deuel	Dec.	31 1884	814	
Lodge Pole Cr.	Webster, Wm.	Riverside, Calif.	Kinney Canal No. 2	Irrig.	2.71	33	15	56 Kimball	Dec.	31 1884	348	
Lodge Pole Cr.	Libby, H. H.	Lodge Pole	Libby Canal	Irrig.	2.00	36	14	47 Cheyenne	Dec.	31 1884	312	
Lodge Pole Cr.	Dickinson, Chas. C.	Lodge Pole	Dickinson Canal	Irrig.	1.14	26	14	47 Cheyenne	Jan.	1 1885	969	
Lodge Pole Cr.	Ruttner Bros.	Sidney	Howard Canal	Irrig.	.86	31	14	47 Cheyenne	Apr.	10 1885	336	
Lodge Pole Cr.	Kreuger, R. & F. W.	Sidney	Kreuger Canal No. 3	Irrig.	1.14	32	14	48 Cheyenne	May	1 1885	323	
Lodge Pole Cr.	Wolfe, H. D.	Chappell	Wolfe Canal	Irrig.	1.00	18	13	45 Deuel	Dec.	31 1885	813	
Lodge Pole Cr.	Lodge Pole Land Co.	Kimball	McIntosh Canal	Irrig.	3.31	29	15	55 Kimball	Apr.	16 1886	351	
Lodge Pole Cr.	Kreuger, R. & F. W.	Sidney	Kreuger Canal No. 2	Irrig.	2.29	32	14	48 Cheyenne	Oct.	10 1886	324	
Lodge Pole Cr.	U. S. Securities Co.	Omaha	Borquist Canal	Irrig.	1.29	34	14	49 Cheyenne	Apr.	30 1887	300	
Lodge Pole Cr.	U. S. Securities Co.	Omaha	Borquist Canal	Irrig.	.71	34	14	49 Cheyenne	Apr.	30 1887	301	

\*"R" Denotes Relocation.

CLAIMS AND APPLICATIONS BY STREAMS IN DIVISION NO. 1-E—Continued

Source	Name of Claimant	Post Office	Carrier	Use to which appl'd	Sec. Feet gr'ted	Location of Headgate				Date of Priority			Doc. No.	App. No.
						S	T	R	County	Month	D	Yr.		
Lodge Pole Cr.	Thomas, Elsie O.	Omaha	Upper Whitney Canal	Irrig.	2.29	36	14	49	Cheyenne	May	1	1887	316	
Lodge Pole Cr.	Dickinson, M. C.	Sunol	McLaughlin Canal	Irrig.	1.00	25	14	48	Cheyenne	May	1	1887	966	
Lodge Pole Cr.	Thomas, Elsie O.	Omaha	Hale Canal No. 1	Irrig.	1.14	36	14	49	Cheyenne	July	1	1887	318	
Lodge Pole Cr.	Mitchell, J.	Sidney	Mitchell Canal	Irrig.	.86	8	14	51	Cheyenne	Sept.	1	1887	304	
Lodge Pole Cr.	Craig, John	Lodge Pole	Tobin Canal	Irrig.	2.29	28	14	47	Cheyenne	July	31	1888	330	
Lodge Pole Cr.	Petz, John	Sidney	Bordwell Canal	Irrig.	1.43	35	14	49	Cheyenne	Aug.	1	1888	303	
Lodge Pole Cr.	Wearin, Wm. H.	Carleton	Premier Canal	Irrig.	2.43	3	14	58	Kimball	Apr.	11	1889	340	
Lodge Pole Cr.	Petz, John	Sidney	Bordwell Canal	Irrig.	.86	35	14	49	Cheyenne	Apr.	27	1889	302	
Lodge Pole Cr.	Eubank, Mrs. John	Kimball	Polly Canal	Irrig.	.79	30	15	55	Kimball	May	6	1889	342	
Lodge Pole Cr.	Wearin, Wm. H.	Carleton	Independent Canal	Irrig.	3.14	7	14	58	Kimball	May	6	1889	343	
Lodge Pole Cr.	Atkins, D. K.	Kimball	Atkins Canal	Irrig.	.43	30	15	55	Kimball	May	6	1889	344	
Lodge Pole Cr.	Webster, Wm.	Riverside, Calif.	Kinney Canal	Irrig.	2.00	31	15	56	Kimball	May	14	1889	345	
Lodge Pole Cr.	Hoberstroh, W. A.	Omaha	Young Canal	Irrig.	.50	33	15	57	Kimball	May	28	1889	349	
Lodge Pole Cr.	Lehmkuhl, John	Kimball	Ruttner Canal	Irrig.	1.14	36	15	57	Kimball	June	4	1889	350	
Lodge Pole Cr.	Oberfelder, R. S.	Sidney	Oberfelder Canal	Irrig.	.43	31	14	46	Cheyenne	June	10	1889	333	
Lodge Pole Cr.	Thomas, Elsie O.	Omaha	Hale Canal No. 2	Irrig.	.43	36	14	49	Cheyenne	June	26	1889	319	
Lodge Pole Cr.	Carter, J. G.	Lodge Pole	Bullock Canal	Irrig.	1.43	3	13	46	Deuel	June	25	1889	296†	
Lodge Pole Cr.	Persinger, A. B.	Lodge Pole	Persinger Canal	Irrig.	4.57	33	14	46	Deuel	June	25	1889	297	
Lodge Pole Cr.	Kreuger, R. & F. W.	Sidney	Kreuger Canal No. 1	Irrig.	3.00	29	14	48	Cheyenne	June	26	1889	325	
Lodge Pole Cr.	Lodge Pole Land Co.	Kimball	Brady Canal	Irrig.	.71	29	15	55	Kimball	Aug.	16	1889	352	
Lodge Pole Cr.	Gross, Mary E.	Pine Bluff, Wyo.	Hoover Canal	Irrig.	1.43	12	14	59	Kimball	Sept.	4	1889	353	
Lodge Pole Cr.	Bentley, B. M.	Sidney	Ickes Canal	Irrig.	2.50	28	14	50	Cheyenne	Mar.	25	1891	329	
Lodge Pole Cr.	Johnson, Chas. W.	Potter	Adams Canal	Irrig.	1.43	3	14	52	Cheyenne	July	1	1891	371	
Lodge Pole Cr.	Atkins, D. K. and Garrard, Robt. P.	Kimball	Hurley-Lily-Polly Canal	Irrig.	2.57	26	15	56	Kimball	Oct.	1	1891	354	
Lodge Pole Cr.	Thortensen, Nels	Sidney	Christensen's Canal	Irrig.	.57	7	14	51	Cheyenne	Apr.	15	1893	366	
Lodge Pole Cr.	Thortensen, Nels	Sidney	Christensen's Canal	Irrig.	.43	7	14	51	Cheyenne	Apr.	15	1893	367	
Lodge Pole Cr.	Van Aelstyn, Herman	Sidney	Trognitz Canal	Irrig.	1.00	36	14	50	Cheyenne	June	1	1893	365	

CLAIMS AND APPLICATIONS BY STREAMS IN DIVISION NO. 1-E—Continued

Source	Name of Claimant	Post Office	Carrier	Use to which appl'd	Sec. Feet gr'ted	Location of Headgate				Priority Date of			Doc. No.	App. No.
						S	T	R	County	Month	D	Yr.		
Lodge Pole Cr....	Oberfelder, R. S.....	Sidney .....	Oberfelder Canal .....	Irrig.	2.00	31	14	46	Cheyenne.....	Dec.	30	1893	306	.....
Lodge Pole Cr....	Kreuger, R. S.....	Sidney .....	Richard Kreuger Canal.	Irrig.	1.00	29	14	48	Cheyenne.....	May	1	1894	968	.....
Lodge Pole Cr....	Lyngholm, N. P.....	Sidney .....	Lyngholm Canal.....	Irrig.	.36	14	14	51	Cheyenne.....	Nov.	1	1894	337	.....
Lodge Pole Cr....	Dickinson, Geo. W. et al. ....	Lodge Pole .....	Dickinson Canal .....	Irrig.	2.29	33	14	47	Cheyenne.....	May	10	1896	967	.....
Lodge Pole Cr....	Persinger, A. B.....	Lodge Pole .....	Bullock Canal .....	Irrig.	.57	4	13	46	Deuel.....	Feb.	16	1898	.....	437
Lodge Pole Cr....	Benson Realty Co.....	Omaha .....	Maltese Cross Canal.....	Irrig.	.21	36	15	57	Kimball.....	May	16	1898	.....	454
Lodge Pole Cr....	Wearin, Wm. H.....	Carleton .....	Bushnell Canal .....	Irrig.	3.00	2	14	58	Kimball.....	Apr.	15	1899	.....	504
Lodge Pole Cr....	Wiegand, Henry G.....	Chappell .....	Wiegand Canal .....	Irrig.	2.00	17	13	45	Deuel.....	May	31	1900	.....	563
Lodge Pole Cr....	Brown, G. B.....	Chappell .....	Neuman Canal Nos. 1-2	Irrig.	1.89	36	13	45	Deuel.....	June	12	1900	.....	565
Lodge Pole Cr....	McHatton, Jas. W.....	Chappell .....	Wertz Bros. Canal.....	Irrig.	2.86	12	13	46	Deuel.....	Feb.	14	1901	.....	600
Lodge Pole Cr....	Neuman, A. G.....	Chappell .....	Neuman Canal .....	Irrig.	1.29	26	13	45	Deuel.....	Apr.	17	1901	.....	611
Lodge Pole Cr....	Johnson, J. C.....	Chappell .....	Johnson Canal .....	Irrig.	2.14	23	13	45	Deuel.....	Apr.	17	1901	.....	612
Lodge Pole Cr....	Lodge Pole Land Co.....	Kimball .....	Bennett Reservoir .....	Stor.	700.00	29	15	55	Kimball.....	Mar.	13	1902	.....	657
					Ac. Ft.									
Lodge Pole Cr....	Nasland, John .....	Chappell .....	Nasland Canal .....	Irrig.	.90	1	12	45	Deuel.....	Apr.	16	1902	.....	661
Lodge Pole Cr....	Lodge Pole Land Co.....	Kimball .....	Reservoir Canal .....	Irrig.	1.87	29	15	55	Kimball.....	Oct.	2	1902	.....	691
Lodge Pole Cr....	Forsling, Alf.....	Kimball .....	Forsling Canal .....	Irrig.	1.50	34	15	57	Kimball.....	Apr.	24	1903	.....	703
Lodge Pole Cr....	Forsling, C. A.....	Kimball .....	Kinney-Forsling .....	Irrig.	2.11	33	15	56	Kimball.....	July	25	1903	.....	718
Lodge Pole Cr....	Forsling, C. A.....	Kimball .....	Rutter-Kinney .....	Irrig.	.75	31	15	56	Kimball.....	July	25	1903	.....	718 "R"
Lodge Pole Cr....	Giesekeing, Herman .....	Altamont, Ill. ....	Bickel Canal .....	Irrig.	.93	30	15	55	Kimball.....	Aug.	3	1903	.....	719
Lodge Pole Cr....	Thortensen, Finley .....	Sidney .....	Pomeroy Canal No. 1.....	Irrig.	.57	15	14	51	Cheyenne.....	Aug.	20	1903	.....	723
Lodge Pole Cr....	Atkins, D. K.....	Kimball .....	Faden Canal .....	Irrig.	.14	30	15	55	Kimball.....	Sept.	9	1903	.....	724
Lodge Pole Cr....	Lodge Pole Land Co.....	Kimball .....	Owasco Canal .....	Irrig.	11.00	29	15	55	Kimball.....	Sept.	12	1903	.....	725
Lodge Pole Cr....	Lehmkuhl, John .....	Kimball .....	New Ruttner Canal.....	Irrig.	.51	36	15	57	Kimball.....	Sept.	16	1903	.....	727
Lodge Pole Cr....	Lodge Pole Land Co.....	Kimball .....	Owasco Canal .....	Irrig.	1.75	29	15	55	Kimball.....	Dec.	15	1903	.....	734
Lodge Pole Cr....	Soderquist, Peter .....	Chappell .....	Smith's Canal .....	Irrig.	3.57	12	12	45	Deuel.....	Aug.	18	1906	.....	850
Lodge Pole Cr....	Soderquist, Peter .....	Chappell .....	Ralton Irr. System.....	Irrig.	19.14	12	12	45	Deuel.....	Jan.	4	1907	.....	847

"R" Denotes relocation.

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CLAIMS AND APPLICATIONS BY STREAMS IN DIVISION NO. 1-E—Continued

Source	Name of Claimant	Post Office	Carrier	Use to which appl'd	Sec. Feet gr'ted	Location of Headgate			Date of Priority		Doc. No.	App. No.	
						S	T	R	County	Month			D Yr.
Lodge Pole Cr.	Forsling, Clarence	Kimball	Voder Extension	Irrig.	2.71	36	15	57	Kimball	Apr.	9	1907	857
Lodge Pole Cr.	Walker, I. S.	Kimball	Walker Canal	Irrig.	1.71	31	15	56	Kimball	Sept.	16	1907	869
Lodge Pole Cr.	Gross, Wm. & Chas.	Pine Bluff, Wyo.	Tracy Canal	Irrig.	.50	12	14	59	Kimball	Sept.	21	1907	870
Lodge Pole Cr.	Söderquist, Peter	Chappell	Ralton Canal	Irrig.	12.40	36	13	45	Deuel	Dec.	4	1907	882
Lodge Pole Cr.	Kimball Irr. District	Kimball	Kimball Storage	Stor. & Irrig.	20,000	36	15	57	Kimball	Apr.	15	1908	897
Lodge Pole Cr.	Kinty, J. F.	Lodge Pole	Wild's Canal	Irrig.	0.57	11	13	46	Deuel	June	2	1908	904†
Lodge Pole Cr.	Ruttner, Karl	Sidney	Ruttner Canal	Irrig.	.50	30	14	47	Cheyenne	June	25	1908	906
Lodge Pole Cr.	Lodge Pole Land Co.	Kimball	Bennett Canal No. 3.	Irrig.	1.00	29	15	54	Kimball	Feb.	17	1909	934
Lodge Pole Cr.	Maginnis, P.	Kimball	McGinnis Ice Pond	Stor.	3.00	26	15	56	Kimball	Sept.	19	1911	1127
Lodge Pole Cr.	Brown, Cyrus, et al.	Chappell	Soderquist Canal	Irrig.	2.00	36	12	45	Deuel	Oct.	22	1912	1237
Lodge Pole Cr.	Heming, Howard C.	Chappell	Wiegend Canal No. 3.	Irrig.	1.28	16	13	45	Deuel	Sept.	10	1913	1322
Lodge Pole Cr.	Heming, Howard C.	Chappell	Wiegend Canal No. 2.	Irrig.	.42	16	13	45	Deuel	Sept.	10	1913	1323
Lodge Pole Cr.	Brown, Cyrus D. et al.	Chappell	Soderquist Canal	Irrig.	2.33	36	13	45	Deuel	June	29	1915	1420
Lodge Pole Cr.	Neuman, A. G.	Chappell	Neuman Canal	Irrig.	1.03	26	13	45	Deuel	Jan.	5	1916	1445†
Lodge Pole Cr.	Bentley, Bertha M.	Sidney	Bentley Canal	Res.	1.00	34	14	50	Cheyenne	Feb.	14	1917	1478
Lodge Pole Cr.	Sudman, Mrs. Minnie.	Chappell	Sudman Canal	Irrig.	.78	22	13	45	Deuel	Apr.	5	1917	1483
Lodge Pole Cr.	Ruttner Bros.	Sidney	Ruttner Canal	Irrig.	.20	32	14	47	Cheyenne	Mar.	7	1922	1645
Lodge Pole Cr.	Stuht, Fred W.	Sidney	Stuht Canal	Irrig.	.40	32	14	49	Cheyenne	Nov.	22	1922	1659
Lodge Pole Cr.	McIntosh, J. L. and Martin, Paul L.	Sidney	Martin Pumping Plant.	Irrig.	1.23	35	14	50	Cheyenne	1921	—	1926	1811
Lodge Pole Cr.	Gieseking, C. H.	Altamont, Ill.	Gieseking Canal	Irrig.	.90	20	15	55	Kimball	May	24	1926	1828
Lodge Pole Cr.	Bluhm, Emil H.	Sunol	Bluhm Canal	Irrig.	1.00	36	14	48	Cheyenne	July	14	1926	1864
Lodge Pole Cr.	Stahla, Phillip	Kimball	Kinney Canal	Irrig.		31	15	56	Kimball	Sept.	28	1926	1864
Lodge Pole Cr.	Wearin, Wm. H.	Carleton	Wearin Canal	Irrig.		8	14	58	Kimball	May	29	1889	307
Lodge Pole Cr.	Oberfelder, R. S.	Sidney	Oberfelder Canal	Irrig.	2.29	31	14	46	Cheyenne	Nov.	22	1922	1695
Spg., Trib. to													

† Denotes part of appropriation canceled.

CLAIMS AND APPLICATIONS BY STREAMS IN DIVISION NO. 1-E—Concluded

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Source	Name of Claimant	Post Office	Carrier	Use to which appl'd	Sec. Feet gr'ted	Location of Headgate			Date of Priority		Doc. No.	App. No.		
						S	T	R	County	Month			D	Yr.
Lodge Pole Cr. Spg., Trib. to	Chambers, Chas. P.	Sidney	Private Canal	Irrig.	.04	14	13	51	Cheyenne	Mar.	19	1895	335	—
Lodge Pole Cr. Spg. Br. Trib. to	Libby, H. H.	Lodge Pole	Spring Branch Canal	Irrig.	.29	36	14	47	Cheyenne	July	1	1901	—	623
Flood Water from Hill	Fifield, C. M.	Kimball	Fifield Canal	Irrig.	.57	22	15	56	Kimball	Apr.	27	1911	—	1091

CLAIMS AND APPLICATIONS BY STREAMS IN DIVISIONS NO. 1-F

Source	Name of Claimant	Post Office	Carrier	Use to which appl'd	Sec. Feet gr'ted	Location of Headgate			Date of Priority			Doc. No.	App. No.	
						S	T	R	County	Month	D			Yr.
Weeping Water ..	Gilmore, Chas. ....	Weeping Water ..	Gilmore .....	Ice	8.00	2	10	11	Cass.....	Aug.	5	1909	...	955
Nemaha River ....	C. B. & Q. R. R. Co....	Lincoln .....	C. B. & Q. Water Sup.	Irrig.	1.00	33	3	12	Pawnee.....	Aug.	8	1922	...	1687

CLAIMS AND APPLICATIONS BY STREAMS IN DIVISION NO. 2-A

Source	Name of Claimant	Post Office	Carrier	Use to which appl'd	Sec. Feet gr'ted	Location of Headgate				Date of Priority		Doc. No.	App. No.
						S	T	R	County	Month	D Yr.		
Beaver River	Quackenbush, J. W.	Albion	Pioneer Canal	Irrig.	3.57	22	20	6	Boone	Dec.	8 1894	287	.....
Beaver River	Long, Wm. M.	Genoa	Windmill Project	Irrig.	.14	14	17	4	Nance	Mar.	31 1896	---	277
Beaver River	Albion Lt. & Pow. Co.	Albion	Albion Power Plant	Power	67.00	26	20	6	Boone	Oct.	3 1901	---	639
Beaver River	Neb. Gas. & Elec. Co.	Lincoln	St. Edwards Pow. Plant	Power	134.00	27	19	5	Boone	Feb.	11 1911	---	1058
Beaver River	The Ravenna Mills	Ravenna	The Ravenna Mills	Fower		8	12	14	Buffalo			1037*	.....
Beaver River	Albion Lt. & Pow. Co.	Albion	Albion Power	Power	70.00	26	20	6	Boone	Feb.	20 1917	---	1480
Beaver Creek	Skochdopofe, Ernest	Ravenna	Skochdopole Canal	Irrig.		1	12	15	Buffalo	Nov.	8 1926	---	1871
Bloody Creek	Calamus Irr. District	Harrop	Bloody Creek Canal	Irrig.		32	25	19	Rock	May	25 1926	---	1813*
Calamus River	Harrop, Roy M.	Omaha	Calamus Irr. District	Irrig.	121.18	5	24	20	Loup	Oct.	31 1925	---	1785
Calamus River	Calamus Irr. District	Harrop	Calamus Reservoir	Stor.		5	24	20	Loup	June	8 1926	---	1816*
Cedar River	Neb. Gas. & Elec. Co.	Lincoln	Fullerton Power Plant	Power	200.00	12	16	6	Nance	Sept	9 1901	---	636
Cedar River	Erickson Lake Co.	Lincoln	Erickson Power Plant	Power	175.00	25	21	12	Wheeler	May	24 1915	---	1415
Cedar River	Neb. Gas. & Elec. Co.	Lincoln	Fullerton Power Plant	Power	250.00	12	16	6	Nance	Aug.	8 1922	---	1686
Cedar River	Neb. Gas. & Elec. Co.	Lincoln	Fullerton Power Plant	Rs. Dam	A. 1686	12	16	6	Nance	Jan.	27 1925	---	1758
Cow Creek	Price, Ralph B.	Lewanna	Homestead Canal	Irrig.	2.29	7	26	27	Cherry	July	14 1894	194	.....
Dane Creek	Koupal, Frank	Ord	Koupal Canal	Irrig.	.14	20	19	14	Valley	July	5 1912	---	1207
Dismal River	W. S. Weston, trustee	Omaha	Dismal Drainage Ditch	Drain			21	34	Hooker	May	20 1926	---	1810*
Goose Creek	Erickson, P. C. & J. M.	Brewster	Erickson Canal	Irrig.	8.00	18	25	24	Brown	Apr.	3 1895	209	.....
Goose Creek	Giles, R. P., et al.	Elsmere	Giles Canal	Irrig.	10.00	2	25	25	Cherry	June	1 1895	187	.....
Goose Creek	Crook, F.	Giles	Crook Canal	Irrig.	8.00	33	25	24	Brown	June	2 1896	---	345

\* Denotes application not approved.

CLAIMS AND APPLICATIONS BY STREAMS IN DIVISION NO. 2-A—Continued

Source	Name of Claimant	Post Office	Carrier	Use to which appl'd	Sec. Feet gr'ted	Location of Headgate			Date of Priority		Doc. No.	App. No.	
						S	T	R	County	Month			D Yr.
Gracie Creek	Shoemaker, A. E.	Burwell	Gracie High Line	Irrig.	.29	29	23	17	Loup	July	9 1897	---	397
Looking Glass Creek	Girard, E. A. & F. H.	Monroe	Monroe Canal	Irrig.	2.86	1	17	3	Platte	June	12 1894	289	---
Loup Riv., M. B.	Lundy, Jas. W.	Sargent	Lundy M. & P. Plant	Power	400.00	4	19	19	Custer	Aug.	1 1886	1024	---
Loup Riv., M. B.	Conger, Jas. W.	Loup City	Sherman Co. Canal	Power	125.00	26	17	16	Valley	Fall of	1888	229a	---
Loup Riv., M. B.	Middle Loup Valley Irrigation Co.	Sargent	Middle Loup Val Canal	Irrig.	560.29	15	21	22	Blaine	June	6 1894	202	---
Loup Riv., M. B.	Douglas Grove Irr. Dist.	Comstock	Wescott Canal	Irrig.	88.57	15	19	18	Custer	Aug.	8 1894	214	---
Loup Riv., M. B.	Sherman County Irr. & Water Power Co.	Loup City	Sherman County Canal	Irrig.	244.00	26	17	16	Valley	Aug.	13 1894	229b	---
Loup Riv., M. B.	Thedford Irr. & Power Company	Thedford	Thedford Canal	Irrig.	43.00	4	23	29	Thomas	Aug.	25 1894	198	---
Loup Riv., M. B.	Purdum, J. W.	Thedford	Norway Canal	Irrig.	2.86	31	24	29	Thomas	Sept.	8 1894	199	---
Loup Riv., M. B.	Lillian Precinct D. & P. Company	Gates	Lillian Precinct Canal	Irrig.	140.00	30	21	21	Blaine	Oct.	19 1894	204	---
Loup Riv., M. B.	Rieck, Emil	Dunning	Jewett Canal	Irrig.	4.29	30	22	24	Blaine	Aug.	12 1895	---	113
Loup Riv., M. B.	Harris, L. H.	Dunning	Harris Canal	Irrig.	5.71	16	22	25	Blaine	Feb.	21 1896	---	248
Loup Riv., M. B.	Webster Irrigation & Canal Co.	Comstock	Webster Canal	Irrig.	1.74	20	19	17	Custer	Mar.	5 1898	---	442
Loup Riv., M. B.	Longwood Irrigation & Canal Co.	Comstock	Longwood Canal	Irrig.	12.93	20	19	17	Custer	Feb.	21 1912	---	1175
Loup Riv., M. B.	Muhlback, Fred	Mullen	Mullen Grist & Lt. Pl.	Power	124.00	6	24	32	Hooker	Mar.	12 1912	---	1185
Loup Riv., M. B.	St. Paul Elec. Lt. Wks.	St. Paul	St. Paul Power Plant	Power	2000.00	3	14	10	Howard	Aug.	12 1912	---	1216
Loup Riv., M. B.	Lundy, Jas. W.	Sargent	Lundy M. & P. Plant	Rs. Dam	D. 1024	4	19	19	Custer	Sept.	16 1912	---	1224
Loup Riv., M. B.	U. S. of America	Halsey	Nursery Canal	Irrig.	1.00	3	22	26	Thomas	Sept.	16 1912	---	1226

CLAIMS AND APPLICATIONS BY STREAMS IN DIVISION NO. 2-A—Continued

Source	Name of Claimant	Post Office	Carrier	Use to which appl'd	Sec. Feet gr'ted	Location of Headgate				Date of Priority		Doc. No.	App. No.
						S	T	R	County	Month	D Yr.		
Loup Riv., M. B.	Holmes, Eddy	Nemo	Loup Valley Canal	Irrig.	.85	36	20	21	Custer	May	31 1913	---	1294
Loup Riv., M. B.	Lundy, Jas. W.	Sargent	Lundy's Lake Canal	Irrig.	28.31	5	19	19	Custer	June	27 1913	---	1300
Loup Riv., M. B.	Lundy, Jas. W.	Sargent	Lundy's Lake	Stor.	8.00	2	19	19	Custer	July	19 1913	---	1306
Loup Riv., M. B.	Lundy, Jas. W.	Sargent	Lundy's Lake	Irrig.	6.34	4	19	19	Custer	July	19 1913	---	1307
Loup Riv., M. B.	Austin Irr. Co.	Loup City	Austin Canal	Irrig.	50.00	32	13	14	Sherman	Nov.	6 1913	---	1330
Loup Riv., M. B.	Central Power Co.	Grand Island	Central Power Company	Power	1000.00	10	13	12	Hall	July	14 1914	---	1373
Loup Riv., M. B.	C. B. & Q. R. R. Co.	Lincoln	Pipe Line at Seneca	Irrig.	.50	18	24	30	Thomas	Dec.	28 1914	---	1396
Loup Riv., M. B.	Kuceřa, C. A.	Friend	Arcadia Plant	Power	176.00	35	18	17	Custer	Aug.	27 1926	---	1850
Loup Riv., M. B.	Carter, T. H.	Hebron	Loup River Power Co.	Power	600.00	35	18	17	Custer	Sept.	14 1926	---	1858*
Loup Riv., N. B.	North Loup Irrigation and Improvement Co.	North Loup	North Loup Canal	Irrig.	143.00	27	19	14	Valley	Sept.	30 1893	227	---
												228	---
												232	---
												188	---
Loup Riv., N. B.	Lee, J. R.	Brownlee	Lee Canal	Irrig.	40.00	25	27	29	Cherry	Aug.	7 1894	189	---
												356	---
Loup Riv., N. B.	Burwell Irr. Co.	Burwell	Burwell Canal	Irrig.	110.00	27	21	17	Loup	Sept.	7 1894	224	---
Loup Riv., N. B.	Newton Irr. District	Moulton	Newton Canal	Irrig.	115.14	35	23	21	Blaine	Feb.	5 1895	205	---
Loup Riv., N. B.	Erickson, P. C.	Brewster	Homestake Canal	Irrig.	51.43	27	23	22	Blaine	Sept.	10 1895	---	152
Loup Riv., N. B.	Loup Valley I. & P. Co.	North Loup	North Loup Pow. Plant	Power	1000.00	35	19	13	Valley	Nov.	29 1922	---	1697
Loup Riv., N. B.	Loup Valley I. & P. Co.	North Loup	Scotia Power Plant	Power	1000.00	27	17	12	Greeley	Dec.	22 1922	---	1700
Loup Riv., N. B.	Steinmeyer, G. W.	Beatrice	Scotia Power Plant	Power		27	17	12	Greeley	June	2 1923	---	1719*
Loup Riv., S. B.	Tillson, W. Z.	Poole Siding	Tillson Canal	Irrig.	15.57	29	12	15	Buffalo	Dec.	28 1894	236	---
Loup Riv., S. B.	Boblitz, E. J.	Oconto	Boblitz Canal	Irrig.	.50	10	14	21	Custer	Jan.	17 1895	219a	---
Loup Riv., S. B.	Boblitz, E. J.	Oconto	Boblitz Canal	Power	20.00	10	14	21	Custer	Jan.	17 1895	219b	---
Loup Riv., S. B.	Callaway Mill Co.	Callaway	Callaway Mill	Power		2	15	23	Custer			988*	---
Loup Riv., S. B.	Brown, A. D.	Milldale	Brown Canal	Irrig.	.86	31	17	24	Custer	Feb.	23 1897	---	363

\* Denotes application not approved.

CLAIMS AND APPLICATIONS BY STREAMS IN DIVISION NO. 2-A—Continued

Source	Name of Claimant	Post Office	Carrier	Use to which appl'd	Sec. Feet gr'ted	Location of Headgate				Date of Priority		Doc. No.	App. No.	
						S	T	R	County	Month	D			Vr.
Loup Riv., S. B.	Hartzell, B. F.	Logan	Hartzell Canal	Irrig.	.37	27	18	26	Logan	May	18	1897	....	390
Loup Riv., S. B.	C. B. & Q. R. R. Co.	Lincoln	Pipe Line at Ravenna	Irrig.	.50	9	12	14	Buffalo	Dec.	24	1914	....	1393
Loup Riv., S. B.	Central Power Co.	Grand Island	Grand Island Elec. Co.	Power	840.00	35	13	12	Howard	Jan.	18	1915	....	1400
Loup Riv., S. B.	Paine, J. E.	Arnold	Brittan Elec. Pow. Pl.	Power	131.00	25	17	25	Custer	July	19	1916	....	1460
Muddy Creek	Penn, Chas.	Broken Bow	Penn's Canal	Irrig.	.50	33	17	20	Custer	Aug.	14	1894	215	....
Muddy Creek	Benson, Wm. C.	Litchfield	Litchfield Mills	Power		33	14	16	Sherman					999*
Muddy Creek	Mason City Roller Mill & Lt. Plant	Mason City	Mason City M. & P. Pl.	Power		31	15	17	Custer				1042*	....
Muddy Creek	Lang, Geo. W.	Litchfield	Lang Canal	Irrig.		13	14	17	Custer	Aug.	20	1926	---	1848
Mira Creek	McClellan, M. E.	North Loup	Mira Reservoir	Stor.	1.14	26	18	13	Valley	Mar.	8	1912	---	1182
Mira Reservoir	McClellan, M. E.	North Loup	Mira Res. Canal	Irrig.	1.32	26	18	13	Valley	Oct.	30	1912	---	1239
Mira Creek	Hutchins, W. T.	North Loup	Hutchins Dam	Irrig.	.20	26	18	13	Valley	Apr.	18	1916	---	1453
Oak Creek	Hatt, Hans. N.	Dannebrog	Oak Creek Plant No. 1.	Irrig.	2.28	2	13	11	Howard	Jan.	18	1919	---	1530
Oak Creek	Larson, L. E.	Dannebrog	Dannebrog Res.	Stor.		2	13	11	Howard	Sept.	16	1919	---	1556
Platte River	Fremont Canal and Power Company	Fremont	Fremont Canal	I. & P.	2500.00	30	17	4	Butler	June	21	1895	---	40
Platte River	City of Omaha	Omaha	Fremont-Omaha Canal	Power	2000.00	30	17	4	Butler	Mar.	25	1908	---	894
Sand Creek	Steger, Phillip	Callaway	Troyer's Pump. Plant	Irrig.	.24	10	15	23	Custer	Feb.	21	1916	---	1447
Shell Creek	Schmitt, P.	Columbus	Schmitt's Canal	Irrig.	3.00	19	18	1	Platte	Dec.	17	1894	292a	....
Shell Creek	Schmitt, P.	Columbus	Schmitt's Canal	Power	30.50	19	18	1	Platte	Dec.	17	1894	292b	....
Shell Creek	Gottberg, Max	Columbus	Gottburg's Canal	Irrig.	1.00	24	18	1	Platte	June	6	1895	---	2
Skull Creek	Calamus Irr. District	Harrop	Skull Cr. Canal	Irrig.		31	25	20	Rock	May	25	1926	---	1812*

\* Denotes application not approved.

CLAIMS AND APPLICATIONS BY STREAMS IN DIVISION NO. 2-A—Concluded

Source	Name of Claimant	Post Office	Carrier	Use to which appl'd	Sec. Feet gr'ted	Location of Headgate			Date of Priority			Doc. No.	App. No.	
						S	T	R	County	Month	D			Yr.
Spring Branch	Milldale Farm & Live Stock Imp. Co.	Council Bluffs	Haskill Canal	Irrig.	7.00	31	17	24	Custer	Feb.	27	1914	.....	1357
Spring Creek	Hendryx, H. J.	Monroe	Hendryx Canal	Irrig.	1.33	2	17	3	Platte	June	25	1894	290	.....
Victoria Creek	Daily, Gilligan & Co.	Anselmo	Victoria Irr. Plant.	Irrig.	2.29	1	19	21	Custer	Mar.	17	1894	210	.....
Victoria Creek	Victoria Ditch Ass'n.	Gates	Victoria Canal	Irrig.	4.29	1	19	21	Custer	July	17	1894	213	.....
Victoria Creek	Laughran, T. et al.	New Helena	Laughran & Bell Canal.	Irrig.	4.00	3	19	21	Custer	Sept.	22	1894	217	.....
Victoria Creek	Myers, Perry A.	Anselmo	Myers Canal	Irrig.		1	19	21	Custer	Aug.	5	1926	.....	1843*
Victoria Creek	Victoria Ditch Ass'n.	Broken Bow	Victoria Canal No. 2.	Irrig.		1	19	21	Custer	Aug.	12	1926	.....	1845*
						6	19	20						

\* Denotes application not approved.

CLAIMS AND APPLICATIONS BY STREAMS IN DIVISION NO. 2-B

Source	Name of Claimant	Post Office	Carrier	Use to which appl'd	Sec. Feet gr'ted	Location of Headgate				Date of Priority		Doc. No.	App. No.
						S	T	R	County	Month	D Yr.		
Battle Creek	Scheerger, George	Battle Creek	Battle Creek Mills	Power	10.67	36	24	3	Madison	Nov.	12 1898	....	484
Battle Creek	Scheerger, George	Battle Creek	Battle Creek Mills	Power	20.00	36	24	3	Madison	Apr.	20 1906	....	818
Clear Creek	Lyons Drainage Dist.	Lyons	Main Ditch No. 1	Drain		14	23	8	Burt	Mar.	9 1911	....	1069
Elkhorn River	Norfolk Cereal Flour Mills	Norfolk	Norfolk Cereal & Flour Mill	Power	100.00	23	24	1	Madison	Mar.	1 1870	996	....
Elkhorn River	Skrlda, Jos.	Atkinson	Atkinson Mill	Power	38.50	30	30	14	Holt	Nov.	1 1893	271	....
Elkhorn River	Elkhorn Irr. Co.	O'Neill	Elkhorn Canal	Irrig.	131.43	22	29	13	Holt	Feb.	3 1894	259	....
Elkhorn River	Davis, Jos.	O'Neill	Davis Canal	Irrig.	1.43	31	29	11	Holt	Feb.	8 1894	263	....
Elkhorn River	Carlton, Thos.	O'Neill	Carlton Canal No. 1	Irrig.	1.00	32	29	11	Holt	Feb.	8 1894	261	....
Elkhorn River	Carlton, Thos.	O'Neill	Carlton Canal No. 2	Irrig.	5.00	30	29	11	Holt	Feb.	8 1894	262	....
Elkhorn River	Cain, N. E., et al.	O'Neill	Cain Canal	Irrig.	5.00	32	29	11	Holt	Feb.	20 1895	283	....
Elkhorn River	Ross, Chas. P.	Omaha	Platte River Hydro Elec. Plant	Power	500.00	14	15	10	Douglas	Nov.	24 1909	....	971
Elkhorn River	Neligh, W. T. S.	West Point	West Point Hydro Elec. Plant	Power	400.00	18	22	6	Cuming	Dec.	26 1912	....	1250
Elkhorn River	Sibbersen Bros.	Omaha	Sibbersen Canal	Irrig.	2.50	10	29	14	Holt	Sept.	5 1925	....	1779
Elkhorn R. S. B.	Rothleuter, Albert	Ewing	Flouring Mill	Power	33.00	3	26	9	Holt	Aug.	21 1898	....	464
Middle Creek	Malone, Robert	Lincoln	Malone Ice Plant	Ice	10.00	30	10	6	Lancaster	Dec.	26 1907	....	883
Oak Creek	Eiche, Herman	Lincoln	Eiche Plant	Irrig.	.71	17	10	6	Lancaster	Jan.	4 1899	....	489
Oak Creek	Central Realty and Investment Co.	Lincoln	Capitol Beach Dam	Stor.	50.00	16	10	6	Lancaster	June	5 1918	....	1516
Platte River	Ross, Chas. P.	Omaha	Platte River Hydro Elec. Plant	Power	2500.00	6	14	10	Douglas	Nov.	24 1909	....	970

CLAIMS AND APPLICATIONS BY STREAMS IN DIVISION NO.2-B—Concluded

Source	Name of Claimant	Post Office	Carrier	Use to which appl'd	Sec. Feet gr'ted	Location of Headgate				Date of Priority			Doc. No.	App. No.
						S	T	R	County	Month	D	Yr.		
Platte River	Parmlee & Rawls	Plattsmouth	Plattsmouth Pow. Co.	Power	2000.00	32	13	13	Cass	Sept.	4	1914	.....	1379
Ryan's Lake	Elkhorn River Drainage District	Fremont	Cutoff "H"	Drain			4	17	9 Dodge	Oct.	16	1909	.....	966
Salt Creek	C. B. & Q. R. R. Co.	Lincoln	C. B. & Q. Water Sup.	Irrig.	2.00	2	9	6	Lancaster	Sept.	20	1923	.....	1722
Salt Creek	Rutherford, Frank	Hastings	Rutherford Pump. Plant	Irrig.	9.11	24	11	7	Lancaster	July	1	1925	.....	1766
Salt Creek	Board of Control	Lincoln	Penitentiary Canal	Irrig.		11	9	6	Lancaster	June	15	1926	.....	1817
Springs	Newton Land Co.	Omaha	Spring Branch Canals	Irrig.	.07	13	14	13	Sarpy	June	18	1895	.....	29
Silver Creek	Armour & Co.	So. Omaha	Armour & Co. Res.	Ice	10.00	7	13	9	Saunders	Oct.	18	1897	.....	415
Stevens Creek	Moore, R. E.	Lincoln	Stevens Cr. Canal	Irrig.	1.00	2	10	7	Lancaster	Nov.	19	1913	.....	1335
Union and Taylor Creeks	Bley, Louis G.	Madison	Union Val. Roller Mills	Power		32	22	1	Madison				998*	.....

## CLAIMS AND APPLICATIONS BY STREAMS IN DIVISION NO. 2-C

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Source	Name of Claimant	Post Office	Carrier	Use to which appl'd	Sec. Feet gr'ted	Location of Headgate			Date of Priority			Doc. No.	App. No.	
						S	T	R	County	Month	D			Yr.
Abitz Creek	Fullerton, J. B.	Atkinson	Fullerton Canal No. 2	Irrig.	.36	18	30	13	Holt	Mar.	23	1896	....	278
Antelope Creek	Julian, A. R. et al.	Gordon	Antelope Canal	Irrig.	.36	21	32	40	Cherry	June	29	1905	....	798
Ashburn Creek	Zilmer, W. H.	Valentine	Ashburn Canal	Irrig.	.43	27	34	26	Cherry	June	17	1905	....	676
Bear Creek	Skinner Thomas	Springview	Skinner Canal	Irrig.	.22	15	32	21	Keya Paha	June	20	1888	609	....
Bear Creek	Cedarburg, P.	Springview	Cedarburg Canal	Irrig.	.02	3	32	21	Keya Paha	Oct.	3	1898	....	479
Bear Creek	Belsky, Ed.	Eli	Belsky Hereford Canal	Irrig.	11.78	25	34	36	Cherry	May	3	1922	....	1664
Beeman Creek	Barnard, C. O.	Springview	Barnard Canal	Irrig.	.43	21	32	20	Keya Paha	June	1	1892	603	....
Beeman Creek	Spann, M. F.	Bassett	Beeman Canal	Irrig.	1.00	23	32	20	Keya Paha	May	20	1892	620	....
Beeman Creek	Rickman, A. L.	Springview	Beeman & Rickman Canal	Irrig.	.29	23	32	20	Keya Paha	July	25	1895	613	....
Big Sandy Creek	Johnson, C. A.	Butte	Badger Mill	Power	35.00	12	33	14	Holt	Aug.	28	1902	....	685
Blackbird Creek	Mullen, A. F.	O'Neill	Mullen Canal	Irrig.	1.00	29	31	11	Holt	Aug.	18	1894	267	....
Blue Bird Creek	Murphy, P.	O'Neill	Murphy's Canal	Irrig.	1.00	26	30	11	Holt	Sept.	7	1894	273	....
Boardman Creek	Lee, Jos. S.	Chesterfield	Lee Canal	Irrig.	6.86	6	29	33	Cherry	Apr.	25	1895	973	....
Boardman Creek	Bachelor, J. H.	Valentine	Boardman Canal	Irrig.	28.57	33	30	32	Cherry	Jan.	17	1912	....	1155
Box Butte Creek	Sandoz, Wm.	Marsland	Billy's Canal	Irrig.	.21	29	29	45	Sheridan	Jan.	13	1900	....	533
Brush Creek	Nebr. Townsite Co.	Perry	Brush Cr. Power Co.	Power	15.00	23	33	13	Holt	Sept.	28	1898	....	474
Brush Cr., E. Br.	McCarthy, M. H.	O'Neill	McCarthy Canal No. 1	Irrig.	.50	24	32	14	Holt	July	1	1894	264	....

CLAIMS AND APPLICATIONS BY STREAMS IN DIVISION NO. 2-C—Continued

Source	Name of Claimant	Post Office	Carrier	Use to which appl'd	Sec. Feet gr'ted	Location of Headgate			Date of Priority		Doc. No.	App. No.	
						S	T	R	County	Month			D Yr.
Brush Cr. W. Br.	McCarthy, M. H. et al.	O'Neill	McCarthy Canal No. 2	Irrig.	.63	26	32	14	Holt	Aug.	15 1894	266	.....
Burton Creek	Mutz, Otto	Springview	Burton Cr. Canal	Irrig.	.57	19	34	19	Keya Paha	June	30 1895	608b	.....
Burton Creek	Mutz, Otto	Springview	One Trip Canal	Irrig.	.35	2	33	20	Keya Paha	Sept.	2 1895	.....	142
Canyon	Gilmore, Emery	So. Omaha	Gilmore Canal	Irrig.	14.29	36	30	54	Sioux	July	5 1907	.....	863
Cedar Creek	McNamee, K. M.	Wood Lake	Cedar Creek Canal	Irrig.	.43	4	30	24	Cherry	Sept.	28 1910	.....	1027
Coffee Lk. et al.	Coffey Lake Drainage District	Valentine	Coffey Lake Ditch	Drain			33	39	Cherry	Nov.	22 1923	.....	1729
Cottonwood Cr.	Morrissey, Tim	Dunlap	Morrissey Canal	Irrig.	.71	17	29	48	Dawes	Feb.	16 1895	481	.....
Cottonwood Cr.	Fendrich & Lichte	Dunlap	Fendrich-Lichte Canal	Irrig.	.64	22	29	48	Dawes	May	9 1896	.....	336
Cottonwood Cr.	Lichte, Hugo	Dunlap	Dunlap Canal	Irrig.	.50	22	29	48	Dawes	July	18 1911	.....	1113
Crooked Creek	Mutz, Otto	Springview	Mutz Canal	Power	3.00	19	34	19	Keya Paha	Dec.	31 1889	608a	.....
Crooked Creek	Mutz, Otto	Springview	Mutz Canal	Irrig.	1.00	19	34	19	Keya Paha	June	30 1895	608b	.....
Cross Creek	Hutchinson, W. H.	Norden	Hutchinson Canal	Irrig.	.21	8	33	24	Keya Paha	Sept.	1 1888	615	.....
Cub Creek	Tissue & Patterson	Springview	Tissue-Patterson Canal	Irrig.	.03	16	33	22	Keya Paha	June	30 1894	618	.....
Cub Creek	Josiassin, S.	Meadville	McComber Canal	Irrig.	.10	28	33	22	Keya Paha	Aug.	15 1894	589	.....
Eagle Creek	Bokhof, Wm.	Atkinson	Bokhof Canal	Irrig.	2.86	6	30	13	Holt	Sept.	18 1894	275	.....
Eagle Creek	Robertson, J. A.	Atkinson	Eagle Valley Canal	Irrig.	2.29	1	30	14	Holt	Mar.	15 1895	280	.....
Eagle Cr., S. Br.	Becker, Samuel	Atkinson	Becker Canal	Irrig.	1.14	8	30	13	Holt	Nov.	30 1894	274	.....

## CLAIMS AND APPLICATIONS BY STREAMS IN DIVISION NO. 2-C—Continued

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Source	Name of Claimant	Post Office	Carrier	Use to which appl'd	Sec. Feet gr'ted	Location of Headgate				Date of Priority		Doc. No.	App. No.
						S	T	R	County	Month	D Yr.		
Fairfield Creek	Kuhre, Wm. M.	Johnstown	Kuhres Pond	Irrig.	.14	31	33	23	Brown	Sept.	1 1893	612a	.....
Fairfield Creek	Kuhre, Wm. M.	Johnstown	Kuhre's Canal	Power	25.00	31	33	23	Brown	Apr.	1 1894	612b	.....
Glencove Springs	Bakewell, Geo. C.	Johnstown	Glencove Canal	Irrig.	.86	26	33	24	Brown	Mar.	1 1911	...	1067
Holt Creek	Schoettger, F. J.	Burton	Schoettger Canal	Irrig.	.14	32	35	20	Keya Paha	Feb.	23 1895	595	.....
Holt Creek, S. B.	Akers, J. W.	Springview	Akers Canal	Irrig.	.14	1	34	21	Keya Paha	Aug.	1 1894	611	.....
Horse Head Cr.	Bruce, A.	Norden	Bruce Canal	Irrig.	.17	16	33	24	Keya Paha	Sept.	7 1895	...	149
Horse Shoe Lake et al	Horseshoe Lake Drainage District	Irwin	Horseshoe Ditch	Drain		13	34	40	Cherry	June	27 1916	...	1461
Huggins Creek	Soper, H. K.	Burton	Soper Canal	Irrig.	.14	21	35	20	Keya Paha	Nov.	6 1894	592	.....
Jewett Creek	Jewett, C. P.	Meadville	B. L. Canal	Irrig.	.71	5	32	21	Keya Paha	Oct.	23 1894	590	.....
Keya Paha River	Yocum, J. C.	Butte	Yocum Canal	Irrig.	1.14	23	34	15	Boyd	Sept.	7 1894	573	.....
Keya Paha River	Bruce, Andrew & Son	Naper	Bruce Roller Mills	Power	100.00	24	34	16	Boyd	Oct.	5 1903	...	729
Kibby Creek	Green, Martha J.	Hillside	Green Canal	Irrig.	.01	28	34	16	Boyd	April	1 1904	...	747
Lewis Spring	Lewis, Ralph	Burton	Lewis Canal	Irrig.	.14	29	35	19	Keya Paha	Aug.	30 1895	...	139
Long Pine Creek	Kyner, S. H.	Long Pine	Long Pine Light & Power Plant	Power	48.00	30	30	20	Brown	April	2 1909	...	941
Middle Cr. E. Br.	McGuire, M. W.	Norden	McGuire Canal	Irrig.	.71	32	33	23	Keya Paha	June	1 1884	606	.....

CLAIMS AND APPLICATIONS BY STREAMS IN DIVISION NO. 2-C—Continued

Source	Name of Claimant	Lost Office	Carrier	Use to which appl'd	Sec. Feet gr'ted	Location of Headgate			Date of Priority			Doc. No.	App. No.	
						S	T	R	County	Month	D			Yr.
Middle Cr. E. Br.	Allen, M. W.	Norden	Allen Canal	Irrig.	.50	29	33	23	Keya Paha	June	1	1891	616	.....
Middle Cr. W. Br	Allen, M. W.	Norden	Allen Canal	Irrig.	1.00	29	33	23	Keya Paha	May	2	1904	.....	753
Mile Board Lake	Bd. of County Com.	Valentine	Mile Board Drainage Ditch	Drain			5	34	Cherry	Sept.	17	1924	.....	1750
Minnechadua Cr	Gilman, S. F. Mill Co.	Neligh	Pierce Milling Co.	Power	35.00	30	34	27	Cherry	Sept.	12	1896	.....	359
Minnechadua Cr	City of Valentine.	Valentine	Valentine Power Plant.	Power	40.00	29	34	27	Cherry	Aprif	16	1913	.....	1279
Newman Creek	Newman, Philo	Norden	Newman Canal	Irrig.	.21	17	33	24	Keya Paha	July	1	1888	617	.....
Niobrara River	Richardson, Wiley	Harrison	Lakatoh Canal	Irrig.	7.14	1	30	57	Sioux	Oct.	1	1883	554	.....
Niobrara River	The Coffee Cattle Co.	Chadron	Ernest Canal No. 1.	Irrig.	2.86	9	29	56	Sioux	May	1	1885	514a	.....
Niobrara River	Bruce, A.	Norden	Bruce's Mill	Power	60.00	16	33	24	Keya Paha	April	1	1886	610	.....
Niobrara River	Cook, J. H.	Agate	McGinley-Stover Lower North Canal.	Irrig.	8.21	25	29	56	Sioux	May	1	1887	513a	.....
Niobrara River	Furman, Nellie B.	Marsland	Pioneer Canal	Irrig.	7.14	36	29	51	Dawes	Aug.	1	1887	442a	.....
Niobrara River	Hedgecock, Geo. et al.	Marsland	McLaughlin Canal	Irrig.	7.14	9	28	52	Box Butte	May	1	1888	566	.....
Niobrara River	Cook, J. H.	Agate	McGinley-Stover Lower South Canal.	Irrig.	1.71	25	29	56	Sioux	May	1	1890	513b	.....
Niobrara River	The Coffee Cattle Co.	Chadron	Ernest Canal No. 1.	Irrig.	2.14	9	29	56	Sioux	May	15	1891	514b	.....
Niobrara River	Cook, J. H.	Agate	Cook Canal No. 1 and 2	Irrig.	3.54	1	28	56	Sioux	May	31	1891	980	.....
Niobrara River	Elliott Bros.	Van Tassel, Wyo.	Bigelow & Seymour Canal	Irrig.	2.40	19	31	57	Sioux	June	8	1891	510	.....
Niobrara River	Buffington-Coleman	Crawford	Harris-Neece Canal	Irrig.	8.57	3	28	55	Sioux	July	1	1892	517	.....
Niobrara River	Furman, Nellie B.	Marsland	Pioneer Canal	Power	10.00	31	29	50	Dawes	Aug.	1	1893	442b	.....
Niobrara River	Roll Mill Co.	Marsland	Roll Mill	Power	35.00	5	28	51	Box Butte	Sept.	10	1893	970	.....
Niobrara River	Green, Frank J.	Hemingford	Meridian Canal	Irrig.	.57	25	29	50	Dawes	Jan.	10	1894	459	.....
Niobrara River	Taylor, Geo. L.	Nonpariel	Enterprise Canal	Irrig.	5.71	27	29	50	Dawes	Jan.	27	1894	461	.....

## CLAIMS AND APPLICATIONS BY STREAMS IN DIVISION NO. 2-C— (Continued)

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Source	Name of Claimant	Post Office	Carrier	Use to which appl'd	Sec. Feet gr'ted	Location of Headgate			Date of Priority		Doc. No.	App. No.		
						S	T	R	County	Month			D Yr.	
Niobrara River.....	Armstrong, T. S. ....	Butte .....	Armstrong Canal .....	Power	150.00	9	33	13	Boyd.....	May	14	1898	....	452
Niobrara River.....	Hunter, Jas. A. ....	Alliance .....	Meridian Canal .....	Irrig.	5.14	25	29	50	Dawes.....	Aug.	29	1898	....	469
Niobrara River.....	Bourett, J. F. ....	Harrison .....	Bourett Canal .....	Irrig.	1.00	29	30	56	Sioux.....	March	5	1900	....	542
Niobrara River.....	Bourett, J. S. ....	Harrison .....	J. S. Bourett Canal .....	Irrig.	1.71	19	30	56	Sioux.....	March	17	1900	....	546
Niobrara River.....	Montague, James .....	Dunlap .....	Montague-Lichte Canal.....	Irrig.	.43	27	29	48	Dawes.....	Sept.	27	1900	....	575
Niobrara River.....	Fendrich, B. ....	Dunlap .....	Chladek Canal .....	Irrig.	.30	26	29	48	Dawes.....	March	18	1901	....	607
Niobrara River.....	Fendrich, G. A. ....	Dunlap .....	Fendrich Canal .....	Irrig.	.29	32	29	48	Dawes.....	June	1	1901	....	616
Niobrara River.....	Fendrich, G. A. ....	Dunlap .....	Fendrich Canal .....	Irrig.	.27	32	29	48	Dawes.....	June	1	1901	....	617
Niobrara River.....	Cornell, C. M. ....	Valentine .....	Valentine Pwr. Plant.....	Power	1600.00	27	34	27	Cherry.....	Jan.	29	1902	....	652
Niobrara River.....	Potmesil Bros. ....	Dunlap .....	Potmesil Canal .....	Irrig.	6.00	26	29	48	Dawes.....	May	19	1904	....	757
Niobrara R. & Pepper Cr. ....	Taylor, D. T. ....	Hay Springs .....	Taylor Canal .....	Irrig.	4.57	28	29	47	Dawes.....	Aug.	8	1904	....	766
Niobrara River.....	Kay, John L. ....	Marsland .....	Kay Canal .....	Irrig.	2.00	6	28	53	Dawes.....	May	12	1905	....	791
Niobrara River.....	Kirk, E. L. ....	Sioux City .....	Neb. Power Co. ....	Power	900.00	34	32	7	Knox.....	Sept.	24	1909	....	961
Niobrara River.....	Kirk, E. L. ....	Sioux City .....	Neb. Power Co. ....	Power	700.00	34	32	7	Knox.....	Aug.	9	1910	....	1019
Niobrara River.....	McCormack, Geo. W. ....	Harrison .....	Beiser Canal .....	Irrig.	.75	4	29	56	Sioux.....	Jan.	23	1911	....	1056
Niobrara River.....	McCormack, Geo. W. ....	Harrison .....	Ext. Bourett Canal .....	Irrig.	1.21	33	30	56	Sioux.....	Jan.	23	1911	....	1057
Niobrara River.....	Iodence, W. M. ....	Dunlap .....	Lichte Canal .....	Irrig.	3.00	27	29	48	Dawes.....	April	7	1911	....	1086
Niobrara River.....	Dierex, Camille .....	Rushville .....	Camille Canal .....	Irrig.	1.53	19	30	43	Sheridan.....	April	10	1911	....	1087
Niobrara River.....	Montague, James .....	Dunlap .....	Lichte Canal .....	Irrig.	.71	27	29	48	Dawes.....	April	19	1911	....	1088
Niobrara River.....	Hopkins, Thomas L. ....	Hemingford .....	Potmesil Bros. Canal.....	Irrig.	.28	25	29	48	Sioux.....	Jan.	2	1912	....	1152
Niobrara River.....	Bourett, John .....	Harrison .....	J. Bourett Ext. No. 1 .....	Irrig.	.11	29	30	56	Sioux.....	March	25	1912	....	1188
Niobrara River.....	Wells, Harry E. ....	Butte .....	Wells Pumping Sys.....	Irrig.	1.64	32	32	40	Sheridan.....	May	2	1912	....	1193
Niobrara River.....	Bourett, John .....	Harrison .....	J. Bourett Ext. No. 2 .....	Irrig.	.21	32	30	56	Sioux.....	July	19	1912	....	1209
Niobrara River.....	Davidson, F. B. & C. T. ....	Hemingford .....	Mettlen Canal .....	Irrig.	5.00	4	28	54	Sioux.....	Dec.	18	1912	....	1248
Niobrara River.....	Davidson, F. B. & C. T. ....	Hemingford .....	Bennett Canal .....	Irrig.	4.00	1	28	54	Sioux.....	Dec.	18	1912	....	1249
Niobrara River.....	Fox, Jim .....	Marsland .....	Geo. Hitshew's Canal.....	Irrig.	6.00	6	28	52	Box Butte.....	Feb.	17	1913	....	1260

NOTE: Appropriations starting with Application No. 452 and including Application No. 1260 which appear on this page should be inserted between Application No. 448 and Application No. 1362 which appear on page 339.

## CLAIMS AND APPLICATIONS BY STREAMS IN DIVISION NO. 2-C—Continued

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Source	Name of Claimant	Post Office	Carrier	Use to which appl'd	Sec. Feet gr'ted	Location of Headgate				Date of Priority		Doc. No.	App. No.	
						S	T	R	County	Month	D Yr.			
Niobrara River	Furman, H. G.	Marsland	Furman Canal	Irrig.	3.64	29	29	50	Dawes	Feb.	2	1894	462	
Niobrara River	Warneke, Henry	Harrison	Johnson Canal	Irrig.	2.86	36	31	57	Sioux	May	1	1894	511	
Niobrara River	McMannis, J. T., et al.	Hemingford	McMannis-Neeland Canal	Irrig.	.86	29	29	49	Dawes	June	15	1894	463	
Niobrara River	McCully, S. J.	Carns	McCully Canal	Irrig.	8.57	25	32	20	Keya Paha	Aug.	7	1894	583	
Niobrara River	Fienken, Chas.	Dustin	Fienken Canal	Irrig.	1.00	12	33	16	Boyd	Oct.	1	1894	575	
Niobrara River	Wilson, J. A.	Springview	Wilson Canal	Irrig.	5.71	18	32	21	Keya Paha	Oct.	18	1894	591	
Niobrara River	Iodence, W. M.	Dunlap	Lichte Canal	Irrig.	1.43	27	29	48	Dawes	Jan.	24	1895	479	
Niobrara River	Warneke, H.	Harrison	Warneke's Canal	Irrig.	1.57	27	31	57	Sioux	Feb.	13	1895	505	
Niobrara River	Cook, J. H.	Agate	McGinley-Stover Upper Canal	Irrig.	2.36	23	29	56	Sioux	Feb.	25	1895	521	
Niobrara River	Harris, Octave	Marsland	LaBelle Canal	Irrig.	2.00	6	28	54	Sioux	Mar.	12	1895	518	
Niobrara River	Furman, H. G.	Marsland	Snow Canal	Irrig.	2.86	35	29	51	Dawes	Mar.	26	1895	485	
Niobrara River	Hughes, Mary F.	Marsland	Excelsior Canal	Irrig.	2.86	10	28	52	Box Butte	May	15	1895	568	
Niobrara River	Hughes, Est. of Jno.	Marsland	Hughes Canal	Irrig.		1	28	52	Box Butte				987*	
Niobrara River	Mann, John E.	Harrison	Bourett Canal	Irrig.	2.00	33	30	56	Sioux	June	8	1895		4
Niobrara River	Bourett, John S.	Harrison	Bourett So. Canal	Irrig.	1.43	29	30	56	Sioux	June	10	1895		5
Niobrara River	Hughes, Est. of Jno.	Marsland	Hughes Canal	Irrig.	1.00	1	28	52	Box Butte	June	26	1895		53
Niobrara River	Harris, Octave	Marsland	LaBelle Canal	Irrig.	3.14	6	28	54	Sioux	July	3	1895		60
Niobrara River	Bond-Tissot	Peters	Usher Canal	Irrig.	1.16	19	29	46	Sheridan	July	17	1895		82
Niobrara River	Neece, Robert	Marsland	Moore Canal	Irrig.	5.71	9	28	53	Sioux	July	22	1895		88
Niobrara River	Peters, H. A., et al.	Hay Springs	Hay Springs Canal	Irrig.	14.29	29	29	47	Dawes	Sept.	27	1895		173
Niobrara River	Sandoz, George	Marsland	Mettlen Canal	Irrig.	10.00	4	28	54	Sioux	April	27	1896		292
Niobrara River	Neeland, Sarah J.	Hemingford	McManus-Neeland Canal	Irrig.	1.93	29	29	49	Dawes	April	9	1898		448
Niobrara River	Coffee Cattle Co.	Chadron	Coffee Canal No. 3	Irrig.	2.50	15	29	56	Sioux	Mar.	24	1914		1362
Niobrara River	U. S. Forrest Reserve	Nenzel	Morton Nursery Canal	Irrig.	.50	30	33	32	Cherry	June	15	1907		1488
Niobrara River	Davison, Fred B.	Marsland	Davison Canal	Irrig.	.21	12	28	54	Sioux	April	27	1922		1662

CLAIMS AND APPLICATIONS BY STREAMS IN DIVISION NO. 2-C—Continued

Source	Name of Claimant	Post Office	Carrier	Use to which appl'd	Sec. Feet gr'ted	Location of Headgate				Date of Priority			Doc. No.	App. No.
						S	T	R	County	Month	D	Yr.		
Niobrara River	Northern Nebraska Power Co.	Spencer	Northern Nebraska Power Plant No. 1	Power	1450.00	30	33	11	Boyd	Oct.	30	1923	....	1725
Niobrara River	Northern Nebraska Power Company	Spencer	Northern Nebraska Power Plant No. 1	Rs. Dam	A. 1725	30	33	11	Boyd	Aug.	20	1925	....	1777
Niobrara River	Northern Nebraska Power Company	Spencer	Lynch Hydro Elec. Pl.	Power	440.00	5	32	10	Boyd	June	8	1926	....	1815
Pine Creek	Clocless, Henry	Clocless	Pine Creek Mills	Power	32.00	33	30	44	Sheridan	June	5	1893	415	....
Plum Creek	Plum Creek Irr. Co.	Johnstown	Johnstown Canal	Irrig.	26.00	4	29	24	Brown	Dec.	18	1894	405	....
Plum Creek	Wilbert, R.	Ainsworth	Wilber Canal	Irrig.	.43	35	32	23	Brown	May	5	1896	....	329
Plum Creek	Ainsworth L. & P. Co.	Ainsworth	Plum Creek Plant	Power	150.00	29	32	22	Brown	May	15	1909	....	947
Rickman Creek	Byington, Lola	Riverview	Byington Canal	Irrig.	1.00	22	32	20	Keya Paha	May	19	1891	582	....
Rock Creek	Eastlick, B. J.	Carns	Necessity Canal	Irrig.	.35	29	32	18	Rock	Jan.	17	1895	395	....
Rock Creek	Wile, H.	Mariaville	Wile's Canal	Irrig.	.86	9	31	18	Rock	Apr.	3	1895	397	....
Rock Creek	Duggar Bros.	Bassett	Dugger Canal	Irrig.	4.57	33	32	18	Rock	Apr.	24	1919	....	1539
Rock Springs Cr.	Van Koten, J.	Springview	Van Koten Canal	Irrig.	.07	25	33	22	Keya Paha	Jan.	1	1885	619	....
Rock Springs Cr.	Moore, W. S.	Meadville	Moore's Canal	Irrig.	1.43	12	32	22	Keya Paha	June	30	1887	593	....
Shobe Branch	Lamb, A. J.	Spencer	Lamb's Canal	Irrig.	.14	30	33	11	Holt	July	6	1896	....	322
Snake River	Jackson, W. S.	Valentine	Snake Hydro Elec. Co.	Power	180.00	9	31	30	Cherry	Feb.	16	1914	....	1352
Snider Creek	Pickler, W. S.	Springview	Old Canal	Irrig.	.01	31	33	19	Keya Paha	May	1	1894	607	....

CLAIMS AND APPLICATIONS BY STREAMS IN DIVISION NO. 2-C—Concluded

Source	Name of Claimant	Post Office	Carrier	Use to which appl'd	Sec. Feet gr'ted	Location of Headgate				Date of Priority		Doc. No.	App. No.
						S	T	R	County	Month	D Yr.		
Spring Creek	Kuskie, A. K.	Sparks	Garden Canal	Irrig.	.86	27	34	25	Cherry	Mar.	30 1900	....	555
Stream, no name	Grant, C. G.	Long Pine	Grant Canal	Irrig.	.14	4	31	20	Rock	Jan.	1 1895	400	.....
Stream, no name	Conger, C. K.	Norden	Conger Canal	Irrig.	.11	5	33	24	Keya Paha	Sept.	16 1895	....	158
Turkey Creek	La Rue, Chas.	Norden	Turkey Creek Canal	Irrig.	.43	35	33	23	Keya Paha	Feb.	9 1900	....	539
Turkey Creek	La Rue, Chas.	Norden	Turkey Cr. Canal No. 2.	Irrig.	2.00	35	33	23	Keya Paha	May	11 1904	....	754
Verdigris Creek	Hanson, J. W.	Emmetburg, Ia.	Drayton Canal	Irrig.	2.86	8	28	8	Antelope	Aug.	11 1894	248	.....
Wyman Creek	McCully, R. A.	Carns	McCully Canal	Irrig.	.80	19	32	19	Keya Paha	June	10 1891	604	.....
Wyman Creek	Horton, L.	Carns	Horton Canal	Irrig.	.14	17	32	19	Keya Paha	June	5 1894	587	.....
Young Creek	Lamb, A. J.	Spencer	Harvey-Lamb Canal	Irrig.	.21	32	33	11	Holt	June	13 1896	....	311

CLAIMS AND APPLICATIONS BY STREAMS IN DIVISION NO. 2-D

Source	Name of Claimant	Post Office	Carrier	Use to which appl'd	Sec. Feet gr'ted	Location of Headgate			Date of Priority			Doc. No.	App. No.	
						S	T	R	County	Month	D			Yr.
Ash Creek	Compton, W. L.	Whitney	Compton	Irrig.	.03	12	32	51	Dawes	July	15	1893	455	
Ash Creek	Connell, W. D.	Whitney	Connell Canal	Irrig.	.63	6	32	50	Dawes	June	17	1888		459
Ash Creek	Cripps, Fred W.	Whitney	Cripps Canal No. 2	Irrig.	1.00	13	32	51	Dawes	Jan.	10	1899		491
Ash Creek	Cripps, Fred W.	Whitney	Cripps Canal	Irrig.	1.14	13	32	51	Dawes	Dec.	26	1903		735
Ash Creek	Howard, W. C.	Whitney	Cripps Canal	Irrig.	.57	13	32	51	Dawes	Aug.	27	1906		835
Ash Cr., E. Br.	Tómlin, H. B.	Whitney	Ox Yoke Canal	Irrig.	2.86	31	32	50	Dawes	May	31	1880	447	
Ash Cr., E. Br.	Aird, Ada L.	Crawford	Barron Canal	Irrig.	1.14	32	32	50	Dawes	July	1	1888	438	
Ash Cr., E. Br.	Ivins, Orville R.	Crawford	Sheldon Canal	Irrig.	1.43	30	32	50	Dawes	Jan.	26	1899		493
Ash Cr., E. Br.	Vetter, Andrew	Crawford	Todd Canal	Irrig.	.38	5	31	50	Dawes	Sept.	12	1899		520
Ash Cr., E. Br.	Stumph, Nellie	Whitney	Stumph Canal	Irrig.		31	32	50	Dawes				1023½*	
Ash Cr., W. Br.	Wall, C. W.	Whitney	W. Ash Creek Canal	Irrig.	1.62	36	32	51	Dawes	July	4	1893	452	
Ash Cr., W. Br.	Vetter, Andrew	Crawford	Mace Canal	Irrig.	1.00	2	31	51	Dawes	July	31	1884	428	
Ash Cr., W. Br.	Ivins, Orville R.	Crawford	Woodward Canal	Irrig.	.14	25	32	51	Dawes	Feb.	3	1898		434
Ash Cr., W. Br.	Broadhurst, Nathan	Crawford	Broadhurst Res.	Stor.	5.00	35	32	51	Dawes	Nov.	17	1913		1333
Beaver Creek	Braddock, William	Chadron	Braddock Canal	Irrig.	.36	18	34	46	Sheridan	April	15	1895	423	
Beaver Creek	Braddock, J. F.	Chadron	J. F. Braddock Canal	Irrig.	.04	1	34	47	Dawes	April	15	1895	974	
Beaver Creek	Braddock, William	Chadron	Wm. Lockler Canal	Irrig.		34	35	47	Dawes				1017*	
Beaver Creek	Braddock, J. F.	Chadron	J. F. Braddock Canal	Irrig.	.63	1	34	47	Dawes	Nov.	24	1897		463
Beaver Creek	U. R. Land & Cat. Co.	Chadron	Cilek Canal	Irrig.	.36	4	33	46	Sheridan	June	19	1899		513
Beaver Creek	Cavins, J. A.	Chadron	Rickman Canal	Irrig.	1.00	9	33	46	Sheridan	July	2	1902		681
Bordeaux Cr.	Locket, T. E.	Chadron	Locket Canal	Irrig.	.07	11	32	48	Dawes	June	30	1886	494	
Bordeaux Cr.	Naylor, W. W.	Chadron	Richards Canal	Irrig.	.14	36	33	48	Dawes	Sept.	10	1890	430	
Bordeaux Cr.	Bryant, S. A.	Chadron	Bryant's Canal	Irrig.	.29	14	33	48	Dawes	Feb.	3	1891	434	
Bordeaux Cr.	Hall, O. W.	Chadron	Halls Canal	Irrig.	.07	15	33	48	Dawes	Mar.	1	1891	437	

CLAIMS AND APPLICATIONS BY STREAMS IN DIVISION NO.2-D—Continued

Source	Name of Claimant	Post Office	Carrier	Use to which appl'd	Sec. Feet gr'ted	Location of Headgate				Date of Priority			Doc. No.	App. No.
						S	T	R	County	Month	D	Yr.		
Bordeaux Cr.	Naylor, W. W.	Chadron	Richards Canal	Irrig.	.36	36	33	48	Dawes	Sept.	7	1892	446	.....
Bordeaux Cr.	Naylor, Charles	Chadron	Mann's Canal	Irrig.	.23	25	33	48	Dawes	Dec.	31	1892	975	.....
Bordeaux Cr.	Adams, S. L.	Chadron	Adam's Canal	Irrig.	.14	2	32	48	Dawes	Mar.	5	1893	450	.....
Bordeaux Cr.	County of Dawes	Chadron	County Canal	Irrig.	.14	23	33	48	Dawes	July	31	1893	983	.....
Bordeaux Cr.	Kebbard, K. M.	Chadron	Bacon Canal	Irrig.	.21	21	34	48	Dawes	July	1	1894	445	.....
Bordeaux Cr.	Morrissey, M.	Chadron	Morrissey Canal	Irrig.	.08	15	33	48	Dawes	Aug.	25	1894	491	.....
Bordeaux Cr.	O'Donnell, John	Chadron	O'Donnell Canal	Irrig.	.14	9	34	48	Dawes	Jan.	17	1898	.....	432
Bordeaux Cr.	Nelson, P. B.	Chadron	Nelson Canal	Irrig.	.36	14	33	48	Dawes	Oct.	19	1898	.....	478
Bordeaux Cr.	Nelson, P. B.	Chadron	Nelson Canal	Irrig.	.14	14	33	48	Dawes	Jan.	28	1899	.....	494
Bordeaux Cr.	Naylor, Chas.	Chadron	Burn's Canal	Irrig.	4.00	36	33	48	Dawes	Nov.	5	1900	.....	584
Bordeaux Cr.	Martens, Wm	Chadron	Martens' Canal	Irrig.	.57	28	34	48	Dawes	Sept.	22	1902	.....	690
Bordeaux Cr.	Martens, Wm	Chadron	Marten's Canal	Irrig.	1.14	21	34	48	Dawes	Jan.	14	1907	.....	848
Bordeaux Cr.	Naylor, W. W.	Chadron	Naylor Canal	Irrig.	.42	36	33	48	Dawes	July	22	1918	.....	1519
Bordeaux Cr.	Thomas Bros.	Chadron	Thomas Canal	Irrig.	2.13	34	34	48	Dawes	Sept.	12	1924	.....	1748
Bordeaux, Lit.	Schmidt, Elwin	Chadron	Hartzell Canal	Irrig.	.57	13	33	48	Dawes	June	1	1893	448	.....
Bordeaux, Lit.	Butler, J. A.	Chadron	Butler Canal	Irrig.	.11	33	33	47	Dawes	June	1	1894	443	.....
Bordeaux, Lit.	Frady, C. H.	Chadron	Frady Canal	Irrig.		30	33	47	Dawes				1009*	.....
Bordeaux, Lit.	Collin, Jacob	Chadron	Collin's Res.	Irrig.	.31	14	32	48	Dawes	Feb.	27	1905	.....	780
Bordeaux, Lit.	Good, J. W.	Chadron	Good Canal	Irrig.	7.00	29	33	47	Dawes	Mar.	6	1905	.....	783
Bull Creek	Johnson, W. S.	Glen	Johnson Canal No. 1	Irrig.	.29	7	30	53	Sioux	Mar.	13	1895	519	.....
Butte Cr. Trunk	Chaulk, John J.	Chadron	Chaulk Canal	Irrig.	3.00	25	33	50	Dawes	Mar.	13	1915	.....	1406
Cedar Canyon	Pelren, J. E.	Crawford	Cedar Canyon Canal	Irrig.	.43	16	33	53	Sioux	Mar.	1	1897	.....	380
Chadron Cr.	City of Chadron	Chadron	Chadron Water Wks.	W. S.	1.00	18	32	48	Dawes	Dec.	31	1888	1022	.....

CLAIMS AND APPLICATIONS BY STREAMS IN DIVISION NO.2-D—Continued

Source	Name of Claimant	Post Office	Carrier	Use to which appl'd	Sec. Feet gr'ted	Location of Headgate			Date of Priority		Doc. No.	App. No.	
						S	T	R	County	Month			D Yr.
Chadron Cr. -----	Gorr, James.....	Chadron -----	Gallup's Canal .....	Irrig.	.08	15	33	49	Dawes.....	Dec.	20 1890	426	.....
Chadron Cr. -----	Wilson, H. M.....	Chadron -----	Tug Wilson Canal .....	Irrig.	.20	12	32	40	Dawes.....	July	13 1893	453	.....
Chadron Cr. -----	City of Chadron.....	Chadron -----	Water Works Ext. ....	Stor.	4.50	18	32	48	Dawes.....	Apr.	8 1920	.....	1583
Charcoal Cr. -----	Weber, M. J.....	Glen -----	Klein Canal .....	Irrig.	.11	33	31	53	Sioux.....	Aug.	1 1882	982	.....
Cottonwood Cr. -	Rasmussen, J.J. & C.M.	Crawford .....	Rasmussen Canal .....	Irrig.	2.29	10	33	52	Dawes.....	Mar.	8 1898	.....	444
Cottonwood Cr. -	Rasmussen, J.J. & C.M.	Crawford .....	Rasmussen Canal .....	Irrig.	18.00	10	33	52	Dawes.....	Dec.	26 1899	.....	528
Cottonwood Cr.													
Ravine, trib to Cottonwood, Little -----	Carlson, A. A.....	Crawford -----	Carlson Canal .....	Irrig.	.71	21	33	52	Dawes.....	Sept.	20 1897	.....	409
Cottonwood, Little -----	Golden, T. F.....	Crawford -----	Thos. Stuart Canal.....	Irrig.	.36	8	32	52	Dawes.....	Dec.	21 1890	425	.....
Cottonwood, Little -----	Price, J. A. B. and Golden, T. F.....	Crawford -----	Stuart Bros. Canal.....	Irrig.	2.86	18	32	52	Dawes.....	June	10 1895	.....	8
Cottonwood, Little -----	Kusel, Wm. T.....	Chadron -----	Kusel Canal .....	Irrig.	1.14	9	32	51	Dawes.....	Oct.	16 1895	.....	183
Cottonwood, Little -----	Simons, Rayner.....	Crawford -----	Simons Canal .....	Irrig.	1.14	9	32	51	Dawes.....	Sept.	12 1899	.....	521
Cottonwood, Little -----	Kusel, William T.....	Chadron -----	Kusel Canal No. 2.....	Irrig.	.43	8	32	51	Dawes.....	May	19 1900	.....	560
Cottonwood, Little -----	Dunn, J. G.....	Crawford -----	Dunn's Canal .....	Irrig.	1.43	9	32	52	Dawes.....	Jan.	14 1902	.....	649
Cottonwood, Little -----	Erickson, John R.....	Crawford -----	Stuart-Maple Canal .....	Irrig.	.29	3	32	52	Dawes.....	Mar.	10 1902	.....	656
Cottonwood, Little -----	Kusel, William T.....	Chadron -----	Kusel-Spean Canal .....	Irrig.	.71	8	32	51	Dawes.....	June	30 1902	.....	677



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Source	Name of Claimant	Post Office	Carrier	Use to which appl'd	Sec. Feet gr'ted	Location of Headgate				Date of Priority		Doc. No.	App. No.
						S	T	R	County	Month	D Yr.		
Dry Draw, (Res. A. 1475)	Heath, W. E.	Crawford	Heath Canal	Irrig.	.74	12	32	53	Sioux	July	25 1921	....	1612
Dry Canon	Betson, Wm. A.	Crawford	Betson Canal	Irrig.	1.00	33	32	51	Dawes	Mar.	22 1917	....	1481
Dry Run	Campbell, F. J.	Chadron	Campbell Canal	Irrig.	1.00	35	34	49	Dawes	Nov.	9 1908	....	919
Dry Run	Guse, Wm.	Crawford	Wm. Guse Res.	Stor.	20.00	35	34	52	Dawes	Jan.	13 1914	....	1345
Dry Run	Harrison & Weston	Whitney	Harsh-Weston Canal	Irrig.	3.00	31	34	51	Dawes	Mar.	11 1914	....	1361
English Creek	McDowell, E. C.	Crawford	McDowell Stor. System	Irrig.	.87	12	31	52	Dawes	Oct.	24 1904	....	772
Flood Waters	Lenehan, Delia	Crawford	Lenehan Reservoir	Stor.	4.00	25	34	52	Dawes	Apr.	16 1913	....	1278
Flood Waters	Arner, Jessie B.	Crawford	Arner Canal	Irrig.	.14	27	33	53	Sioux	May	6 1913	....	1289
Hooker Creek	Bauerbach, Lena	Crawford	Bauerbach Canal	Irrig.	1.00	7	31	51	Dawes	Dec.	31 1889	492	....
Hooker Creek	Hansen, Svend A.	Aurora	Alcorn Canal	Irrig.	1.21	31	32	51	Dawes	Nov.	17 1905	....	803
Hooker Creek	Souther, Mable G.	Lincoln	Souther Lake	F. & I.	1.42	30	32	51	Dawes	Sept.	24 1908	....	915
Indian Creek	Renfro, Oscar S.	Chadron	Seegrist Canal	Irrig.	.03	3	31	50	Dawes	Nov.	1 1893	489	....
Indian Creek	Boyer, F.	Whitney	Boyer Canal	Irrig.	.86	28	32	50	Dawes	Apr.	30 1900	....	559
Indian Creek (Res. A. 1822)	Renfro, Oscar S.	Chadron	Seegrist Extension	Irrig.	.86	3	31	50	Dawes	Nov.	29 1919	....	1569
Indian Creek	Norman, Harry	Whitney	Norman Canal	Irrig.	1.92	16	32	50	Dawes	Aug.	3 1921	....	1614
Indian Creek	Norman, Harry	Whitney	Elmer Canal	Irrig.	.77	16	32	50	Dawes	Jan.	17 1923	....	1704
Indian Creek	Renfro, Oscar S.	Chadron	Renfro Reservoir	Stor.	60.00	3	31	50	Dawes	June	21 1926	....	1822
Indian Creek (Res. A. 1822)	Renfro, Oscar S.	Chadron	Seegrist Ext. No. 2	Irrig.	Ac. Ft.	3	31	50	Dawes	June	21 1926	....	1823

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Source	Name of Claimant	Post Office	Carrier	Use to which appl'd	Sec. Feet gr'ted	Location of Headgate				Date of Priority		Doc. No.	App. No.	
						S	T	R	County	Month	D Yr.			
Indian Creek, Trib. to	Kaiser, Omar A.	Whitney	Kaiser Canal	Irrig.	.57	28	32	50	Dawes	Feb.	15	1900	....	540
Indian Creek, Trib. to	Honnold Bros.	Whitney	Honnold-Wilson Canal	Irrig.	.07	3	31	50	Dawes	May	25	1912	....	1199
Kane Creek	McConnell, J. S.	Whitney	McConnell Res.	Irrig.	4.29	29	34	50	Dawes	Jan.	14	1909	....	931
Kyle Creek	Sturgeon, Ralph	Crawford	Kyle Creek Canal	Irrig.	.57	3	30	54	Sioux	June	30	1882	522	.....
Lone Tree, So. Fork	Thomas, J. C.	Whitney	Thomas Canal	Irrig.	1.00	28	34	51	Dawes	Apr.	29	1905	....	789
Lone Tree Cr.	Sides, Frank	Whitney	Sides Reservoir	Stor.	3.00	13	34	52	Dawes	Nov.	25	1914	....	1392
Madden Creek	Flannigan, T. F.	Chadron	Dams	Irrig.	.57	26	35	49	Dawes	July	11	1904	....	763
Madden Creek	Flannigan, O. R.	Chadron	Trier Canal	Irrig.	1.21	6	34	48	Dawes	Aug.	1	1906	....	830
Madden Creek and No. Creek.	Flannigan, O. R.	Chadron	Dams	Irrig.	.57	31	35	48	Dawes	Oct.	17	1904	....	771
Rush Creek	Braddock, H. T.	Chadron	Braddock Canal	Irrig.	3.00	10	34	49	Dawes	May	4	1903	....	706
Rush Creek	Braddock, H. T.	Chadron	Braddock Extension	Irrig.	1.57	11	34	49	Dawes	May	31	1906	....	825
Sand Cr. Trib. to Cottonwood.	Everson, Jas. T. and Arner, Lloyd C.	Crawford	Bendix Canal	Irrig.	.57	35	33	53	Sioux	Nov.	19	1895	....	189
Sand Cr. Trib. to Cottonwood.	Jordan, M. D.	Orella	Jordan Canal	Irrig.	.50	31	33	53	Sioux	Apr.	2	1900	....	551
Sand Cr. Trib. to Cottonwood.	Carlson & Rasmussen	Crawford	C. & R. Sand Cr. Canal.	Irrig.	30.00	32	33	52	Dawes	Apr.	12	1904	....	767

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Source	Name of Claimant	Post Office	Carrier	Use to which appl'd	Sec. Feet gr'ted	Location of Headgate			Date of Priority		Doc. No.	App. No.	
						S	T	R	County	Month			Day
Sand Cr. Trib. to Cottonwood.	Arner, J. H.	Crawford	Arner Canal	Irrig.	2.57	26	33	53	Sioux	Jan.	12	1905	779
Sand Cr. Trib. to Cottonwood.	Rasmussen, K.	Crawford	Rasmussen Canal	Irrig.	17.00	3	32	52	Dawes	Jan.	8	1906	811
Sand Cr. Trib. to Cottonwood.	Dunn, John T.	Crawford	Syndicate Canal	Irrig.	27.42	32	33	52	Dawes	Apr.	2	1912	1190
Sand Cr. Trib. to Cottonwood.	Everson, Jas. T. & Arner, Lloyd C.	Crawford	Bendix Extension	Irrig.	.83	35	33	53	Sioux	May	27	1922	1669
Saw Log, East.	Stewart, H. E.	Crawford	Little Saw Log Canal	Irrig.	.71	12	30	52	Dawes	Jan.	23	1907	849
Saw Log, East.	Stephenson, Chas.	Crawford	Stephenson Canal	Irrig.	1.14	25	31	52	Dawes	Mar.	5	1907	852
Saw Log, East.	Baker, A. D.	Crawford	Baker Canals	Irrig.	.29	5	30	51	Dawes	Jan.	3	1908	884
Saw Log, East.	Porter, J. E. & Masters, C. E.	Crawford	Van Treek Canal	Irrig.	.37	4	30	51	Dawes	May	8	1911	1098
Saxson Draw	Harris, C. S.	Crawford	Harris Reservoir	Stor.	10.00	32	33	52	Dawes	Sept.	29	1922	1689
Sheridan Cr.	Getchell, G. C.	Pine Ridge	Getchell Canal	Irrig.	.07	27	34	45	Sheridan	Aug.	1	1894	418
Soldier Creek	Rodgers, J. J.	Crawford	Rodgers Canal	Irrig.	.14	5	31	53	Sioux	Apr.	30	1883	546
Sp. Br., Trib to White Riv.	Tucker, J. S.	Glen	Tucker Canal	Irrig.	.17	34	31	54	Sioux	June	1	1883	557
Spring Creek	Swinbank, Sam, et al.	Crawford	Mozeter Canal	Irrig.	1.14	13	32	52	Dawes	May	3	1888	1014
Spring Creek	Forbes, J. B.	Crawford	Forbes Canal No. 1.	Irrig.	.57	20	32	52	Dawes	Apr.	28	1902	663
Spring Creek	Swinbank, Samuel	Crawford	Swinbank Reservoir	Stor.	2.00	13	32	52	Dawes	Mar.	3	1914	1358

CLAIMS AND APPLICATIONS BY STREAMS IN DIVISION NO.2-D—Continued

Source	Name of Claimant	Post Office	Carrier	Use to which appl'd	Sec. Feet gr'ted	Location of Headgate				Date of Priority			Doc. No.	App. No.
						S	T	R	County	Month	D	Yr.		
Sp. Cr., Trib to Lit. Cottonw'd..	Goff, T. L.....	Chadron .....	Goff Canal .....	Irrig.	14	30	32	49	Dawes.....	Apr.	2	1891	441	.....
Sp. Cr., Trib to Lit. Cottonw'd..	Pinney, B. G.....	Crawford .....	Squaw Creek Canal .....	Irrig.	.86	13	32	52	Dawes.....	May	10	1894	466	.....
Sp. Cr., Trib to Lit. Cottonw'd..	Lawrence, Thos. E.....	Crawford .....	Spring Cr. Canal No. 1.	Irrig.	2.00	7	32	51	Dawes.....	Dec.	1	1894	473	.....
Sp. Cr., Trib to Dead Horse Cr.	Lawrence, Thos. E.....	Crawford .....	Spring Cr. Canal No. 1.	Irrig.	5.00	13	32	52	Dawes.....	Apr.	7	1905	.....	788
Squaw Creek .....	Buffington, Clyde.....	Crawford .....	Cooper Canal .....	Irrig.	2.29	36	32	52	Dawes.....	May	8	1896	.....	333
Squaw Creek .....	McDowell, E. C.....	Crawford .....	Squaw Creek Canal.....	Stor.	3.00	12	31	52	Dawes.....	Oct.	3	1911	.....	1132
Squaw Creek (Res. A. 1132)...	McDowell, E. C.....	Crawford .....	Squaw Creek Canal.....	Irrig.		12	13	52	Dawes.....	Jan.	4	1922	.....	1631*
Trunk Butte Cr.	Smock, M.....	Whitney .....	Smock's Canal .....	Irrig.	.07	26	32	50	Dawes.....	June	28	1895	465	.....
White Clay Cr....	Tandy, A. M.....	Crawford .....	McFarland Canal .....	Irrig.	1.64	35	32	52	Dawes.....	May	18	1891	960	.....
White Clay Cr....	Moss, J. H.....	Crawford .....	Hazelton Canal .....	Irrig.	1.14	13	31	52	Dawes.....	May	15	1894	475	.....
White Clay Cr....	White River Irr. Co.....	Crawford .....	White River Canal.....	Irrig.	8.71	35	32	52	Dawes.....	Dec.	31	1894	477	.....
White Clay Cr....	Buffington, Clyde.....	Crawford .....	Cooper Canal .....	Irrig.	3.71	2	31	52	Dawes.....	June	22	1895	.....	42
White Clay Cr....	Brockway, Maggie.....	Red Oak, Ia. ....	Brockway Canal .....	Irrig.	.71	36	31	52	Dawes.....	Feb.	27	1896	.....	256
White Clay Cr....	Pine Ridge Agency.....	Pine Ridge, S. D.	Pine Ridge Canal.....	Irrig.			35	45	Sheridan.....				.....	419*
White Clay Cr....	Hunt, Joe E.....	Crawford .....	Rinicker Canal .....	Irrig.	.57	11	31	52	Dawes.....	June	8	1901	.....	618
White Clay Cr....	Moss, J. H.....	Crawford .....	Hutzel Canal .....	Irrig.	.57	13	31	52	Dawes.....	Apr.	30	1903	.....	704
White Clay Cr....	Townsend, Chas.....	White Clay .....	Townsend Canal .....	Irrig.	.80	25	25	35	Sheridan.....	Jan.	21	1911	.....	1054
White Clay Cr....	Brooks, J. N.....	Rushville .....	Brook's Canal .....	Irrig.	.42	36	35	45	Sheridan.....	Aug.	2	1911	.....	1120
White Clay Cr....	Hunt, Joe E.....	Crawford .....	Handschu'el Lake .....	Stor.	1.30	11	31	52	Dawes.....	Dec.	17	1915	.....	1441

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Source	Name of Claimant	Post Office	Carrier	Use to which appl'd	Sec. Feet gr'ted	Location of Headgate				Date of Priority			Doc. No.	App. No.
						S	T	R	County	Month	D	Yr.		
White Clay Cr. East Branch Wh. Clay and Squaw Creek	Stewart, H. E.	Crawford	Little Saw Log	Irrig.	.71	12	30	52	Dawes	Jan.	23	1907	....	849
White River	White River Irr. Co.	Crawford	White River Canal	Irrig.	8.00	36	32	52	Dawes	Mar.	3	1902	....	655
White River	Jacobson, M.	Glen	Jacobson Canal	Irrig.	.14	32	31	53	Sioux	Oct.	1	1882	561	....
White River	Hall, LeRoy	Crawford	Hall's Mill	Power	24.83	34	32	52	Dawes	Sept.	10	1885	478a	....
White River	Diedrickson, N.	Glen	Diedrickson Canal	Irrig.	.21	1	30	54	Sioux	Sept.	1	1890	562	....
White River	City of Crawford	Crawford	Crawford Water System	Irrig.	5.00	32	32	52	Dawes	Oct.	1	1890	1026	....
White River	Pinney, B. G. et al.	Crawford	Harris-Cooper Canal	Irrig.	16.78	26	32	52	Dawes	Mar.	9	1894	464-a	....
White River	Pinney, B. G. et al.	Crawford	Harris-Cooper Canal	Irrig.	1.57	26	32	52	Dawes	June	15	1894	464b	....
White River	Pinney, B. G. et al.	Crawford	Harris-Cooper Canal	Irrig.	.28	26	32	52	Dawes	Oct.	31	1894	464c	....
White River	Est. of Chas. Rasher	Crawford	Rasher Canal	Irrig.	1.14	19	32	51	Dawes	June	20	1894	467	....
White River	Est. of N. Welling	Crawford	Welling Canal	Irrig.	.57	17	32	51	Dawes	July	13	1894	469	....
White River	Carpenter, E. J. & Co.	Whitney	Carpenter Canal	Irrig.	2.86	1	32	51	Dawes	Dec.	2	1894	487	....
White River (Wh. Clay Cr.)	White River Irr. Co.	Crawford	White River Canal	Irrig.	8.71	35	32	52	Dawes	Dec.	31	1894	477	....
White River	Hall Ditch Co.	Crawford	Hall's Canal Nos. 1 & 2	Irrig.	26.40	34	32	52	Dawes	Jan.	10	1895	478b	....
White River	C. B. & Q. R. R. Co.	Lincoln	C. B. & Q. Line at Crawford	Irrig.	.80	3	31	52	Dawes	Sept.	14	1889	1030	....
White River	Meecham, S. R. et al.	Whitney	Meecham Canal	Irrig.	2.86	17	32	51	Dawes	June	27	1895	....	500
White River (Seepage)	Mason J, F.	Glen	Mason Canal	Irrig.	.14	32	31	53	Sioux	May	12	1896	....	337
White River	Coffee, C. F.	Chadron	Lewis Canal	Irrig.	.14	27	31	55	Sioux	May	19	1896	....	340
White River	Bartlett, A. M.	Chadron	Jones Canal	Irrig.	.71	18	34	48	Dawes	May	21	1897	....	391
White River	Schwabe, Lena	Chadron	Schwabe Canal	Irrig.	1.14	25	34	49	Dawes	June	24	1897	....	394
White River	Grant, Cecil	Crawford	Wilkinson Canal	Irrig.	.71	24	32	52	Dawes	Nov.	18	1897	....	421
White River	Forbes, Jeanette, et al.	Crawford	Rasher Canal	Irrig.	.50	19	32	51	Dawes	May	23	1898	....	456
White River	Zurn, Adam	Crawford	Zurn-Schmeizleh Canal	Irrig.	1.00	19	32	51	Dawes	Oct.	13	1898	....	475

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						S	T	R	County	Month	D			Yr.
White River	Shaffer, Geo. et al.....	Whitney	Shaeffer-Blust Canal	Irrig.	3.00	2	32	51	Dawes	Dec.	18	1899	....	525
White River	Rasher, Frank.....	Crawford	Rasher Canal	Irrig.	1.43	19	32	51	Dawes	Jan.	16	1900	....	534
White River	Carlson, John.....	Whitney	Carlson Canal	Irrig.	1.43	6	32	50	Dawes	Nov.	26	1900	....	588
White River	Village of Crawford.....	Crawford	Crawford Pump. Station	Power	18.00	3	31	52	Dawes	Mar.	30	1903	....	702
White River	Hebbert, Minnie L. and Scott DeForrest.....	Chadron	Hebbert Canal	Irrig.	.29	34	33	50	Dawes	May	11	1903	....	707
White River	Nance & Simon Irr. Co.	Whitney	Simons-Harris Canal	Irrig.	1.00	16	32	51	Dawes	Oct.	26	1903	....	730
White River	Peterson, Chas. R.....	Crawford	Ext. to C. Rasher Canal	Irrig.	1.29	20	32	51	Dawes	Feb.	5	1904	....	740
White River	Schwabe, August.....	Chadron	Schwabe Canal	Irrig.	.57	24	34	49	Dawes	June	13	1904	....	758
White River	Schwabe, August.....	Chadron	Schwabe Power Plant	Power	5.00	24	34	49	Dawes	June	13	1904	....	759
White River	Wright Bros.....	Whitney	Wright's Canal	Irrig.	4.00	16	32	51	Dawes	Dec.	5	1904	....	775
White River	Schwabe, August.....	Chadron	Schwabe Canal	Irrig.	.29	24	34	49	Dawes	Mar.	19	1906	....	815
White River	Roby, I. M.....	Crawford	Roby Canal	Irrig.	.33	3	31	52	Dawes	Sept.	13	1906	....	838
White River	Stephenson, Ira J.....	Crawford	Stephenson Power Plant	Power	15.00	34	31	53	Sioux	Mar.	15	1907	....	854
White River	White River Irr. Co.....	Crawford	White River Irr. Company's So. Br.....	Irrig.	1.43	25	32	52	Dawes	Mar.	11	1909	....	936
White River	Schwabe, August.....	Chadron	Schwab's Canal	Irrig.	3.43	31	34	48	Dawes	July	23	1908	....	908
White River	Jensen, J. L.....	Whitney	Jensen's Canal	Irrig.	1.14	26	33	50	Dawes	June	27	1911	....	1110
White River	Pinney & Denslow.....	Crawford	Pinney & Denslow Res.	S. & I.	20.00	26	32	52	Dawes	Aug.	10	1911	....	1122
White River	Forbes, Wm. T.....	Crawford	Forbes Extension	Irrig.	.85	19	32	51	Dawes	Sept.	26	1911	....	1128
White River	Hebbert, Minnie L. et al	Chadron	Hebbert Canal	Irrig.	.71	34	33	50	Dawes	Mar.	10	1914	....	1360
White River	Whitney Irr. District.....	Whitney	Whitney Res. & Pipe L.	Stor.	1000.00	26	32	52	Dawes	Apr.	28	1921	....	1603
White River	Norman, Wm.....	Whitney	Norman Irr. Project	Irrig.	3.60	24	32	52	Dawes	May	2	1921	....	1604
White River	Whitney Irr. District.....	Whitney	Whitney Irr. District	Irrig.	25.00	26	32	52	Dawes	Nov.	7	1921	....	1625
White River	Simons, Raynor.....	Whitney	Raynor Simons Canal	Irrig.	2.07	4	32	51	Dawes	Nov.	18	1921	....	1626
White River	Norman, Wm.....	Whitney	Norman Canal	Irrig.	.41	26	32	52	Dawes	Apr.	26	1922	....	1660

CLAIMS AND APPLICATIONS BY STREAMS IN DIVISION NO.2-D—Concluded

Source	Name of Claimant	Post Office	Carrier	Use to which appl'd	Sec. Feet gr'ted	Location of Headgate			Date of Priority		Doc. No.	App. No.		
						S	T	R	County	Month			D	Yr.
White River ..... (Res. A. 1603)	Whitney Irr. District....	Whitney .....	Whitney Pipe Line.....	Irrig.	139.00	4 34 35	32 33 33	51 51 51	Dawes.....	Dec.	7	1925	....	1787
Wh. Riv. Canyons Trib. to .....	Martens, Wm.....	Chadron .....	Martens Canal .....	Irrig.	.29	14	34	48	Dawes.....	Dec.	26	1902	....	696
Wh. Riv. Canyons Trib. to .....	Jones, Sarah M. et al....	Crawford .....	Jones Canal .....	Irrig.	.29	9	31	51	Dawes.....	May	20	1907	....	860
Whitsel D. Draw	Whitsel, A. E.....	Chadron .....	Whitsel's Ice Pond.....	Ice	24.00 Ac.Ft.	33	34	47	Dawes.....	Oct.	27	1921	....	1622

CLAIMS AND APPLICATIONS BY STREAMS IN DIVISION NO. 2-E

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Source	Name of Claimant	Post Office	Carrier	Use to which appl'd	Sec. Feet gr'ted	Location of Headgate			Date of Priority			Doc. No.	App. No.
						S	T	R	County	Month	D		
Antelope Cr.	Gayhart, M. J.	Montrose	Gayhart Canal	Irrig.	2.43	16	34	55	Sioux	June	18	1904	760
Antelope Cr.	Turner, Sarah A., Est.	Harrison	Turner Reservoir	Stor.	250.00	26	34	56	Sioux	July	3	1922	1675
Antelope Cr. (Res. A. 1675)	Turner, Sarah A., Est.	Harrison	Turner Canal No. 2	Supple	1.00	26	34	56	Sioux	July	3	1922	1676
Antelope Cr. (Res. A. 1675)	Turner, Sarah A.	Harrison	Turner Canal	Irrig.	1.68	26	34	57	Sioux	July	3	1922	1677
Antelope Cr. No. Branch	Story, O. W.	Story	Story Canal	Irrig.	2.00	8	34	56	Sioux	Nov.	11	1895	168
Antelope Cr. Dry	Schnurr, Albert	Harrison	Grammercy Dam	Stor.	10.00	13	34	57	Sioux	Sept.	24	1920	1591
Antelope Cr. So. Branch	Turner, Geo. H., Est.	Harrison	Turner Canal	Irrig.	.86	26	34	57	Sioux	Oct.	31	1894	537
Antelope Cr. So. Branch	Dryer, F. W.	Harrison	Ellis Canal	Irrig.	.29	9	33	57	Sioux	May	17	1896	338
Boggy Creek	Holly, Thos.	Crawford	Holly Canal	Irrig.	.11	30	33	54	Sioux	Dec.	31	1888	956
Boggy Creek	Smith, J. W.	Harrison	Smith's Canal	Irrig.	.28	31	33	54	Sioux	May	1	1892	526
Boggy Creek	Wickersham Cattle Co.	Omaha	Wickersham Canal	Irrig.	3.00	31	33	54	Sioux	Feb.	28	1903	701
Boggy Creek Mid. Branch	Bannon, J. F.	Harrison	Bannon's Canal	Irrig.	.06	7	32	54	Sioux	July	1	1886	560
Boggy Creek Mid. Branch	Marten, Wm.	Harrison	Marten's Canal	Irrig.	.36	18	32	54	Sioux	May	19	1896	342
Boggy Creek Mid. Branch	Hill, Albert F.	Harrison	Hill Canal	Irrig.	.86	11	32	55	Sioux	Jan.	20	1908	886
Cedar Creek	Knori, Samuel	Harrison	Schelt's Cr. Canal	Irrig.	.57	35	33	56	Sioux	May	15	1885	507



## CLAIMS AND APPLICATIONS BY STREAMS IN DIVISION NO.2-E—Continued

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Source	Name of Claimant	Post Office	Carrier	Use to which appl'd	Sec. Feet gr'ted	Location of Headgate			Date of Priority			Doc. No.	App. No.	
						S	T	R	County	Month	D			Yr.
Jim Creek (Res. A. 1680)	Slattery, William	Harrison	Caladonia Canal	Irrig.	.28	13	33	57	Sioux	July	20	1922	.....	1681
Jim Creek	Slattery, William	Harrison	High Line Canal	Irrig.	.34	13	33	57	Sioux	July	20	1922	.....	1682
Jim Creek (Res. A. 1680)	Slattery, William	Harrison	Caladonia Canal	Supple.	.35	13	33	57	Sioux	July	20	1922	543	1683
Jim Creek E. Fork	Wassenberger, J.	Montrose	Wassenberger Canal	Irrig.	2.29	29	34	54	Sioux	Oct.	13	1900	.....	581
Lickett Creek	Coffee, S. B.	Chadron	Lickett Canal	Irrig.		27	33	54	Sioux				1005*	.....
Lickett Creek	Coffee, S. B.	Chadron	Lickett Canal	Irrig.	1.43	27	33	54	Sioux	Mar.	21	1900	.....	549
Little Red Cr.	Plunkett, Thomas	Harrison	Zerbst Canal	Irrig.	.14	25	33	56	Sioux	May	1	1893	551	.....
Long Branch	Trumbull, S. C.	Ardmore, S. D.	O'Connell Canal	Irrig.	.20	22	35	54	Sioux	Nov.	10	1900	.....	587
Long Branch	Ebert, L. J.	Ardmore, S. D.	Ebert Canal	Irrig.	.14	19	35	53	Sioux	Aug.	22	1901	.....	635
Monroe Creek	Knori, Samuel	Harrison	Big Monroe Canal	Irrig.	1.43	33	33	56	Sioux	May	1	1888	506	.....
Monroe Creek	Knori, Samuel	Harrison	Schilt's Monroe Canal	Irrig.	.50	27	33	56	Sioux	July	2	1888	509	.....
Monroe Creek	Holz, Ferdinand	Harrison	Noreisch Canal	Irrig.	.04	33	33	56	Sioux	July	19	1895	.....	83
Monroe Creek	Jordan, C.	Montrose	Neil Jordan Canal	Irrig.	2.20	13	33	56	Sioux	Nov.	12	1906	.....	841
Monroe Creek	Jordan, C.	Montrose	Cornelius Jordan Canal	Irrig.	2.00	13	33	56	Sioux	July	30	1914	.....	1375
Monroe Creek	Jordan, Richard	Harrison	Wooden Shoe Canal	Stor.	5.00	22	33	56	Sioux	Aug.	24	1914	.....	1377
Monroe Creek	Jordan, Cornelius	Harrison	Neal Jordan Ext. to A. 841	Stor.	4.00	13	33	56	Sioux	Jan.	14	1915	.....	1399
Monroe Creek (Res. A. 1399)	Jordan, Cornelius	Harrison	Kite Canal	Supple.	2.20	13	33	56	Sioux	Jan.	14	1915	.....	1469
Monroe Creek (Res. A. 1399)	Jordan, Cornelius	Harrison	Supplemental to Jordan Canal A. 1375	Supple.	1.40	13	33	56	Sioux	Jan.	14	1915	.....	1470

CLAIMS AND APPLICATIONS BY STREAMS IN DIVISION NO.2-E—Continued

Source	Name of Claimant	Post Office	Carrier	Use to which appl'd	Sec. Feet gr'ted	Location of Headgate				Date of Priority			Doc. No.	App. No.
						S	T	R	County	Month	D	Yr.		
Prairie Dog Cr.	Knori, Samuel	Harrison	Schilt's Prairie Dog Canal	Irrig.	1.14	35	33	56	Sioux	May	31	1886	508	.....
Sou Belly Creek.	Schaefer, Nick J.	Harrison	Old Sou Belly Canal	Irrig.	3.00	7	32	55	Sioux	June	1	1887	533	.....
Sou Belly Creek.	Parson, Con., Adm.	Van Tassel, Wyo.	Montgomery Canal	Irrig.	1.00	21	33	55	Sioux	Dec.	1	1890	559	.....
Sou Belly Creek.	Jordan, Sarah	Harrison	Jordan Canal	Irrig.	.43	21	33	55	Sioux	June	1	1895	556	.....
Sou Belly Creek.	Nutto, F.	Harrison	Nutto Canal	Irrig.	.43	24	32	56	Sioux	Sept.	4	1897	.....	404
Sou Belly Creek.	Jordan, Sarah	Harrison	Jordan Canal	Irrig.	.50	21	33	55	Sioux	May	11	1896	.....	424
Sou Belly Creek.	Carroll, M. J.	Harrison	Carroll Canal	Irrig.	.14	7	32	55	Sioux	July	12	1899	.....	516
Sou Belly Creek.	Zimmerman, Irvin S.	Harrison	Zimmerman Canal	Irrig.	.71	34	33	55	Sioux	Jan.	11	1900	.....	532
Sou Belly Creek.	Jordan, S.	Harrison	Jordan Canal	Irrig.	.14	21	33	55	Sioux	May	26	1902	.....	668
Sou Belly Creek.	Barnes, Paul T.	Harrison	Barnes Reservoir	Stor.	10.00	19	32	55	Sioux	Mar.	24	1913	.....	1268
Sou Belly Creek.	O'Connell, M. J.	Montrose	O'Connell Canal	Irrig.	10.00	9	33	55	Sioux	May	5	1913	.....	1288
Sp. Cr., Trib to Sou Belly	Hall, W. S. & F. M.	Harrison	Hall's Spring Canal	Irrig.	.57	6	32	55	Sioux	Mar.	26	1889	550	.....
Sp. Cr., Trib to Sou Belly	Schaefer, N. J.	Harrison	Spring Creek Canal	Irrig.	.29	7	32	55	Sioux	June	1	1893	532	.....
Sp. Cr., Trib to So. Warbonnet.	Biehle, Chas.	Harrison	Biehle Canal	Irrig.	.23	32	33	56	Sioux	Apr.	1	1891	538	.....
Sp. Cr., Trib to So. Warbonnet.	Anderson, John A.	Harrison	Garton Canal	Irrig.	1.43	31	33	56	Sioux	Oct.	16	1893	503	.....
Sp. Cr., Trib to So. Warbonnet.	Anderson, John A.	Harrison	Kay's Canal	Irrig.	.14	26	33	57	Sioux	May	1	1887	958	.....
Sp. Cr., Trib to Warbonnet Cr.	Priddy, Edouard	Harrison	Nolan Canal No. 1.	Irrig.	.01	23	33	57	Sioux	Mar.	15	1887	957	.....
Sp. Cr., Trib to Warbonnet	Priddy, Edouard	Harrison	Nolan Canal No. 2.	Irrig.	.29	23	33	57	Sioux	May	1	1888	959	.....

CLAIMS AND APPLICATIONS BY STREAMS IN DIVISION NO.2-E—Concluded

Source	Name of Claimant	Post Office	Carrier	Use to which appl'd	Sec. Feet gr'ted	Location of Headgate			Date of Priority		Doc. No.	App. No.	
						S	T	R	County	Month			D Yr.
Squaw Creek	Dunn, Thos.	Harrison	Dunn's Canal	Irrig.	.36	15	33	57	Sioux	June	1 1890	552	.....
Squaw Creek	Thomas, Sam	Harrison	Hamlin's Canal	Irrig.	.01	10	33	57	Sioux	Apr.	1 1891	555	.....
Squaw Creek	Dunn, Thos.	Harrison	Dunn's Res. Canal	Irrig.	.57	10	33	57	Sioux	Aug.	5 1895	.....	100
Squaw Creek	Dunn, Thos.	Harrison	Thos. Dunn Canal	Irrig.	.19	3	33	57	Sioux	Jan.	22 1897	.....	376
Squaw Creek, West Br.	Thomas, S. M.	Harrison	Thomas Canal	Irrig.	.50	10	33	57	Sioux	July	23 1901	.....	627
Stream, Trib to Jim Creek	Coffee, S. D.	Harrison	Homestead Canal	Irrig.	.22	22	33	54	Sioux	May	31 1890	984	.....
Warbonnet Cr.	Anderson, John A.	Harrison	Warbonnet Canal	Irrig.	3.63	21	33	56	Sioux	July	31 1880	548	.....
Warbonnet Cr.	Anderson, John A.	Harrison	Warbonnet Canal No. 2.	Irrig.	1.43	20	33	56	Sioux	Mar.	11 1908	.....	892
Warbonnet Cr. No.Br. of S. Br.	Anderson, John A.	Harrison	Daut Canal	Irrig.	.71	30	33	56	Sioux	May	31 1889	539a	.....
Warbonnet Cr. No.Br. of S. Br.	Anderson, John A.	Harrison	Daut Canal	Irrig.	.29	30	33	56	Sioux	Dec.	31 1891	539b	.....
Warbonnet Cr. Branch	Zerbst, Carl F.	Harrison	Zerbst Canal No. 1.	Irrig.	.03	26	33	57	Sioux	Mar.	6 1915	.....	1405
Warbonnet Cr. Branch	Zerbst, Carl F.	Harrison	Zerbst Canal No. 2.	Irrig.	.17	25	33	57	Sioux	Mar.	6 1915	.....	1404
Whitehead Cr.	Harrison, R.	Orella	Harrison Canal	Irrig.	.06	13	33	54	Sioux	May	30 1888	547	.....
Whitehead Cr.	DeBano, Wm.	Montrose	DeBano Canal	Irrig.		14	34	54	Sioux	July	15 1926	.....	1829

CLAIMS AND APPLICATIONS BY STREAMS IN DIVISION NO. 2-F

Source	Name of Claimant	Post Office	Carrier	Use to which appl'd	Sec. Feet gr'ted	Location of Headgate				Date of Priority			Doc. No.	App. No.
						S	T	R	County	Month	D	Yr.		
Bazile Creek.....	Packard, J. L.....	Creighton .....	Creighton Mill Race.....	Power		21	29	5	Knox.....				1002*	.....
Bazile Creek.....	Moss, O. H. and Buckler, Fred .....	Battle Creek .....	Creighton Mills .....	Power	30.00	21	29	5	Knox.....	Sept.	24	1908	.....	914
Jackson Chute ...	Crystal Lake Co.....	So. Sioux City.....	Crystal Lake Dam.....	Ice	15.00	26	29	8	Dakota.....	Apr.	12	1923	.....	1714
Mud Creek .....	Horan, T. W.....	Fort Crook .....	Horan Canal .....	Irrig.	.37	34	14	13	Sarpy.....	Aug.	12	1909	.....	958

APPLICATIONS APPROVED FROM NOVEMBER 30, 1924 TO NOVEMBER 30, 1926

Source	Name of Claimant	Post Office	Carrier	Use to which appl'd	Sec. Feet gr'ted	Location of Headgate				Date of Priority		Doc. No.	App. No.
						S	T	R	County	Month	D Yr.		
Big Blue River...	Nebr. Gas & Elec. Co....	Lincoln	Hoag Plant .....	Power	250.00	12	4	5	Gage.....	July	3 1922	...	1673
									E				
Big Blue River...	Seward City Mills.....	Seward	Ruby Power Station.....	Power	40.00	15	10	3	Seward.....	Apr.	17 1923	...	1715
									E				
Niobrara River ...	Hubbell & Person.....	Spencer	Northern Nebr. Pow. Pl.	Power	1450.00	30	33	11	Boyd.....	Oct.	30 1923	...	1725
Big Blue River...	Blue River Power Co....	Seward	Station No. 3.....	Dredge	A. 1265	5	8	4	Saline.....	Jan.	30 1924	...	1733
									E				
Little Blue River	Black Bros. Flour Mills	Beatrice	Plant No. 4.....	Power	250.00	10	1	3	Jefferson.....	Feb.	5 1924	...	1734
Little Blue River	Fairbury Mill & Elev. Co.....	Fairbury	Fairbury Plant No. 2.....	Power	200.00	9	2	2	Jefferson.....	Feb.	7 1924	...	1735
Little Blue River	Fairbury Mill & Elev. Co.....	Fairbury	Fairbury Plant No. 3.....	Power	200.00	31	1	4	Jefferson.....	Feb.	7 1924	...	1736
									E				
Big Blue River...	Blue River Power Co....	Seward	Station No. 3.....	Dredge	A. 1265	5	8	4	Saline.....	Nov.	21 1924	...	1751
									E				
Big Blue River...	Blue River Power Co....	Seward	Station No. 4.....	Dredge	A. 1463	32	9	4	Seward.....	Nov.	24 1924	...	1752
Wood River .....	Foley, Malick T.....	Kearney	Foley Pumping Plant...	Irrig.	1.76	36	10	17	Buffalo.....	Dec.	2 1924	...	1753
White Tail Creek	Packard, Geo. C.....	Hillside	Packard Canal .....	Irrig.		25	15	38	Keith.....	Dec.	8 1924	...	1754
Big Blue River...	Blue River Power Co....	Seward	Station No. 1.....	Rs. Dam	A. 1006	19	9	8	Seward.....	Dec.	15 1924	...	1755
Middle Loup Riv.	Carter & Person.....	Hebron	Arcadia Power Plant....	Power	600.00	35	18	17	Custer.....	Jan.	17 1925	...	1756
Frenchman River	Krotter, F. C.....	Palisade	Krotter-Hamlet Pow. Pl	Power	100.00	16	5	35	Hayes.....	Jan.	20 1925	...	1757
Cedar River .....	Nebr. Gas & Elec. Co....	Lincoln	Fullerton Pow. Plant....	Rs. Dam	A. 636	11	16	6	Nance.....	Jan.	27 1925	...	1758
Calamus River ...	Harrop, Roy M.....	Omaha	Calamus River Project..	Irrig.		7	24	19	Loup.....	Mar.	10 1925	...	1759
Big Blue River...	Blue River Power Co....	Seward	Station No. 5.....	Dredge	A. 1506	35	7	4	Saline.....	Mar.	30 1925	...	1761
Wood River .....	Langan, Thos.....	Wood River	Langan's Canal .....	Irrig.	1.14	9	10	11	Hall.....	May	5 1925	...	1762
Niobrara River ...	Northern Nebr. Pow. Co	Spencer	Lynch Power Plant.....	Power	500.00	5	32	10	Boyd.....	May	12 1925	...	1763
Little Blue River	Kassebaum, Wm. ....	Hebron	Kassebaum Power Plant	Power	170.00	30	3	3	Thayer.....	June	8 1925	...	1764
									W				

APPLICATIONS APPROVED FROM NOVEMBER 30, 1924, TO NOVEMBER 30, 1926—Continued

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Source	Name of Claimant	Post Office	Carrier	Use to which appl'd	Sec. Feet gr'ted	Location of Headgate				Date of Priority		Doc. No.	App. No.
						S	T	R	County	Month	D Yr.		
Crooked Creek	Weesner, W. L.	Red Cloud	Weesner Canal	Irrig.	.30	2	11	36	Webster	June	23	1925	1765
Salt Creek	Rutherford, Frank	Hastings	Rutherford Pump	Irrig.	9.11	24	11	7	Lancaster	July	1	1925	1766
Republican River	Dunlay, J. E.	Orleans	Dunlay Pumping Plant.	Irrig.	5.00	26	2	19	Harlan	July	8	1925	1768
No. Platte River (Seep Farmer's Canal)	Warner, Frank H.	Morrill	Warner Canal	Irrig.	1.63	12	23	57	Scotts Bluff	July	10	1925	1769
Republican River	Johnson, Geo. E.	Lincoln	Meadow View Res.	Stor.		1	2	40	Dundy	July	13	1925	1770
Republican River	Johnson, Geo. E.	Lincoln	Ext. of J. R. Porter Canal	Irrig.		1	2	40	Dundy	July	13	1925	1771
West Buffalo Cr.	Jensen, Anton	Cozad	Jensen's Canal	Irrig.	.56	23	11	23	Dawson	July	27	1925	1772
West Buffalo Cr.	Anders, Ida M.	Cozad	Anders' Canal	Irrig.	1.10	23	11	23	Dawson	July	27	1925	1773
Bayard Sugar Factory, Drain	Alliance Irr. Dist.	Bridgeport	Alliance Canal	O. D.	36.00	5	20	52	Morrill	Aug.	13	1925	1776
Niobrara River	Northern Nebr. Pow. Co	Spencer	Plant No. 1	Rs. Dam	A. 1725	30	33	11	Boyd	Aug.	20	1925	1777
Republican River	Fischback, Geo.	Orleans	Fischback Pumping Pl.	Irrig.	1.58	33	2	19	Harlan	Aug.	27	1925	1778
Ekhorn River	Sibbersen Bros.	Omaha	Sibbersen Canal	Irrig.	2.50	10	29	14	Holt	Sept.	5	1925	1779
Wood River	Richardson, Frank	Gibbon	Richardson Pumping Pl.	Irrig.	.49	13	9	14	Buffalo	Sept.	8	1925	1780
Republican River	Stevenson, L. E.	Alma	Stevenson Pumping Pl.	Irrig.	6.34	5	1	18	Harlan	Sept.	30	1925	1781
Republican River	Drummond, Dean	Republican City	Drummond Pumping Pl.	Irrig.	2.37	11	1	17	Harlan	Oct.	13	1925	1782
Broncho Lake	Miller, True	Alliance	Broncho Lake	Irrig.		6	24	48	Box Butte	Oct.	17	1925	1783
Platte River	Faught, Carl E.	Cozad	Faught's Pumping Pl.	Irrig.	1.02	9	10	24	Dawson	Oct.	20	1925	1784
Calamus River	Harrop, Roy M.	Omaha	Calamus Irr. Dist.	Irrig.	121.18	5	24	20	Loup	Oct.	31	1925	1785
Niobrara River	Northern Nebr. Pow. Co	Spencer	Lynch Power Plant	Power	220.00	5	32	10	Boyd	Dec.	7	1925	1786
White River	Whitney Irr. District	Whitney	Whitney Pipe Line	Irrig.	139.00	4	32	51	Dawes	Dec.	7	1925	1787
Big Blue River	Beatrice Power Co.	Beatrice	Barneston Plant	Dredge	A. 1262	13	1	7	Gage	Dec.	17	1925	1788

## APPLICATIONS APPROVED FROM NOVEMBER 30, 1924, TO NOVEMBER 30, 1926—Continued

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Source	Name of Claimant	Post Office	Carrier	Use to which appl'd	Sec. Feet gr'ted	Location of Headgate				Date of Priority		Doc. No.	App. No.
						S	T	R	County	Month	D Yr.		
Republican River	Scott, C. E.	Alma	Scott's Canal	Irrig.	3.37	36	2	19	Harlan	Dec.	22 1925	....	1789
Wood River	Philpot, John W.	Weeping Water	Philpot Pumping Plant	Irrig.		36	10	17	Buffalo	Jan.	5 1926	....	1790
Indian Creek	Phillips, Daniel	Red Cloud	Phillip's Pumping Plant	Irrig.	2.21	21	2	11	Webster	Jan.	9 1926	....	1791
Indian Creek	Ramey, O. E.	Red Cloud	Ramey Pumping Plant	Irrig.	3.87	20	2	11	Webster	Jan.	19 1926	....	1792
Wood River	Wilcox, Eva C.	Gibbon	Wilcox Canal	Irrig.	.90	8	9	13	Buffalo	Jan.	22 1926	....	1793
Wood River	Nutter, John N.	Gibbon	Darby Pumping Plant	Irrig.	.70	8	9	13	Buffalo	Feb.	10 1926	....	1794
Lodge Pole Creek Platte River,	Wearin, Wm. H.	Carleton	Wearin Canal	Irrig.		8	14	58	Kimball	Feb.	12 1926	....	1795
South Channel	Johnson, P. L.	Hastings	Johnson's Pump. Plant.	Irrig.		1	8	13	Adams	Feb.	13 1926	....	1796
Wood River	Kirk, I. A.	Gibbon	Kirk Pumping Plant	Irrig.	2.57	16	9	14	Buffalo	Feb.	23 1926	....	1797
Republican River	Haeker, K. G.	Orleans	Haeker's Pump. Plant.	Irrig.	4.60	35	2	19	Harlan	Mar.	2 1926	....	1798
Buffalo Creek	Kopf, Walter W.	Buffalo	Kopf's Lake	Irrig.	0.57	21	12	22	Dawson	Mar.	3 1926	....	1799
Wood River	Langan, Thos.	Wood Riv. Canal	Langan's Canal	Irrig.	1.14	19	10	11	Hall	Mar.	19 1926	....	1800
Lodge Pole Cr.	Giesecking, C. H.	Altamont, Ill.	Giesecking Canal	Irrig.	.90	20	15	55	Kimball	Mar.	31 1926	....	1801
Stinking Wat. Cr.	Krotter, F. C.		Krotter Reservoir	Stor.	100.00	15	5	34	Hayes	Apr.	5 1926	....	1802
Platte River	Burns, Jos.	Lincoln	Buffalo County Canal	Irrig.		35	9	16	Buffalo	Apr.	12 1926	....	1803
So. Platte River	Western Irr. District	Brule	Western Canal	Irrig.	11.43	14	12	43	Keith	Apr.	13 1926	....	1804
Wood River	McConnell, M. C.	Gibbon	McConnell Plant	Irrig.	3.43	7	9	13	Buffalo	Apr.	21 1926	....	1805
Broncho Lake	Miller, True	Alliance	Broncho Lake	Irrig.	1.16	6	24	48	Box Butte	May.	7 1926	....	1806
Frenchman River	Krotter, F. C.	Palisade	Palisade Power Plant	Power	90.00	30	5	34	Hayes	May	8 1926	....	1807
Willow Creek	Cross, Inez V.	Harrisburg	Cross Canal	Irrig.		16	19	56	Banner	May	8 1926	....	1808
Lodge Pole Cr.	Bluhm, Emil H.	Sunol	Bluhm Canal	Irrig.	1.00	36	14	48	Cheyenne	May	24 1926	....	1811
Wood River	Mercer, Howard R.	Gibbon	Mercer Canal	Irrig.	.80	9	9	14	Buffalo	May	25 1926	....	1814
Niobrara River	Northern Nebr. Pow. Co	Spencer	Lynch Hydro Elec. Pl.	Power	400.00	5	32	10	Boyd	June	8 1926	....	1815
Salt Creek	State Board of Control	Lincoln	Penitentiary Canal	Irrig.		11	9	6	Lancaster	June	15 1926	....	1817
								E					
Wood River	Oliver Bros.	Shelton	Wood River Canal	Irrig.	7.57	2	9	13	Buffalo	June	15 1926	....	1818

APPLICATIONS APPROVED FROM NOVEMBER 30, 1924, TO NOVEMBER 30, 1926—Continued

Source	Name of Claimant	Post Office	Carrier	Use to which appl'd	Sec. Feet gr'ted	Location of Headgate			Date of Priority		Doc. No.	App. No.	
						S	T	R	County	Month			D
Horse Creek	Gr. Western Sugar Co.	Denver	Lyman Factory	Mfg.	15.00	34	23	58	Scotts Bluff	June	16	1926	1819
Clay Sp. Creek	Cross, Fred	Harrisburg	Fred Cross Canal	Irrig.		21	19	57	Banner	June	18	1926	1820
Republican River	Peterson, Elam	Orleans	Republican Valley	Irrig.		27	3	20	Harlan	June	18	1926	1821
Indian Creek	Renfro, O. S.	Chadron	Renfro Reservoir	Stor.	60.00	3	31	50	Dawes	June	21	1926	1822
Indian Creek	Renfro, O. S.	Chadron	Seegrist Extension No. 2	Irrig.	Ac.Ft.	3	31	50	Dawes	June	21	1926	1823
Republican River	Olson, L.	Orleans	Lake View Project	Irrig.		27	3	20	Harlan	June	29	1926	1824
Crooked Creek	Gurney, Chas.	Red Cloud	Gurney Canal	Irrig.		26	2	11	Webster	June	29	1926	1825
Republican River	Crews, L. E.	Haigler	Crews No. Side No. 3	Irrig.	4.00	20	1	41	Dundy	June	30	1926	1826
Flag Creek	Wallace, G. M.	Orleans	Wallace Pump. Project.	Irrig.		21	2	19	Harlan	July	3	1926	1827
Lodge Pole Creek	Stahla, Philip	Kimball	Kinney Canal	Irrig.		22	2	19					
Whitehead Creek	De Bana, Wm.	Montrose	De Bana Canal	Irrig.		31	15	56	Kimball	July	14	1926	1828
Wood River	Carlson, Carl E.	Shelton	Carlson Pump. Plant	Irrig.		14	34	54	Sioux	July	15	1926	1829
Wood River	Hayman, O. O.	Shelton	Hayman's Project	Irrig.	1.10	35	10	13	Buffalo	July	19	1926	1830
Little Blue River	Stewart, W. E.	Spring Ranch	Blue Val. Power Co.	Power	240.00	4	9	13	Buffalo	July	20	1926	1831
Sappa Creek	Fults, J. F.	Beaver City	Fults Pumping Plant	Irrig.		17	5	8	Clay	July	21	1926	1832
Wood River	Power & Son	Gibbon	Power Pumping Plant	Irrig.		13	1	23	Furnas	July	22	1926	1833
Republican River	Sheffrey, C. E.	Oxford	Sheffrey Pumping Plant	Irrig.		13	9	14	Buffalo	July	24	1926	1834
Little Blue River	Knopf, Clyde L.	Ayr	Knopf's Pumping Plant	Irrig.		16	3	20	Harlan	July	26	1926	1835
Salt Creek	Roper, C. H.	Lincoln	Uni. Shooting Club	Dam		35	6	10	Adams	July	27	1926	1836
Turkey Creek						31	6	9					
Stream, trib. to	Sindt, Henry	Naponee	Sindt Plant	Irrig.		32	11	7	Lancaster	July	29	1926	1837
Sappa Creek	Lindholm, C. O.	Stamford	Lindholm Plant	Irrig.		17	2	16	Franklin	July	30	1926	1838
Little Blue River	Graham, Harry	Ayr	Graham Pumping Plant	Irrig.		18	2	16					
Little Blue River	Gaudreault, I. S.	Ayr	Gaudreault Plant	Irrig.		6	1	21	Furnas	Aug.	2	1926	1839
						13	5	11	Adams	Aug.	2	1926	1840
						26	6	10	Adams	Aug.	2	1926	1841

APPLICATIONS APPROVED FROM NOVEMBER 30, 1924, TO NOVEMBER 30, 1926—Concluded

Source	Name of Claimant	Post Office	Carrier	Use to which appl'd	Sec. Feet gr'ted	Location of Headgate			Date of Priority		Doc. No.	App. No.
						S	T	R	County	Month		
Republican River	Romjue, W. A.	Ayr	Romjue Plant	Irrig.		12	11	11	Webster	Aug.	9 1926	1844
Muddy Creek	Lang, Geo. W.	Litchfield	Lang's Canal	Irrig.		13	14	17	Custer	Aug.	20 1926	1848
Wood River	Hagge, Fred J. et al.	Grand Island	Hagge Canal	Irrig.		28	11	9	Hall	Aug.	24 1926	1849
Middle Loup Riv.	Kucera, C. A.	Friend	Arcadia Plant	Power	176.00	35	18	17	Custer	Aug.	27 1926	1850
Spring Creek	Christensen, Niels	Cozad	Christensen's Canal	Irrig.		28	11	22	Dawson	Aug.	30 1926	1851
Big Blue River	Gage Co. Electric Co.	Beatrice	Plant No. 5	Power	300.00	13	4	5	Gage	Sept.	7 1926	1852
Indian Creek	Daniels, Elbert E.	Max	Daniel's Canal	Irrig.		23	2	36	Dundy	Sept.	9 1926	1854
Sappa Creek	Flodine, A. L.	Stamford	Flodine Pumping Plant	Irrig.		19	2	20	Harlan	Sept.	9 1926	1855
Frenchman River	Severns, Fred	Palisade	Severns' Pumping Plant	Irrig.		9	4	33	Hitchcock	Sept.	11 1926	1856
Buffalo Creek	Streiff, Mrs. Anna	Elm Creek	Streiff's Canal	Irrig.		35	9	19	Dawson	Sept.	15 1926	1859
Peden's Lake	Beans, Smith & Good	Cozad	Excell Canal	Irrig.		12	11	23	Dawson	Sept.	16 1926	1860
Turkey Creek	Carpenter, Henry	Edison	Carpenter Canal	Irrig.		30	4	31	Furnas	Sept.	18 1926	1861
Platte River	Gass, Thos. et al.	Kearney	Buffalo Creek Canal	Irrig.		34	9	19	Dawson	Sept.	25 1926	1863
Lodge Pole Creek	Wearin, Wm. H.	Carleton	Wearin Canal	Irrig.	1.50	8	14	58	Kimball	Sept.	28 1926	1864
Medicine Creek	Nelson, Elmer F.	Maywood	Nelson Canal	Irrig.		21	8	29	Frontier	Oct.	2 1926	1865
Buffalo Creek	Jones, Rex M. Est.	Elm Creek	Jones Pumping Plant	Irrig.		5	8	18	Buffalo	Oct.	6 1926	1866
Wood River	Schnoor, Jacob	Amherst	Schnoor Pumping Plant	Irrig.		16	10	17	Buffalo	Oct.	18 1926	1867
Buffalo Creek	Hodgson, Martha S.	Lexington	Buffalo Creek Canal	Irrig.		53	10	20	Dawson	Oct.	28 1926	1868
Little Blue River	Kistler, Geo. S.	Roseland	Kistler Pumping Plant	Irrig.		9	5	11	Adams	Nov.	1 1926	1869
Platte River	Robertson, Nina	Cozad	Robertson Pump. Plant	Irrig.	.74	9	10	24	Dawson	Nov.	2 1926	1870
Beaver Creek	Skochdopole, Ernest	Ravenna	Skochdopole Pump. Pl.	Irrig.		1	12	15	Buffalo	Nov.	8 1926	1871
Turkey Creek	Watson, John W. E.	Oxford	Watson Canal	Irrig.		31	4	21	Furnas	Nov.	30 1926	1876

## CLAIMS AND APPLICATIONS CANCELLED FROM NOVEMBER 30, 1924, TO NOVEMBER 30, 1926

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Source	Name of Claimant	Post Office	Carrier	Use to which appl'd	Sec. Feet gr'ted	Location of Headgate				Date of Priority			Doc. No.	App. No.
						S	T	R	County	Month	D	Yr.		
Big Blue River	Blue River Power Co.	Seward	DeWitt Power Plant.	Power	200.00	3	4	5	Gage	Dec.	17	1920	.....	1598
									E					
Big Blue River	Nebr. Gas & Elec. Co.	Lincoln	Hoag Plant	Power	250.00	12	4	5	Gage	July	3	1922	.....	1673
									E					
Big Blue River	Anderson, Jonas A.	Stromsburg	Anderson's Dam	Ice		18	13	2	Polk	Mar.	29	1923	.....	1708
									W					
Big Blue River	Beatrice Power Co.	Beatrice	Barneston Power Plant.	Dredge	A 1262	13	1	7	Gage	Mar.	31	1924	.....	1741
Broncho Lake	Miller, True	Alliance	Broncho Lake	Irrig.		6	24	48	Box Butte	Oct.	17	1925	.....	1783
Calamus River	Harrop, Roy M.	Omaha	Calamus River Project	Irrig.		7	24	19	Loup	Mar.	10	1925	.....	1759
Fawcus Springs	Cundall, H.	Glendo, Wyo.	Cundall Canal	Irrig.		19	20	51	Morrill	Apr.	7	1924	.....	1739
Frenchman River	Krotter, F. C.	Palisade	Krotter Hamlet Pow. Pl.	Irrig.	100.00	16	5	35	Hayes	Jan.	20	1925	.....	1757
Greenwood Creek	Keenan, Mary K.	Madison	Coulter Canal	Irrig.	4.00	15	18	50	Morrill	Aug.	15	1895	830	.....
Indian Creek	Renfro, Oscar S.	Chadron	Renfro Reservoir	Stor.	8.92	3	31	50	Dawes	Nov.	29	1919	.....	1568
Little Blue River	Black Bros. Flour Mills	Beatrice	Plant No. 4	Power	250.00	10	1	3	Jefferson	Feb.	5	1924	.....	1734
									E					
Little Blue River	Fairbury Mill & Elev Co	Fairbury	Fairbury Plant No. 2	Power	200.00	9	2	2	Jefferson	Feb.	7	1924	.....	1735
Little Blue River	Fairbury Mill & Elev Co	Fairbury	Fairbury Plant No. 3	Power	200.00	31	1	4	Jefferson	Feb.	7	1924	.....	1736
									E					
Little Blue River	Kassebaum, Wm.	Hebron	Kassebaum Canal	Power	170.00	30	3	3	Thayer	June	8	1925	.....	1764
									W					
Lodge Pole Creek	Bullock, W. C.	Lodge Pole	Bullock Canal	Irrig.	7.58	3	13	46	Deuel	July	5	1895	296†	.....
Lodge Pole Creek	Johnson, Chas. W.	Potter	Adams Canal	Irrig.	0.50	10	14	52	Cheyenne	Aug.	1	1895	369	.....
Lodge Pole Creek	Johnson, Chas. W.	Potter	Adams-Tobbin's Canal	Irrig.	1.43	35	14	50	Cheyenne	Oct.	1	1878	368	.....
Lodge Pole Creek	Johnson, Chas. W.	Potter	Adams Canal	Irrig.	1.43	10	14	52	Cheyenne	Sept.	1	1894	370	.....
Lodge Pole Creek	Anderson, Chas.	Sidney	Anderson Canal No. 2	Irrig.	.57	10	14	51	Cheyenne	June	1	1894	372	.....
Lodge Pole Creek	Clausen, John	Dix	Clausen So. Side Canal	Irrig.	.57	27	15	54	Kimball	July	25	1902	.....	683
Lodge Pole Creek	Clausen, John	Dix	Clausen No. Side Canal	Irrig.	.57	26	15	54	Kimball	July	25	1902	.....	684
Lodge Pole Creek	Forsling, Alfred	Kimball	Forsling Canal	Irrig.	.86	34	15	57	Kimball	Dec.	6	1905	.....	806

† Denotes part of appropriation canceled.

CLAIMS AND APPLICATIONS CANCELLED FROM NOVEMBER 30, 1924, TO NOVEMBER 30, 1926—Concluded 365

Source	Name of Claimant	Post Office	Carrier	Use to which appl'd	Sec. Feet gr'ted	Location of Headgate				Date of Priority		Doc. No.	App. No.
						S	T	R	County	Month	D Yr.		
Lodge Pole Creek	Neuman, A. G.	Chappell	Neuman Canal	Irrig.	4.97	26	13	45	Deuel	Jan.	5 1916	....	1445†
Lodge Pole Creek	Bogle, J. W.	Bushnell	Young Canal	Irrig.	.57	33	15	57	Kimball	June	20 1919	....	1544
Lodge Pole Creek	Wearin, Wm. H.	Carleton	Wearin Canal	Irrig.		8	14	58	Kimball	Sept.	12 1926	....	1795
Middle Loup Riv.	Carter & Person	Hebron	Arcadia Power Plant	Power	600.00	35	18	17	Custer	Jan.	17 1925	....	1756
No. Platte River	Bridgeport Irr. Dist.	Bridgeport	Belmont Canal	Irrig.	115.90	48	20	51	Morrill	Mar.	28 1907	....	902
No. Platte River	Overland Irr. Canal	Omaha	Overland Canal	Irrig.		2	16	44	Garden	Feb.	25 1924	....	1737
Niobrara River	Northern Nebr. Pow. Co	Spencer	Lynch Power Plant	Power	500.00	5	32	10	Boyd	May	12 1925	....	1763
Niobrara River	Northern Nebr. Pow. Co	Spencer	Lynch Power Plant	Power	220.00	5	32	10	Boyd	Dec.	7 1925	....	1786
Platte River	Farmers Irr. Company	Lexington	Farmers Canal	Irrig.	107.00	25	10	23	Dawson	June	14 1894	621†	....
Platte River	Platte River Irr. Co	Lexington	Platte River Canal	Irrig.	356.57	13	9	22	Dawson	Sept.	15 1894	624†	....
Platte River	So. Side Irr. Company	Cozad	Orchard & Alfalfa Canal	Irrig.	215.00	9	10	24	Dawson	Jan.	23 1895	627†	....
Platte River	Gothenburg So. Side Irrigation District	Gothenburg	Gothenburg So. Side Canal	Irrig.	357.14	30	12	26	Lincoln	Oct.	26 1894	681	....
Republican River	Johnson, Geo. E.	Lincoln	Meadow View Res.	Stor.		1	2	40	Dundy	July	13 1925	....	1770
Republican River	Johnson, Geo. E.	Lincoln	Ext. J. R. Porter Canal	Irrig.		1	2	40	Dundy	July	13 1925	....	1771
So. Platte River	Miller & Kimball Co.	Big Springs	Miller-Warren Canal	Irrig.	53.29	7	12	42	Deuel	Jan.	5 1895	805†	....
Victoria Creek	Bishop, E. N.	Gates	Victoria Canal	Irrig.	15.70	1	19	21	Custer	Apr.	2 1912	....	1189
Willow Creek	Stafford, J. D.	Paxton	Willow Creek Canal	Irrig.		15	14	35	Keith	July	7 1924	....	1747
White Tail Creek	Packard, Geo. C.	Hillside	Packard Canal	Irrig.		25	15	38	Keith	Dec.	8 1924	....	1754
Wood River	Langan, Thos.	Wood River	Langan's Canal	Irrig.		19	10	11	Hall	May	5 1925	....	1762
Wood River	Philpot, John W.	Weeping Water	Philpot Pumping Plant	Irrig.		36	10	17	Buffalo	Jan.	5 1926	....	1790

† Denotes part of appropriation canceled.

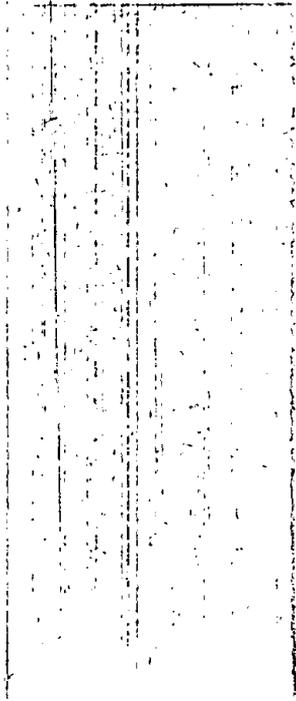
APPLICATIONS DISMISSED FROM NOVEMBER 30, 1924, TO NOVEMBER 30, 1926

Source	Name of Claimant	Post Office	Carrier	Use to which appl'd	Sec. Feet gr'ted	Location of Headgate			Date of Priority		Doc. No.	App. No.	
						S	T	R	County	Month			D
Bear Creek .....	Belsky, Ed .....	Eli .....	Belsky Canal .....	Irrig.	25	34	36	Cherry.....	Apr.	19	1923	....	1716
Big Blue River....	Steinmeyer, J. H.....	Beatrice .....	Barneston Power Plant	Power	13	1	7	Gage.....	Feb.	24	1919	....	1534
Big Blue River....	Black Bros. Flour Mills	Beatrice .....	Black Bros. Plant No. 4	Power	19	4	6	Gage.....	Apr.	10	1923	....	1713
Big Blue River....	Conlee & Steinmeyer....	Beatrice .....	Hoag Plant .....	Power	12	4	5	E Gage.....	Apr.	24	1923	....	1717
								E					
Buffalo Creek .....	Bowen Inv. Company....	Denver .....	Meadow View Res.....	Stor.	1	2	40	Dundy.....	May	19	1922	....	1666
Buffalo Creek .....	Bowen Inv. Company....	Denver .....	Meadow View Ext.—										
			J. R. Porter Canal.....	Irrig.	1	2	40	Dundy.....	May	19	1922	....	1667
Calamus River .....	Harrop, Roy M.....	Omaha .....	Calamus River Pow. Pl.	Power	17	24	19	Loup.....	Mar.	10	1925	....	1760
Goose Creek .....	Erickson, P. C.....	Brewster .....	Erickson Canal .....	Irrig.	18	25	24	Blaine.....	Aug.	8	1925	....	1775
Lodge Pole Creek	Forsling, C. A.....	Kimball .....	Ruttner-Forsling-										
			Kinney Canal .....	Irrig.	31	15	56	Kimball.....	July	8	1925	....	1767
Willow Creek .....	Cross, John H.....	Harrisburg .....	Willow Creek Canal.....	Irrig.	16	19	56	Banner.....	Oct.	16	1923	....	1724

PERMITS ISSUED TO RELOCATE WATER DIVESIONS DURING NOVEMBER 30, 1924, TO NOVEMBER 30, 1926 367

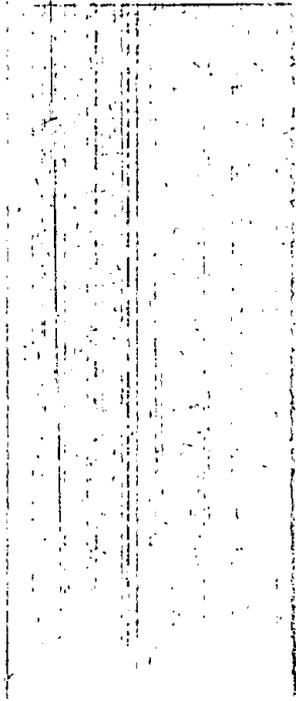
Appropriation No. which has carrying right	Stream	Claimant	Post Office	Old Location			Carrier	New Location			Amt.	Appropriation No. which covers the land			
				S	T	R		S	T	R					
A. 1673	Big Blue River.....	Nebraska Gas and Elec. Co.....	Lincoln.....	NE¼ of NE¼	24	4	5	Hoag Power Plant .....	SW¼ of SW¼	12	4	5	Hoag Power Plant	250.00	A. 1673
D. 781	Blue Creek.....	A. S. Ross, et al	Lewellen.....	NW¼ of SE¼	19	16	42	Graf Canal.....	NW¼ of SE¼	19	16	42	Hooper Canal....	0.27	D. 788
A. 294	Greenwood Creek.....	C. E. Meglemre.	Bridgeport.....	NE¼ of NW¼	10	18	50	Meglemre Canal .....	NE¼ of SW¼	3	18	50	Meglemre Canal	0.50	A. 294
A. 853	Greenwood Creek.....	C. E. Meglemre.	Bridgeport.....	SW¼ of NE¼	3	18	50	Meglemre Canal .....	NE¼ of SW¼	3	18	50	Meglemre Canal	1.06	A. 853
D. 350	Lodge Pole Creek..	C. A. Forsling.....	Kimball.....	NW¼ of SW¼	33	15	56	Kinney Canal.....	NE¼ of SE¼	31	15	56	Ruttner-Kinney Canal	0.75	D. 350
A. 1300	Middle Loup River	Jas. W. Lundy.....	Sargent.....	NE¼ of SE¼	5	19	19	Lundy's Lake Canal .....	NE¼ of SE¼	5	19	19	Lundy's Lake Canal	28.30	A. 1300
A. 851	Pumpkinseed Creek	Albert T. Seybolt	Bridgeport.....	SW¼ of NW¼	29	19	50	Swanger Canal	SW¼ of SE¼	30	19	50	Swanger Canal	0.43	A. 851
A. 1709	Republican River..	L. E. Crews.....	Haigler.....	NW¼ of SW¼	21	1	41	Crews North Side No. 2.....	NE¼ of NW¼	20	1	41	Crew's No. Side No. 3	2.59	A. 1709
A. 1722	Salt Creek.....	C. B. & Q. R. R.	Lincoln.....	NW¼ of SW¼	2	9	6	C. B. & Q. Water Supply..	NE¼ of NE¼	3	9	6	C. B. & Q. Water Supply	2.00	A. 1722

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**DIVISION OF WATER POWER**

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## WATER POWER

During the period between November 30, 1924, and November 30, 1926, fifteen water power permits have been issued by the Department, eight of which have been cancelled for the reason the applicants have failed to prosecute construction work as provided by law. Below is a description of each project covering permits issued during the past biennium which have not been cancelled.

Application No. 1715—Ruby Power Plant. The appropriators, Seward City Mills of Seward, proposed to construct an 18 ft. dam across the Big Blue River in Section 15 Township 10 North, Range 3 East of the 6th P. M. Detailed plans have not been filed and according to progress reports on file very little work has been done at this site.

Application No. 1725—Application No. 1777—Power development on Niobrara River. Permission to undertake a hydro-electric Power Project on the Niobrara River about 23 miles directly north of O'Neil, Nebraska, has been granted the Northern Nebraska Power Company of Spencer, Nebraska, by virtue of filings made by C. J. Hubbell of Deweese and A. W. Person of Fairmont, organizers of the Company.

Application No. 1725 was approved January 29, 1925; and work was commenced in July of the same year; and later application No. 1777 was granted for an addition in height of dam. Many difficulties were encountered and progress was slow until the spring of 1926, when more equipment was brought on the job, and the project has moved steadily forward since that time.

The development contemplates a solid masonry dam of the ogee type, trenched into shale which underlies the river at this point. The dam is 23 feet high with 375 feet of spillway. Two re-inforced concrete flumes, 30 feet wide, 16 feet high and a tainter gate 12 feet by 24 feet complete the river control.

An earth dyke will be built from the south abutment of spillway to south bluff of river a distance of approximately 2800 feet. The lake created by the dam will cover an area of 1200 acres, and will back water about two miles.

The power house is located in the lee of the North bluff where it will be sheltered from storms of winter. Power house sub-structures consist of two concrete flumes of two bays each, and there is provided a silt pocket and gate valve in each bay just down stream from bottom end of trash rack, for eliminating any accumulation of silt at this point.

To preclude interruptions resulting from ice, compressed air will be piped to bottom of all trash racks, and a steam outlet provided in each bay at level of gate house floor. An ice fender will also be installed in the forebay to guide floating ice to spillway and divert it from trash racks.

Three of the eight sections of dam have been completed at this writing (November 30, 1926), and foundation for fourth section is in place. Three-fourths of the material for earth dike has been placed and power house sub-structures are complete up to the generator floor. Tainter gate and non-spill section are also finished. Aggregates for concrete have been procured from local deposits and nearly all labor has been secured in the vicinity.

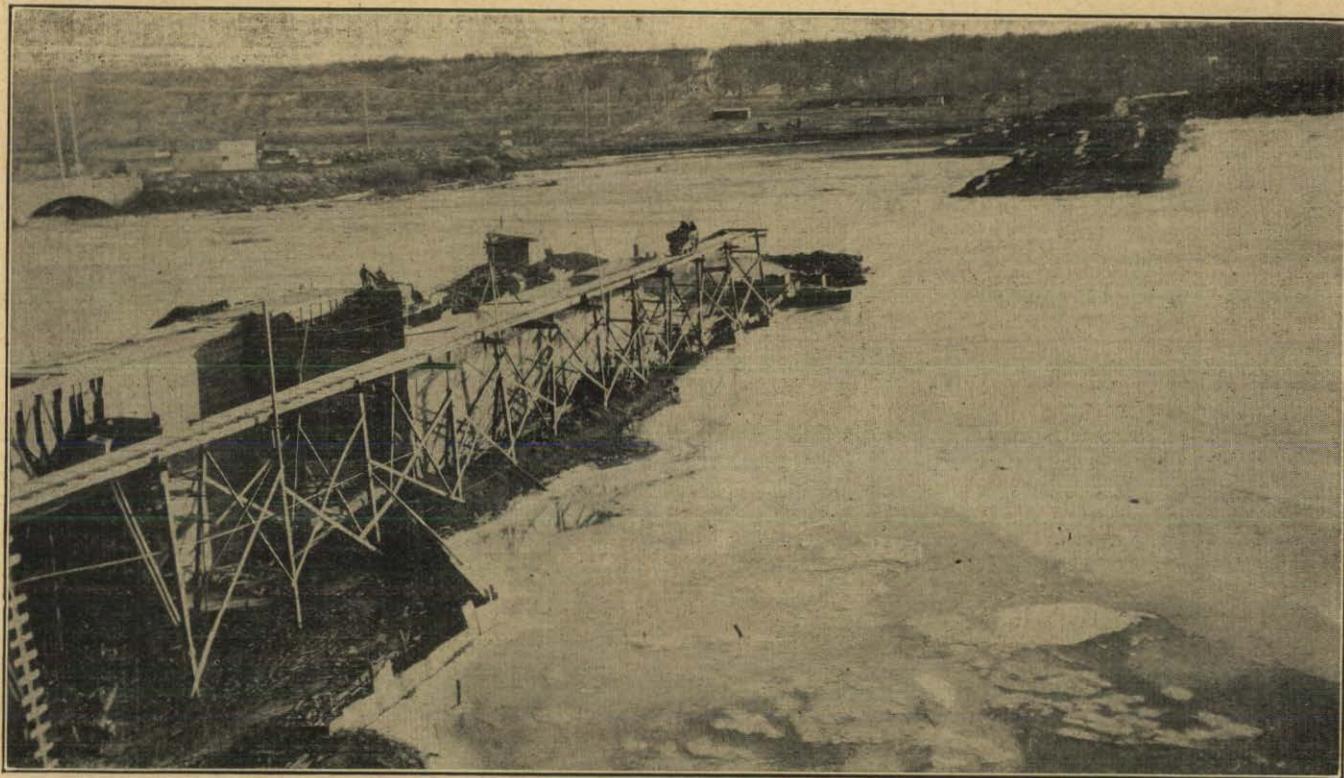
The equipment will consist of two propeller type water turbines set vertically and have a capacity of 1520 horse power each, at 15 ft. effective head. The propellers will have an overall diameter of 10 feet and be capable of discharging 1000 cubic feet of water per second of time. To complete the prime movers a 1300 KVA generator will be directly connected to each of the water turbines. Each unit will also have its oil pressure governor, lubricating devices and other accessories.

The equipment will be housed in a re-inforced concrete and brick building made entirely fire-proof and having dimensions of 66 feet long, 42 feet wide and 60 feet high from bottom to wheel pit to wall coping.

The officers of the Northern Nebraska Power Company say this plant will be ready for operation by March 1st, 1927, and will cost about \$400,000.00, which estimates includes only power plant and riparian lands. Power will be transmitted to towns and cities within a radius of 100 miles or more. Power in excess of 16,000,000 KWH annually will be produced by this plant.



Northern Nebraska Power Company's plant, near Spencer. View of Section of Cofferdam, concrete placing, plant and section of spill way—looking Northwest.



View of one bay of power house, retaining wall, Tainter Gate and section of dam of Northern Nebraska Power Company's Plant, near Spencer.

Application No. 1815—Lynch Hydro Electric Power Plant. This permit was granted to the Northern Nebraska Power Company of Spencer, Nebraska. The proposed plant is located on the Niobrara River in Section 5 Township 32 North, Range 10 West of the 6th P. M. Power is to be obtained from turbine wheels, developing 1000 theoretical horse power, requiring a dam 24 feet in height. This application was recently granted and the department has very little information regarding the progress of the project.

Application No. 1832 is a permit granted to W. E. Stewart of Spring Ranch, Nebraska. It is proposed to construct a dam six feet in height across the Little Blue River in Section 17 Township 5 North, Range 8 West of the 6th P. M., Clay County.

Application No. 1850, permit granted to C. A. Kucera of Friend, Nebraska. This development is located on the Middle Loup River in Section 35 Township 18 North, Range 17 West of the 6th P. M., Custer County. The amount of the appropriation is 176 cubic feet of water, requiring a dam 15 feet high, developing 200 theoretical horse power. Detailed plans of the dam have not been filed and to date no work has been done on the project.

Application No. 1852—Gage County Electric Company of Beatrice, Nebraska. This permit was granted under date of September 27, 1926, and applicant has until March 27, 1927, to file detailed plans of the dam and start construction work. The plant is located on the Big Blue River in Section 13 Township 4 North, Range 5 East of the 6th P. M., Gage County, and the project when completed will cost approximately \$140,000.00. Power is to be obtained from turbine wheels, requiring a dam 18 feet high, developing 340 theoretical horse power. This location, known as the Hoag site, has been filed upon several times and for various reasons the project has not been developed.

Application No. 1858 filed by T. H. Carter of Hebron, Nebraska, is for a permit to construct a hydro electric power plant in Section 35 Township 18 North, Range 17 West of the 6th P. M. Custer County. This application is pending before the department.

Application No. 1872 filed by F. C. Krotter of Palisade, Nebraska, under date of November 19, 1926, is for a permit to construct a dam 80 feet high across the Frenchman River in Section 22 Township 5 North, Range 35 West of the 6th P. M., Hayes County. It is proposed to construct a canal approximately 6 miles. The project will cost \$45,000.00, including fluming. The development at this site appears to be very practical and feasible. The application will be approved within a short time.

## DIVISION OF DRAINAGE

## DRAINAGE

All plans for proposed drainage districts shall be approved by the Department of Public Works, as provided for in Section 8448 Compiled Statutes of Nebraska, 1922. Below is a complete list of drainage district of record in this department:

County	Name of District	Date of Approval of Plans
Burt-Washington	Burt-Washington Co. Drainage District	Aug. 2, 1915
Burt-Washington	Peterson Bend Protection District	Sept. 2, 1921 (Retards)
Burt-Washington	Burt-Washington Co. Drainage District	Feb. 19, 1925
Butler	Yanike Drainage District	-----
Butler	Drainage District No. 1	Aug. 5, 1918
Butler	Drainage District No. 2	July 26, 1917
Cedar	Laurel Drainage District	Dec. 15, 1925
Cherry	Gay Lake Drainage District	Sept. 1, 1922
Cherry	Boardman Drainage District	June 23, 1923
Cherry	Coffey Lake Drainage District	Dec. 16, 1924
Colfax	Platte Valley Drainage District	Dec. 28, 1920
Dakota	Drainage District No. 2	April 18, 1914
Dakota	Homer Drainage District	Jan. 10, 1919
Dakota	Dakota City Drainage District	April 3, 1922
Dakota	Omaida Drainage District	Dec. 13, 1924
Dixon-Wayne- Thurston	Wakefield Drainage District	Jan. 18, 1917
Dixon-Cedar	Brookey Bottom Drainage District	Sept. 11, 1922 (Retards)
Dixon-Cedar	North and South Logan Drainage District	Feb. 17, 1925
Douglas	Little Papillion Drainage District	Mar. 2, 1920
Douglas	East Omaha Drainage District	Oct. 5, 1921
Douglas	Elkhorn Valley Drainage District District (Safford Ditch)	Jan. 9, 1926
Douglas	Papio Drainage District	June 5, 1926
Douglas-Sarpy	Elkhorn Valley Drainage District	June 24, 1919
Frontier	Drainage District No. 1	Mar. 31, 1915
Knox	Frankfort Bottom Drainage District	Mar. 3, 1923 (Retards)
Lincoln	Lincoln County Drainage District	Mar. 23, 1922
Madison	Norfolk Drainage District	Mar. 18, 1924
Merrick	Drainage District No. 1	Feb. 17, 1916
Merrick	Drainage District No. 2	May 10, 1924
Morrill	Minatare Drainage District	-----
Nemaha	Drainage District No. 3	July 6, 1916
Nuckolls	Drainage District No. 1	-----
Otoe-Johnson	Drainage District No. 1	Oct. 31, 1914

County	Name of District	Date of Approval of Plans
Platte	Holdrege Drainage District	.....
Richardson	Drainage District No. 1	.....
Richardson	Drainage District No. 3	Dec. 24, 1921
Richardson	Drainage District No. 4	Apr. 13, 1916
Richardson	Barada Drainage District	June 6, 1921
Sarpy	Western Sarpy Drainage District	Nov. 15, 1917
Sarpy	Bellevue Drainage District	Aug. 14, 1921
Sarpy	Chalco-Portal Drainage District	Mar. 15, 1922
Sarpy	South Buffalo Creek Drainage District	May 25, 1926
Saunders	Clear Creek Drainage District (Johnson Creek-Ditch No. 6)	Aug. 13, 1925
Scotts Bluff	Scotts Bluff Drainage District	Feb. 21, 1918
Scotts Bluff	Gering Drainage District	June 2, 1920
Stanton	Humbug Drainage District	Mar. 15, 1921
Thurston	Pender Drainage District	Feb. 21, 1918
Washington	Papio Valley Drainage District	Mar. 8, 1926

## SUPREME COURT OPINION

## STATE v. DELAWARE-HICKMAN DITCH CO.

Opinion filed October 15, 1926.

No. 24877

1. When an action in equity is appealed, it is the duty of this court to try the issues *de novo* and to reach an independent conclusion without reference to the findings of the district court. Comp. St. 1922, Sec. 9150. But in a case wherein the court has made a personal examination of the physical facts, and where, in the same case, the oral evidence in respect of material issues is so conflicting that it can not be reconciled, this court will consider the fact that such examination was made and that such court observed the witnesses and their manner of testifying, and must have accepted one version of the facts rather than the opposite. *Greusel v. Payne*, 107 Neb. 84.

2. Upon examination of the record, we find that the judgment is amply supported by the evidence.

Heard before Rose, Dean, Day, Good, Thompson and Eberly, JJ.  
DEAN, J.

The Delaware-Hickman Ditch Company, of Dundy County, hereinafter called the Company and its officers were cited under section 8428, Comp. St. 1922, to appear at Bridgeport, before the Department of Public Works, there to show cause why its appropriation for a certain quantity of water for irrigation purposes from the Republican River, in Dundy County, Nebraska, should not be canceled and forfeited, on the alleged ground of non-user.

Defendants own and occupy 1,280 acres of land under the ditch, and in their joint answer it is alleged, in substance, that for many years they used the water pursuant to the appropriation, in fact, ever since 1895, when the grant was obtained, and that, shortly thereafter, they constructed the headgate, main ditch and laterals, and the irrigation works generally, and appropriated such water as was needed to irrigate the above mentioned lands. And they alleged that practically every year large sums of money were expended by them for the construction, upkeep and maintenance of the ditch and to keep it and the works generally in repair. It is also alleged that the soil through which the ditch runs is a light, sandy, porous loam and is therefore "subject to seepage," and much of the land under the ditch has received great benefit by reason of subirrigation, so that it did not at all times require the application of surface irrigation, unless the rainfall was deficient, and that at such times, when irrigation was deemed expedient and appeared to be necessary the land

was regularly irrigated through and by means of the ditch and the works generally. It is alleged, too, that, during all of the time since the appropriation of water involved herein, the headgate, main ditch, laterals, drops, spillway, and the works generally, have been kept in a reasonably efficient and operative condition and capable of furnishing the water for which the project was constructed. And defendants insist that they have in no way, either by word or act, abandoned the right to use the full appropriation, and have never entertained any intention to abandon any right acquired through the appropriation.

In support of defendant's material allegations there is evidence tending to prove that, during a part of the time involved in this inquiry, there was no water available in the Republican river, so that, of course, irrigation from that source temporarily ceased; but, when needed, it was regularly turned into the ditch. A ditch foreman was employed each year, the evidence shows, and from \$250 to \$300 was expended yearly for ditch repairs exclusive of labor costs. It is also disclosed by defendants' witnesses that it was the expressed policy and the uniform practice of the company to extend the ditch to all points where the water might be beneficially used.

George E. Johnson, then Secretary of the Department of Public Works, caused to be attached to the record certain instruments purporting to be verified copies of original reports made by the water commissioner which were adverse to the contention of defendants. Mr. Bailey, the commissioner, testified that he acted in that capacity while he was engaged with other work which was entirely aside from his duties as water commissioner. Other witnesses called by the department of public works gave evidence which, in some particulars, flatly contradicted that of the defendants. And in respect of the evidence, plaintiff frankly makes this concession in his brief: "Many apparent conflicts appear and much indefiniteness in the use of terms occurs."

Some of the evidence was taken in the form of depositions and some oral evidence was submitted in the presence of the court. And, besides, the court's findings disclose that the trial judge, accompanied by counsel for the opposing parties, made a personal examination of the irrigation works in suit throughout all its course; so that the court not only saw and heard many of the material witnesses who testified, but a personal examination of the physical facts was made as well.

So much of the court findings as are immediately pertinent to the facts follows:

"Proceeding to consideration of the case upon its merits, the court finds from the evidence and the observation made at the exam-

ination of the works and grounds, pursuant to the stipulation of counsel, that the contestee, Delaware-Hickman Ditch Company, has constructed and is maintaining the irrigation works in question, and that the structures and appliances used in connection therewith are of a feasible and practical nature, and adapted to the purposes for which constructed; that the water of the Republican River has been put to the beneficial and useful purpose of irrigating lands for which the appropriation was made; the works and structures are probably as substantial as the size of the ditch would justify, particularly when consideration is given to the irregularity of the supply of water and demand for water; that at times there is no available water in the river at the point of diversion, and at times irrigation not necessary; that there has never been an abandonment of such irrigation project; and there has not been a failure to use said works, nor to apply the water appropriated thereby for irrigation purposes for a period of three consecutive years. The court finds generally in favor of the contestee and against the contestant."

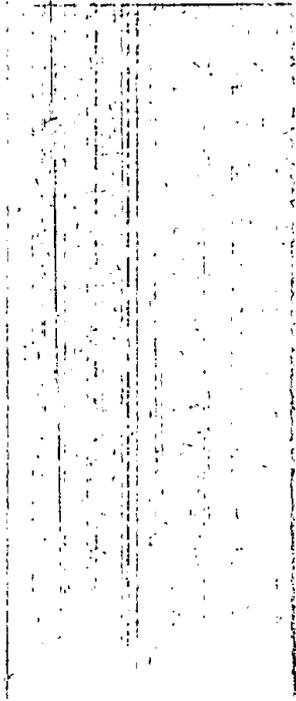
The rule is that, when an action in equity is appealed, it is the duty of this court to try the issues de novo and to reach an independent conclusion without reference to the findings of the district court. Comp. St. 1922, Sec. 9150. But in a case wherein the court has made a personal examination of the physical facts, and where, in the same case, the oral evidence in respect of material issues is so conflicting that it cannot be reconciled, this court will consider the fact that such examination was made and that such court observed the witnesses and their manner of testifying, and must have accepted one version of the facts rather than the opposite. Greusel v. Payne, 107 Neb. 84.

Reversible error had not been pointed out. It follows that the judgment must be, and it hereby is,

AFFIRMED.

**DIVISION OF HYDROGRAPHY  
AND SURVEYS**

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## DESCRIPTION OF GAGING STATIONS

## PATHFINDER RESERVOIR

**LOCATION:**—The dam, constructed of granite masonry, is located in the channel of the North Platte River in Section 24, Township 29 N, Range 84 W, three miles below the mouth of the Sweet Water River. Its capacity at spillway elevation, 5852 feet above mean sea level, is 1,070,000 acre feet, at which elevation it submerges an area of about 22,000 acres. The outflow is measured one-quarter mile below the dam where a foot bridge has been installed.

**DRAINAGE AREA:**—10,700 square miles.

**RECORDS AVAILABLE:** May 1st, 1909 to October 31st, 1926.

**GAGE:**—Chain at left bank near foot bridge.

**CHANNEL:**—Very narrow and through solid granite.

**OBSERVER:**—Observations made and discharges furnished by the United States Bureau of Reclamation.

**DISTANCE FROM RESERVOIR:**—About one-quarter mile.

## NORTH PLATTE RIVER AT WHALEN, WYOMING

**LOCATION:**—Section 11, Township 26 N, Range 65 W.

**DRAINAGE AREA:**—16,300 square miles.

**RECORDS AVAILABLE:** May 1st, 1909 to October 31st, 1926. Records of the river flow prior to May 1st, 1909 were made from the Guernsey gaging station and are available from June 14th, 1900 to November 17th, 1908. Guernsey is about eight miles above Whalen.

**GAGE:**—The discharges over the weir are determined by use of a vertical staff and computed by weir formula. In addition to this there are also sluice gates through which the discharge is computed. Usually the Ft. Laramie Canal carries water the year around for the Lingle Power Plant, the flow from the Power Plant through the tail race back to the river is not included in the discharge at the river weir for this biennium. The weir is constructed of concrete three hundred feet in length, and twelve and one-half feet in height above the river bed.

**OBSERVER:**—Observations made and discharge records furnished by the United States Bureau of Reclamation.

**ELEVATION:**—Elevation of concrete weir is 4278.50 feet above mean sea level.

**NORTH PLATTE RIVER AT TORRINGTON, WYOMING**

**LOCATION:**—Concrete highway bridge consisting of nine, fifty foot spans about one-half mile South of Torrington. In Section 15, Township 24 N, Range 61 W; eight miles below mouth of Laramie River.

**RECORDS AVAILABLE:**—April 1st to September 30th, 1926.

**GAGE:**—A 2"x6"x8' timber spiked to the seventh piling west of the south end of the concrete bridge. On this timber are six porcelain sections sub-divided into tenths and hundredths of a foot. House numbers of aluminum are nailed to the timber at the foot marks, numbering from one to five. The two foot mark has a sea level elevation of 4180. On the fourth piling of the south end of the bridge is fastened a 4"x4" timber painted white with porcelain sections fastened thereon. This was installed by the Wyoming Highway Engineer and sea level elevation was used. Each span of the bridge has a clear water way of 46.5 feet. A control of sheet piling was driven into the sand, the top of which is on grade with the bed of the river and parallel to the bridge at a distance of thirty-five feet east from the bridge.

**OBSERVER:**—F. W. Cannon, Torrington, Wyoming.

**ELEVATION:**—Approximately 4180 feet above mean sea level.

**HIGHEST GAGE HEIGHT FOR SEASON:**—5.10 June 18th, 1926.

**DISTANCE FROM PATHFINDER:**—221 miles.

**NORTH PLATTE RIVER AT MITCHELL, NEBRASKA**

**LOCATION:**—At highway bridge in Section 27, Township 23 N, Range 56 W, fourteen miles below the Wyoming-Nebraska State Line.

**RECORDS AVAILABLE:**—From June 2nd, 1901 to July 10th, 1913 and from 1916 to September 30th, 1926.

**GAGE:**—Five foot wooden staff fastened to a pile about fifteen feet east of the south end of a concrete bridge. The bridge consists of twelve, fifty foot spans.

**OBSERVER:**—C. G. Waldo, Mail Carrier, Mitchell, Nebraska.

**ELEVATION:**—Approximately 3945 feet above mean sea level.

**MAXIMUM GAGE HEIGHT FOR SEASON:**—3.80 June 19th, 1926.

**DISTANCE FROM PATHFINDER:**—253 miles.

**NORTH PLATTE RIVER AT MELBETA, NEBRASKA**

**LOCATION:**—West line of Section 18, Township 21 N, Range 53 W, one mile west and one and one-half miles south of Minatare. Concrete bridge consisting of twelve fifty-foot arches.

**RECORDS AVAILABLE:**—

**GAGE:**—Vertical staff five feet in length fastened to first concrete pier from south end of bridge on the down stream side. One foot porcelain gage rods fastened to staff.

**OBSERVER:**—F. W. Smith, Minatare, Nebraska.

**ELEVATION:**—

**MAXIMUM GAGE HEIGHT FOR SEASON:**—3.10 July 19, 1926.

**BENCH MARKS:**—The zero point of gage is 13.51 feet below top of hand rail next to gage.

**DISTANCE FROM PATHFINDER:**—270 miles.

**NORTH PLATTE RIVER AT BRIDGEPORT, NEBRASKA**

**LOCATION:**—In Section 28, Township 20 N, Range 50 W, one-half mile North of Bridgeport, on concrete highway bridge consisting of twenty-three spans of thirty-five clear water way.

**RECORDS AVAILABLE:**—May 1902 to 1906 and 1915 to September 30th, 1926.

**GAGE:**—Vertical staff fastened on the inside of concrete stilling well on down stream side on second pier from north end of concrete bridge and a vertical staff on outside of well on south wall.

**OBSERVER:**—Automatic recorder. A. W. Hall during winter months when automatic recorder cannot be used.

**ELEVATION:**—Approximately 3675 feet above mean sea level.

**MAXIMUM GAGE HEIGHT FOR SEASON:**—7.45 July 17th, 1926.

**BENCH MARKS:**—Zero of gage rod is 15.18 feet below top of Northwest corner of iron door frame of stilling well. Stevens Long Distance Water Recorder has been in operation at this station since June, 1917.

**DISTANCE FROM PATHFINDER:**—293 miles.

**NORTH PLATTE RIVER AT LEMOYNE, NEBRASKA**

**LOCATION:**—In Section 20, Township 15 N, Range 39 W. Wooden bridge 1900 feet in length.

RECORDS AVAILABLE:—April 5th, 1926 to September 30, 1926.

GAGE:—April 5th, 1926, a five foot wooden staff was fastened on the north side of west pile on the seventh bent from the north end of bridge. Zero of gage is 6.77 feet below top of floor girder directly above rod.

OBSERVER:—M. H. Adams, Lemoyne, Nebraska.

ELEVATION:—Approximately 3185 feet above mean sea level.

MAXIMUM GAGE HEIGHT:—3.30 June 18th, 1926.

BENCH MARKS:—

DISTANCE FROM PATHFINDER:—368 miles.

#### NORTH PLATTE RIVER AT NORTH PLATTE, NEBRASKA

LOCATION:—On concrete highway bridge consisting of 14 spans, one-half mile north of the city of North Platte in Section 28, Township 14 N, Range 30 W, about four and one-half miles above the junction with the South Platte River.

RECORDS AVAILABLE:—February 25th, 1895 to September 30th, 1926, excepting the year 1910.

GAGE:—Vertical staff fastened to the first telephone pole in the river from the South bank on down stream side.

OBSERVER:—A. W. Shilling Jr., North Platte, Nebraska.

ELEVATION:—Approximately 2800 feet above mean sea level.

MAXIMUM GAGE HEIGHT:—4.90 June 19th, 1926.

BENCH MARKS:—Two nails in each side of telephone pole on west side of road at the south end of the bridge one foot above the ground. Elevation of nails in 7.55 feet above zero of gage.

DISTANCE FROM PATHFINDER:—422 miles.

#### SOUTH PLATTE RIVER AT JULESBURG, COLORADO

LOCATION:—South of Julesburg and approximately two miles from the Nebraska-Colorado line. The river is divided into four channels, numbered one, two, three and four, beginning with the south channel. Channels one and two are the principal channels. Channels three and four carry no water of consequence except during flood periods. During floods the four channels become one channel.

RECORDS AVAILABLE:—January 1st, 1923 to September 30th, 1926.

**GAGES:**—All channels are provided with chain gages on the down stream side of the bridge. Channels one and two are provided with staff gages. Channel No. One has a vertical staff and Channel No. Two a sloping staff. Nebraska maintains a Stevens Continuous Automatic water level recorder in Channel No. One and Colorado maintains a Bristol Automatic Recorder in Channel No. Two.

**OBSERVER:**—Lawrence Peterson, Julesburg, Colorado.

**ELEVATION:**—

**MAXIMUM GAGE HEIGHT:**—June 19th, 1926, Channel No. One 4.10, Channel No. Two 4.00, Channel No. Three 3.90, Channel No. Four 4.05.

**BENCH MARKS:**—

#### **SOUTH PLATTE RIVER AT NORTH PLATTE**

**LOCATION:**—Concrete bridge consisting of ten spans, fifty feet each, in Section 9, Township 13 N. Range 30 W. about four miles above its junction with the North Platte River.

**RECORDS AVAILABLE:**—From June 1st, 1914 to September 30th, 1926.

**GAGE:**—A six foot vertical staff nailed to a fourteen inch wooden pile farthest up stream on south bank jetty.

**OBSERVER:**—A. W. Shilling Jr., North Platte, Nebraska.

**ELEVATION:**—Approximately 2800 feet above mean sea level.

**MAXIMUM GAGE HEIGHT:**—3.90 June 21st, 1926.

**BENCH MARKS:**—Elevation of hand rail northeast corner of bridge 109.58, elevation of zero of rod 93.48. Elevation of spike in fifth telephone pole on north side of river 98.80.

**DISTANCE FROM PATHFINDER:**—422 miles.

#### **PLATTE RIVER AT OVERTON, NEBRASKA**

**LOCATION:**—Concrete highway bridge consisting of twenty-five spans 35.5 feet center to center, four miles south of Overton.

**RECORDS AVAILABLE:**—

**GAGE:**—Gage rod is fastened to a 4"x6"x4' staff wired to first pier of bridge from north end. Elevation of zero is 90.00 feet. Top of post to which gage is attached is 91.95, top of concrete wheel guard on west side of bridge at north end is 100.00.

**OBSERVER:**—Nils Brunzell, Overton, Nebraska.

ELEVATION:—Approximately 2320 feet above mean sea level.

MAXIMUM GAGE HEIGHT:—3.00 June 22nd, 1926.

DISTANCE FROM PATHFINDER:—490 miles.

#### PLATTE RIVER AT CENTRAL CITY

LOCATION:—Two and one-half miles south of Central City on concrete bridge consisting of sixteen fifty foot arches.

RECORDS AVAILABLE:—April 21st to August 26th, 1922; March 24th to December 31st, 1923; January 1st to October 31st, 1925; March 16th to September 30th, 1926.

GAGE:—Vertical wooden staff, eight feet in length, fastened on first pier from north end of bridge on down stream side.

OBSERVER:—Geo. D. Gregg, Central City, Nebraska.

ELEVATION:—1700 feet above mean sea level.

MAXIMUM GAGE HEIGHT:—4.10 June 24th, 1926.

BENCH MARKS:—Spike driven in north side of power transmission line pole fifty feet north of north end of earth fill, east side of highway approximately fifteen hundred feet from north end of bridge. Spike at bottom of groove cut in pole about one foot above ground. Elevation 1702.27 above sea level. Top of hand rail directly over gage staff is 1709.57. Zero of gage is 1693.97, top of bolt which fastens staff to pier is 1699.97.

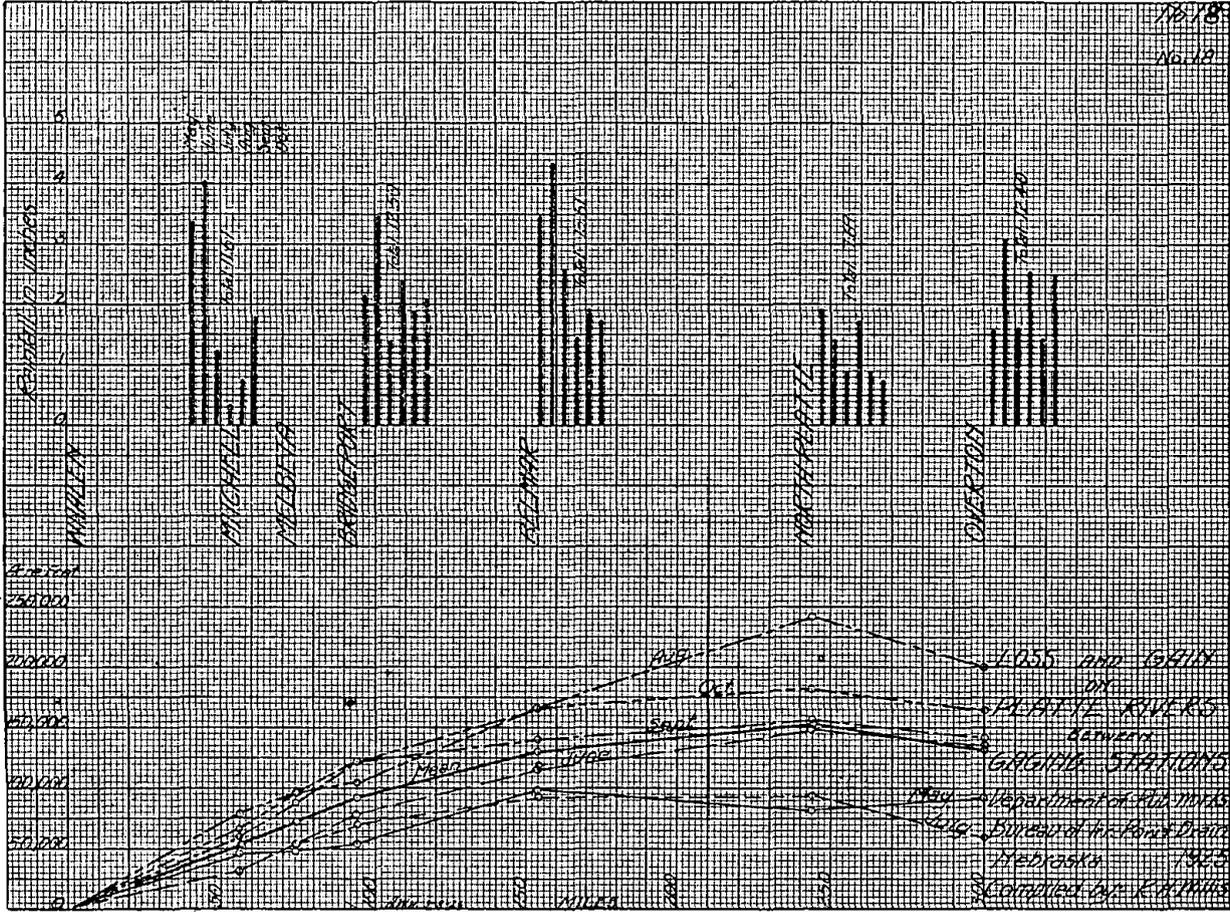
**PATHFINDER RESERVOIR**

Storage Quantities At End of Month In One Thousand Acre Feet

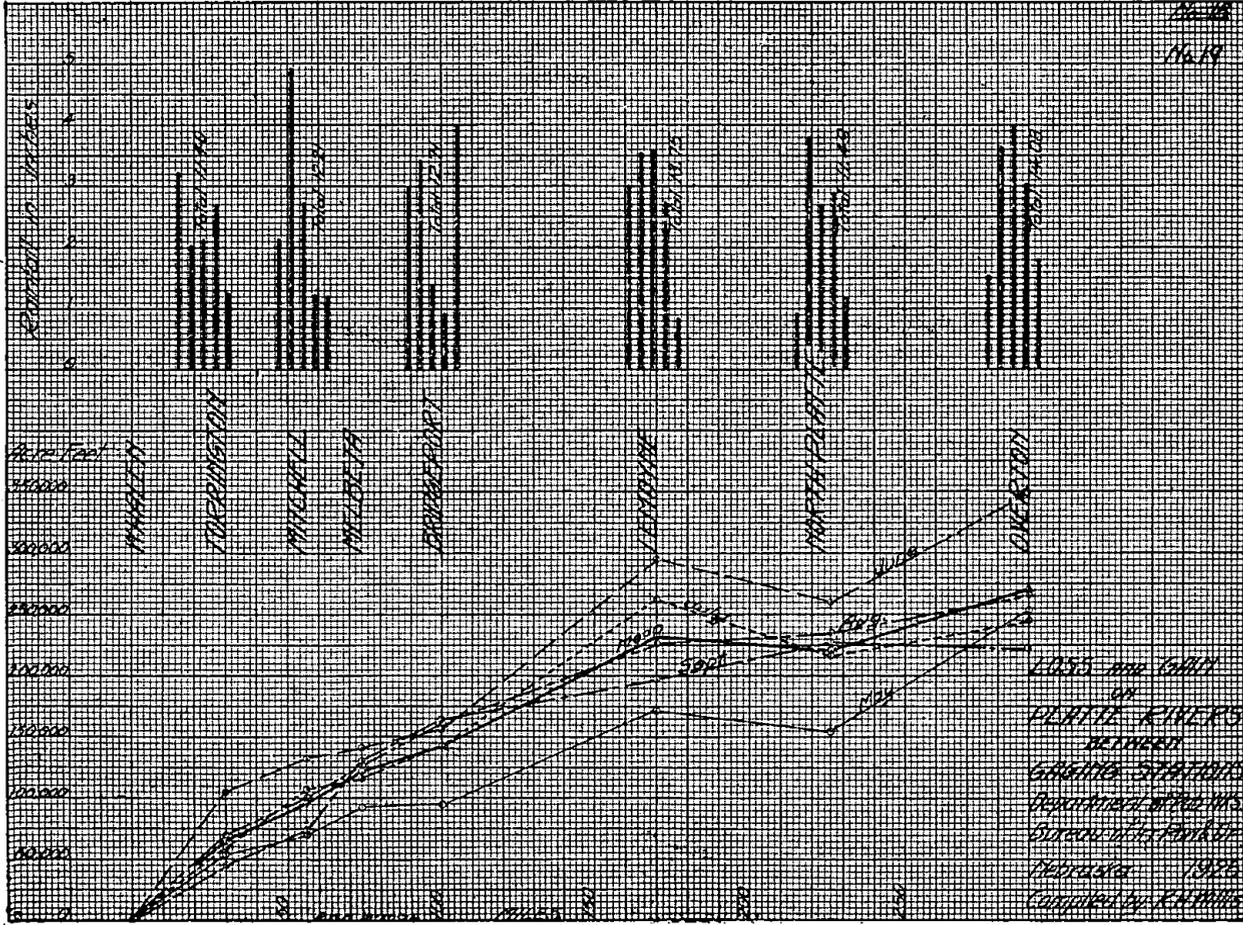
From January 1909 to September 30th, 1926

Furnished by the United States Bureau of Reclamation

Year	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.
1909	0	0	0	32	114	655	520	227	125	0	0	0
1910	0	0	0	55	242	297	192	85	0	0	0	0
1911	0	0	17	2	170	390	270	122	0	0	0	0
1912	0	20	54	225	567	966	870	576	303	50	3	4
1913	4	24	71	378	567	609	474	324	209	229	268	288
1914	303	323	386	573	840	1082	890	636	378	310	332	348
1915	363	379	410	502	600	669	468	324	277	320	350	377
1916	400	429	561	684	760	799	586	398	314	351	383	412
1917	436	456	492	742	1102	1176	1055	846	647	628	665	700
1918	729	752	822	884	920	1107	909	696	568	580	612	641
1919	659	681	725	853	921	778	549	350	233	173	199	222
1920	244	277	347	501	1017	1129	954	768	659	633	671	691
1921	715	742	840	845	1085	1126	929	735	577	529	557	584
1922	604	620	682	803	869	934	693	465	304	249	277	296
1923	320	342	374	465	812	1119	981	792	657	710	756	774
1924	792	820	851	1019	1004	1070	746	407	208	237	278	305
1925	330	360	451	582	671	730	503	266	120	198	246	280
1926	299	333	414	727	991	1062	870	590	399			



1928  
1927



16-18  
16-19

LOSS AND GAIN ON THE PLATTE RIVERS BETWEEN  
GAUGING STATIONS—1926

	May		June		July	
	Acres	Ft.	Acres	Ft.	Acres	Ft.
North Platte River						
At Whalen .....	116,798		176,762		196,134	
At Torrington .....		171,771		281,690		255,871
Diversions .....	171,771	0	281,690	0	255,871	0
Gain .....	54,973		104,927		59,737	
Per Cent .....	47%		59%		30%	
North Platte River						
At Torrington .....	171,771		281,690		255,871	
At Mitchell .....		130,514		273,326		209,457
Diversions .....	185,886	55,372	319,723	46,397	302,984	93,527
Gain .....	14,115		28,033		47,113	
Per Cent .....	8%		11%		18%	
North Platte River						
At Mitchell .....	130,514		273,326		209,457	
At Melbeta .....		149,556		273,723		208,069
Diversion .....	155,249	5,693	281,078	7,355	218,652	10,583
Gain .....	24,735		7,752		9,195	
Per Cent .....	19%		3%		4%	
North Platte River						
At Melbeta .....	149,556		273,723		208,069	
At Bridgeport .....		143,902		278,185		216,895
Diversions .....	150,502	6,600	289,606	11,421	235,169	18,274
Gain .....	946		15,883		27,100	
Per Cent .....	0.6%		6%		13%	
North Platte River						
At Bridgeport .....	143,902		289,606		216,895	
At Lemoyne .....		217,292		418,816		330,847
Diversions .....	221,334	4,042	428,480	9,664	337,305	6,458
Gain .....	77,432		138,874		120,410	
Per Cent .....	54%		48%		55%	
North Platte River						
At Lemoyne .....	217,292		418,816		330,847	
At North Platte .....		179,506		365,162		268,764
Diversions .....	200,123	20,617	383,913	18,751	284,178	15,414
Loss .....	17,169		34,903		46,669	
Per Cent .....	8%		8%		14%	
North Platte River						
at North Platte .....	179,506		365,162		268,764	
Platte River						
At Overton.....		258,945		425,857		272,235
Diversions .....	278,776	19,831	453,565	27,708	297,103	24,868
Gain .....	99,270		88,403		28,339	
Per Cent .....	55%		24%		10%	

LOSS AND GRAIN ON THE PLATTE RIVERS BETWEEN  
GAUGING STATIONS—1926

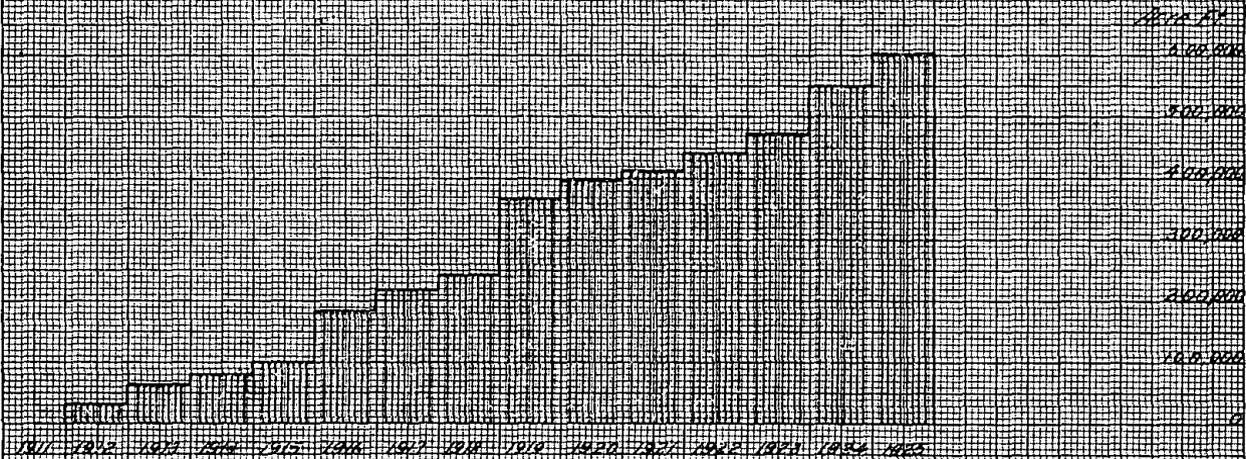
	August		September	
	Acre Ft.	Acre Ft.	Acre Ft.	Acre Ft.
North Platte River				
At Whalen .....	123,924		80,924	127,142
At Torrington .....		193,391		0
Diversions .....	193,391	0	127,142	0
Gain .....	69,467		46,318	
Per Cent .....	56%		57%	
North Platte River				
At Torrington .....	193,391		127,142	
At Mitchell .....		116,134		79,439
Diversions .....	225,338	109,204	152,650	73,211
Gain .....	31,947		25,508	
Per Cent .....	16%		20%	
North Platte River				
At Mitchell .....	116,134		79,439	
At Melbeta .....		128,279		129,621
Diversions .....	141,523	13,244	137,404	7,783
Gain .....	25,389		57,965	
Per Cent .....	22%		73%	
North Platte River				
At Melbeta .....	128,279		129,621	
At Bridgeport .....		143,109		151,737
Diversions .....	162,507	19,398	161,979	10,242
Gain .....	34,228		32,358	
Per Cent .....	27%		25%	
North Platte River				
At Bridgeport .....	143,109		151,737	
At Lemoyne .....		197,556		180,994
Diversions .....	208,122	10,566	187,208	6,214
Gain .....	65,013		35,471	
Per Cent .....	45%		23%	
North Platte River				
At Lemoyne .....	197,556		180,994	
At North Platte .....		177,920		194,482
Diversions .....	206,859	28,939	211,772	17,290
Gain .....	9,303		30,778	
Per Cent .....	5%		17%	
North Platte River				
At North Platte .....	177,920		194,482	
Platte River				
At Overton .....		168,002		163,737
Diversions .....	209,266	41,264	188,631	24,894
Loss .....			5,851	
Gain .....	31,346			
Per Cent .....	17%		3%	

VISIBLE RETURN FLOW IN ACRE FEET, BY MONTHS, FOR THE YEAR 1925 IN THE NORTH PLATTE VALLEY,  
HENRY TO NORTH PLATTE.

Stream	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total
Bayard Sugar Factory Drain.....	2,682	2,289	3,069	1,958	3,105	2,196	3,263	4,070	5,373	4,422	3,570	3,369	39,586
Camp Clark Seep .....	290	238	176	101	30	607	738	720	1,071	603	476	436	5,486
Fairfield Seep .....	276	339	516	172	230	448	470	492	543	161	178	196	4,021
Fanning Seep .....	246	222	246	238	246	208	280	184	262	246	238	246	2,862
Gering Drain .....	351	284	357	295	301	591	1,107	1,261	1,220	762	940	738	8,207
Horse Creek .....	3,652	6,034	1,310	2,624	7,527	3,632	2,681	7,450	4,110	3,812	3,689	3,111	49,632
Indian Creek .....	474	321	353	238	619	795	1,692	1,843	2,356	896	714	706	11,007
Lincoln County Drain .....	3,554	3,057	2,976	2,459	3,218	3,702	5,262	5,558	4,503	4,010	3,076	3,179	44,554
Morrill Drain .....	0	0	0	0	31	119	89	154	208	0	0	0	601
Melbeta Seep .....	307	222	224	99	61	75	0	0	0	396	476	615	2,475
Mitchell Spillway .....	0	0	0	0	0	3,372	892	1,785	3,620	1,537	1,190	1,045	13,441
Red Willow Creek .....	2,951	2,777	2,836	1,805	4,095	5,050	7,658	7,305	5,482	5,316	4,463	4,058	53,796
Scottsbluff Drain .....	664	438	559	1,849	529	1,045	914	922	1,327	960	928	706	10,841
Sheep Creek .....	5,288	5,554	4,796	4,443	3,545	3,633	5,592	5,220	6,069	6,389	5,355	5,533	51,417
Silvernail Drain .....	0	116	123	119	227	279	284	550	762	357	373	406	3,597
Stewart's Drain .....	0	0	0	0	62	125	6	0	0	54	0	0	247
Snell-Nine Mile Drain .....	9,223	6,775	6,075	4,403	7,160	7,557	9,205	14,156	11,941	13,152	11,901	9,223	110,771
Spotted Tail (Dry) .....	2,890	2,055	1,967	1,329	1,291	1,874	3,096	5,964	2,598	2,029	2,618	1,844	29,555
Spotted Tail-Kronberg Seep .....	639	654	627	496	947	888	1,404	1,654	2,322	934	892	823	12,280
Tub Springs .....	2,374	2,122	2,152	1,989	2,148	2,152	3,237	4,150	5,252	5,048	3,909	3,603	38,136
Toohey Drain .....	208	216	141	194	73	137	264	240	232	276	238	196	2,415
Toohey Spillway .....	922	777	750	928	0	0	0	0	0	1,107	1,071	1,109	6,664
Winter's Creek .....	3,750	3,630	3,874	3,035	3,469	4,636	4,514	4,919	7,676	5,780	4,939	4,344	54,566
Wild Horse Drain .....	2,890	2,721	2,900	1,845	1,537	3,471	4,978	4,586	5,950	4,941	3,868	3,628	43,315
TOTAL .....	43,631	40,841	36,028	30,619	40,451	46,592	57,626	73,183	72,929	63,354	55,104	49,114	609,472

VISIBLE RETURN FLOW  
 IN  
 NORTH PLATTE VALLEY  
 BETWEEN  
 BENTON AND BRIDGEPORT  
 IN 1900 FEET  
 Compiled by E. A. MANN  
 Chief of Bureau of Land & Water  
 Nebraska

No. 1  
 REVISED  
 Dec 4-1926



## PATHFINDER STORAGE RESERVOIR

## Daily Contents In Acre Feet

For Year Ending September 30, 1925

Date	Oct.	Nov.	Dec.	Jan.	Feb.	March
1	207,030	238,510	280,020	305,520	331,540	359,290
2	206,160	239,980	281,560	305,930	332,240	360,390
3	205,230	241,450	283,030	306,350	332,860	362,840
4	204,300	242,920	284,200	306,680	333,470	365,300
5	203,390	244,550	285,370	307,010	334,090	367,760
6	202,530	246,200	286,540	307,340	334,700	370,240
7	201,800	247,860	287,240	308,340	335,320	373,720
8	200,950	249,520	287,950	309,330	336,200	375,220
9	200,820	251,250	288,660	310,330	337,070	377,740
10	200,520	253,000	289,300	311,410	338,050	381,210
11	201,190	243,750	290,100	312,490	339,030	384,710
12	202,100	255,550	290,900	313,570	340,010	388,240
13	203,450	256,360	291,700	314,660	340,990	391,790
14	204,800	257,230	292,660	315,500	341,970	395,370
15	206,160	258,040	293,620	316,340	343,220	397,320
16	207,520	259,500	294,660	317,260	344,460	399,280
17	209,380	261,040	295,700	318,180	345,710	401,240
18	211,240	262,600	296,820	318,700	346,950	403,310
19	213,250	264,150	297,790	319,120	348,200	405,290
20	215,270	265,730	298,930	319,550	349,460	407,280
21	217,310	267,300	299,670	319,970	350,720	409,780
22	219,380	269,050	300,410	320,740	351,980	412,280
23	221,460	270,260	301,140	321,500	353,240	414,780
24	223,560	271,560	301,880	322,270	354,230	418,300
25	225,690	272,860	302,540	323,040	355,220	421,850
26	227,570	274,170	303,200	323,730	356,210	425,430
27	229,460	275,250	303,860	325,020	357,200	429,580
28	231,380	276,330	304,190	326,320	358,200	433,750
29	233,310	277,400	304,520	327,630		439,340
30	235,180	278,480	304,850	328,940		444,970
31	237,040		305,100	330,240		450,780

## PATHFINDER STORAGE RESERVOIR

## Daily Contents In Acre Feet

For Year Ending September 30, 1925

Date	April	May	June	July	Aug.	Sept.
1	456,530	582,580	677,970	724,810	494,330	258,400
2	462,340	583,260	682,720	719,650	486,360	250,810
3	466,420	581,100	686,110	718,050	478,400	242,920
4	470,540	578,940	689,360	715,330	470,090	235,110
5	474,680	575,210	691,220	712,770	461,790	227,570
6	478,850	572,030	691,370	709,910	454,800	220,940
7	382,940	568,860	694,800	705,790	445,940	214,200
8	488,770	566,490	704,520	700,430	437,640	207,650
9	494,680	565,310	719,980	692,920	429,480	201,010
10	499,380	565,310	730,490	685,170	422,050	194,070
11	503,880	565,700	738,660	676,600	415,880	187,080
12	507,110	565,440	739,810	667,230	407,280	181,230
13	510,350	564,920	741,130	657,410	399,380	174,860
14	515,210	564,000	741,130	649,010	391,600	168,940
15	520,480	564,520	741,460	641,430	383,950	162,620
16	526,050	567,540	741,620	631,620	375,970	156,700
17	532,170	573,350	741,790	622,570	367,390	151,600
18	538,300	580,150	741,950	614,390	358,380	147,050
19	543,740	587,710	742,459	605,230	350,000	142,100
20	549,340	595,930	742,280	596,570	342,240	137,240
21	555,270	602,610	741,950	586,900	334,970	132,680
22	560,349	610,220	741,950	578,810	328,150	129,060
23	565,050	618,580	742,280	570,580	321,420	125,950
24	569,660	627,000	742,780	562,300	314,580	123,490
25	572,960	634,470	743,440	554,100	307,590	120,010
26	576,270	642,150	743,110	546,280	300,650	117,130
27	578,270	649,000	741,460	537,800	293,780	115,120
28	579,080	644,590	738,820	528,670	286,460	116,900
29	580,420	660,810	734,400	519,740	279,870	118,880
30	581,500	665,580	730,160	510,840	272,780	120,500
31		671,290		502,810	265,500	

## PATHFINDER STORAGE RESERVOIR

## Daily Contents In Acre Feet

For Year Ending September 30, 1926

Date	Oct.	Nov.	Dec.	Jan.	Feb.	March
1	122,110	200,640	248,510	280,720	299,830	334,350
2	123,490	203,450	250,600	281,330	300,730	335,850
3	124,870	205,540	252,710	281,790	301,640	337,340
4	126,180	207,710	254,820	282,260	302,540	338,860
5	127,450	209,760	256,940	282,720	303,440	340,370
6	129,540	211,800	258,110	283,190	304,350	341,880
7	132,920	213,820	259,280	283,650	305,020	343,390
8	137,860	215,390	260,450	284,120	305,680	343,390
9	142,440	216,930	261,640	284,590	306,350	344,910
10	145,950	218,470	262,820	285,060	307,010	347,930
11	148,450	220,030	263,630	285,450	308,170	349,640
12	151,850	221,660	264,450	285,840	309,330	351,350
13	154,910	223,300	265,280	286,230	310,500	353,060
14	157,970	225,020	266,100	286,620	311,990	354,860
15	161,160	226,160	266,930	287,010	313,480	356,660
16	163,820	227,300	267,680	287,400	315,000	358,470
17	166,870	228,440	268,440	288,030	316,510	360,290
18	168,990	229,590	269,200	288,660	318,020	362,930
19	171,400	231,100	269,960	289,300	319,550	365,570
20	173,510	232,690	270,870	289,940	321,080	368,210
21	175,940	234,280	271,780	290,580	322,530	371,890
22	178,090	235,730	272,710	291,220	323,990	375,590
23	180,230	237,180	273,630	291,860	325,450	380,180
24	182,400	238,650	274,560	292,740	326,930	384,710
25	184,590	240,120	275,480	293,620	328,410	389,200
26	186,790	241,590	276,330	294,500	329,890	393,530
27	189,400	242,780	277,170	295,260	331,370	398,200
28	191,260	243,980	278,020	296,260	332,860	402,910
29	193,660	245,200	278,710	297,140		407,680
30	196,080	246,420	279,410	298,030		411,280
31	198,510		280,100	298,930		414,280

## PATHFINDER STORAGE RESERVOIR

## Daily Contents In Acre Feet

For Year Ending September 30, 1926

Date	April	May	June	July	Aug.	Sept.
1	416,790	735,870	1,005,540	1,055,350	860,290	580,960
2	419,110	746,080	1,016,590	1,046,610	849,910	571,370
3	421,340	756,570	1,024,240	1,038,590	840,230	561,640
4	424,400	767,860	1,031,500	1,031,500	830,310	552,680
5	426,980	780,130	1,037,480	1,025,330	819,550	545,010
6	430,620	793,260	1,045,270	1,018,550	808,320	536,670
7	434,070	807,090	1,052,430	1,013,330	797,620	527,920
8	439,020	820,260	1,060,070	1,008,990	788,530	519,870
9	447,540	833,370	1,069,550	1,108,990	779,270	511,690
10	458,930	844,220	1,078,360	1,019,860	768,720	504,950
11	476,140	853,230	1,085,600	1,026,870	761,770	497,730
12	491,660	860,660	1,090,370	1,029,730	752,730	490,960
13	509,630	868,150	1,095,620	1,025,430	744,760	484,080
14	527,920	874,190	1,100,500	1,022,050	737,680	477,040
15	544,630	880,850	1,104,470	1,015,500	729,510	470,090
16	558,130	884,290	1,107,760	1,008,990	720,300	463,110
17	571,240	886,010	1,114,140	1,002,530	711,180	456,320
18	585,960	888,700	1,115,800	993,330	702,160	450,240
19	600,960	891,980	1,116,040	983,990	692,610	444,120
20	616,900	895,460	1,115,330	975,990	682,880	438,070
21	631,160	899,740	1,112,010	966,590	672,650	431,560
22	644,470	904,620	1,107,520	956,860	663,935	425,840
23	658,150	907,950	1,103,300	947,010	655,635	420,220
24	671,290	912,670	1,098,640	937,250	647,250	414,580
25	682,410	918,610	1,093,330	927,590	638,525	408,880
26	693,700	926,190	1,087,650	917,820	630,730	404,600
27	703,420	934,220	1,082,430	907,560	624,145	401,340
28	710,700	945,790	1,076,330	897,600	615,330	398,110
29	718,690	957,890	1,069,550	889,280	607,580	397,620
30	727,240	974,310	1,062,100	879,700	599,170	398,690
31		991,200		869,850	590,160	

## NORTH PLATTE RIVER INTO PATHFINDER RESERVOIR

For Year Ending September 30, 1925

Date	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.
1	380	790	820	260	710	630
2	360	790	820	270	400	630
3	470	790	790	290	360	1,310
4	430	790	640	240	360	1,320
5	440	870	650	240	360	1,320
6	460	880	640	240	360	1,330
7	530	890	400	580	360	1,330
8	450	890	410	570	490	1,340
9	820	880	410	580	490	1,350
10	780	930	370	610	540	1,330
11	1,270	930	450	600	540	1,840
12	1,360	540	460	600	550	1,860
13	730	460	480	600	570	1,870
14	730	490	560	470	570	1,880
15	740	460	550	470	710	1,060
16	740	750	570	510	700	1,060
17	990	830	570	510	710	1,060
18	990	840	620	310	700	1,120
19	1,060	830	540	260	710	1,070
20	1,070	850	620	270	710	1,080
21	1,080	840	840	260	710	1,340
22	1,090	830	840	440	710	1,340
23	1,100	660	830	430	710	1,340
24	1,110	710	840	440	570	1,850
25	1,120	710	760	440	570	1,870
26	1,000	710	760	400	570	1,880
27	1,000	610	760	700	570	2,170
28	1,020	600	220	710	580	2,180
29	1,020	590	220	710		2,890
30	990	600	220	710		2,910
31	990		180	710		3,010
Mean	849	745	578	465	567	1,582
Max.	1,360	930	840	710	710	3,010
Min.	360	590	180	260	360	630
A. F.	52,206	44,331	35,584	28,622	31,518	97,330
Total	1,245,539	Acre Feet.				

## NORTH PLATTE RIVER INTO PATHFINDER RESERVOIR

For Year Ending September 30, 1925

Date	April	May	June	July	Aug.	Sept.
1	2,980	1,710	6,500	2,890	930	810
2	3,010	1,940	7,110	2,760	1,170	620
3	2,130	1,880	6,340	4,420	1,200	410
4	2,150	2,070	6,290	4,030	940	410
5	2,160	2,220	5,530	4,210	920	530
6	2,180	2,550	4,740	4,040	1,060	1,040
7	2,140	2,570	5,820	4,160	1,170	950
8	3,010	2,800	6,660	3,920	1,000	1,020
9	2,990	2,620	8,030	2,740	1,040	1,040
10	2,380	3,180	7,140	2,670	1,340	860
11	2,280	3,800	6,440	2,300	1,950	830
12	1,640	3,530	4,920	1,700	1,240	980
13	1,640	3,350	4,510	1,560	1,370	710
14	2,460	3,180	3,640	2,360	1,490	850
15	2,670	3,390	3,770	2,530	1,630	640
16	2,820	4,020	3,850	1,330	1,520	890
17	3,100	5,050	3,840	1,440	1,140	890
18	3,100	4,600	4,300	1,740	1,100	1,150
19	2,750	4,950	4,510	1,320	730	820
20	2,830	4,860	4,640	1,370	690	910
21	3,140	5,070	4,590	930	610	930
22	2,780	5,120	4,700	1,560	710	1,210
23	2,700	5,360	4,900	1,520	880	1,480
24	2,510	6,150	5,460	1,590	600	1,790
25	1,850	5,920	5,760	1,580	590	1,250
26	1,840	6,040	5,380	1,820	630	810
27	1,910	5,920	4,720	1,420	690	1,070
28	1,620	5,960	4,200	1,040	600	1,100
29	1,780	5,840	3,200	1,030	1,120	1,070
30	1,700	5,710	3,400	950	850	920
31		6,130		1,590	700	
Mean	2,408	4,086	5,163	2,210	1,020	933
Max.	3,100	6,150	7,140	4,160	1,950	1,790
Min.	1,700	1,710	3,200	950	610	410
A.F.	143,308	251,290	307,225	135,909	62,698	5,518
Total	1,245,539	Acre Feet.				

## REPORT OF SECRETARY

## NORTH PLATTE RIVER INTO PATHFINDER RESERVOIR

For Year Ending September 30, 1926

Date	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.
1	890	1,120	1,100	610	500	800
2	790	1,470	1,100	610	500	810
3	790	1,100	1,100	530	510	800
4	760	1,140	1,100	530	500	820
5	720	1,080	1,250	530	500	810
6	1,100	1,080	790	530	510	810
7	1,750	1,970	790	530	390	810
8	2,540	840	790	530	380	820
9	2,360	830	800	530	390	810
10	1,820	830	800	530	380	810
11	1,350	840	610	490	640	910
12	1,730	870	620	490	640	870
13	1,600	880	620	490	630	870
14	1,590	920	620	490	800	940
15	1,660	620	620	490	800	950
16	1,390	630	580	490	820	920
17	1,590	630	580	520	810	920
18	1,120	630	580	520	810	1,340
19	1,270	810	580	520	820	1,340
20	1,110	850	660	520	820	1,340
21	1,280	850	660	520	780	1,900
22	1,130	780	670	520	790	1,920
23	1,130	780	760	520	790	2,370
24	1,140	790	770	650	800	2,330
25	1,150	790	760	650	800	2,310
26	1,160	790	730	650	800	2,230
27	1,370	650	720	650	800	2,410
28	990	660	730	650	800	2,430
29	1,260	670	650	490		2,460
30	1,280	670	650	500		2,320
31	1,280		650	500		2,020
Mean	1,326	856	756	541	661	1,393
Max.	1,590	1,470	1,250	650	820	2,460
Min.	720	630	610	490	500	800
A. F.	81,522	50,936	46,493	33,283	36,734	85,687
Total	1,774,357 Acre Feet.					



## REPORT OF SECRETARY

## NORTH PLATTE RIVER, OUTFLOW OF PATHFINDER RESERVOIR

For Year Ending September 30, 1925

Date	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.
1	915	50	50	50	50	75
2	910	50	50	60	50	75
3	910	50	50	75	50	75
4	910	50	50	75	50	75
5	900	50	60	75	50	75
6	900	50	50	75	50	75
7	900	50	50	75	50	75
8	900	50	50	75	50	75
9	900	50	50	75	50	75
10	900	50	50	60	50	75
11	900	50	50	50	50	75
12	900	50	60	50	60	75
13	50	50	75	50	75	75
14	50	50	75	50	75	75
15	50	50	70	50	75	75
16	50	10	50	50	75	75
17	50	40	50	50	75	75
18	50	50	50	50	75	75
19	50	50	50	50	75	75
20	50	50	50	50	75	75
21	50	50	50	50	75	75
22	50	50	50	50	75	75
23	50	50	50	50	75	75
24	50	50	50	50	75	75
25	50	50	50	50	75	75
26	50	50	50	50	75	75
27	50	60	50	50	75	75
28	50	50	50	50	75	75
29	50	50	50	50		75
30	50	50	50	50		75
31	50		50	50		75
Mean	380	49	51	56	67	75
Max.	915	60	75	75	75	75
Min.	50	10	50	50	50	75
A. F.	23,395	2,896	3,154	3,461	3,739	4,611
Total	1,140,817 Acre Feet.					

## NORTH PLATTE RIVER, OUTFLOW OF PATHFINDER RESERVOIR

For Year Ending September 30, 1925

Date	April	May	June	July	Aug.	Sept.
1	75	1,020	2,995	5,250	5,060	4,290
2	75	1,470	4,495	5,300	5,020	4,335
3	75	2,790	4,495	5,320	5,010	4,310
4	75	3,010	4,495	5,320	4,990	4,270
5	75	3,970	4,495	5,320	4,980	4,300
6	75	4,010	4,495	5,310	4,980	4,295
7	75	4,000	4,495	5,970	5,060	4,270
8	75	4,000	1,710	6,330	4,980	4,270
9	10	3,060	10	6,330	4,980	4,300
10	10	3,010	1,660	6,330	5,320	4,280
11	10	3,480	1,990	6,320	5,340	4,300
12	10	3,490	4,170	6,290	5,320	3,890
13	10	3,490	3,610	6,280	5,290	3,850
14	10	3,490	3,505	6,300	5,270	3,800
15	10	3,490	3,505	6,060	5,270	3,785
16	10	2,650	3,505	5,990	5,340	3,785
17	10	2,050	3,505	5,760	5,320	3,340
18	10	1,050	3,940	5,710	4,960	3,360
19	10	1,020	3,995	5,690	4,840	3,300
20	10	1,030	4,450	5,670	4,530	3,300
21	10	1,030	4,510	5,660	4,140	3,290
22	10	1,030	4,510	5,600	3,995	3,080
23	10	1,030	4,910	5,510	3,980	3,040
24	10	1,760	4,990	5,510	3,965	3,010
25	10	2,050	5,230	5,510	4,025	2,980
26	10	2,050	5,260	5,490	4,020	2,240
27	798	2,050	5,270	5,470	4,000	2,040
28	1,120	2,880	5,250	5,460	4,260	170
29	1,020	2,995	5,250	5,500	4,320	50
30	1,020	2,995	5,250	5,500	4,300	50
31		2,995		5,500	4,280	
Mean	154	2,520	4,000	5,720	4,700	3,300
Max.	1,120	4,010	5,270	6,330	5,340	4,335
Min.	10	1,020	10	5,300	3,980	50
A. F.	9,184	155,595	237,920	352,190	147,155	197,517
Total	1,140,817					

Acre Feet.

## NORTH PLATTE RIVER, OUTFLOW OF PATHFINDER RESERVOIR

For Year Ending September 30, 1926

Date	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.
1	50	50	50	300	50	50
2	50	50	50	300	50	50
3	50	50	50	300	50	50
4	50	50	50	300	50	50
5	50	50	180	300	50	50
6	50	50	200	300	50	50
7	50	50	200	300	50	50
8	50	50	200	300	50	50
9	50	50	200	300	50	50
10	50	50	200	300	50	50
11	50	50	200	300	50	50
12	50	50	200	300	50	5
13	50	50	200	300	50	5
14	50	50	200	300	50	30
15	50	50	200	300	50	30
16	50	50	200	300	50	5
17	50	50	200	200	50	5
18	50	50	200	200	50	5
19	50	50	200	200	50	5
20	50	50	200	200	50	5
21	50	50	200	200	50	40
22	50	50	200	200	50	50
23	50	50	300	200	50	50
24	50	50	300	200	50	50
25	50	50	300	200	50	50
26	50	50	300	200	50	50
27	50	50	300	200	50	50
28	50	50	300	200	50	50
29	50	50	300	50		50
30	50	50	300	50		50
31	50		300	50		50
Mean	50	50	209	237	50	38
Max.	50	50	300	300	50	50
Min.	50	50	50	50	50	50
A. F.	3,074	2,975	12,853	14,578	2,777	2,350
Total	1,445,223 Acre Feet.					

## NORTH PLATTE RIVER, OUTFLOW OF PATHFINDER RESERVOIR

For Year Ending September 30, 1926

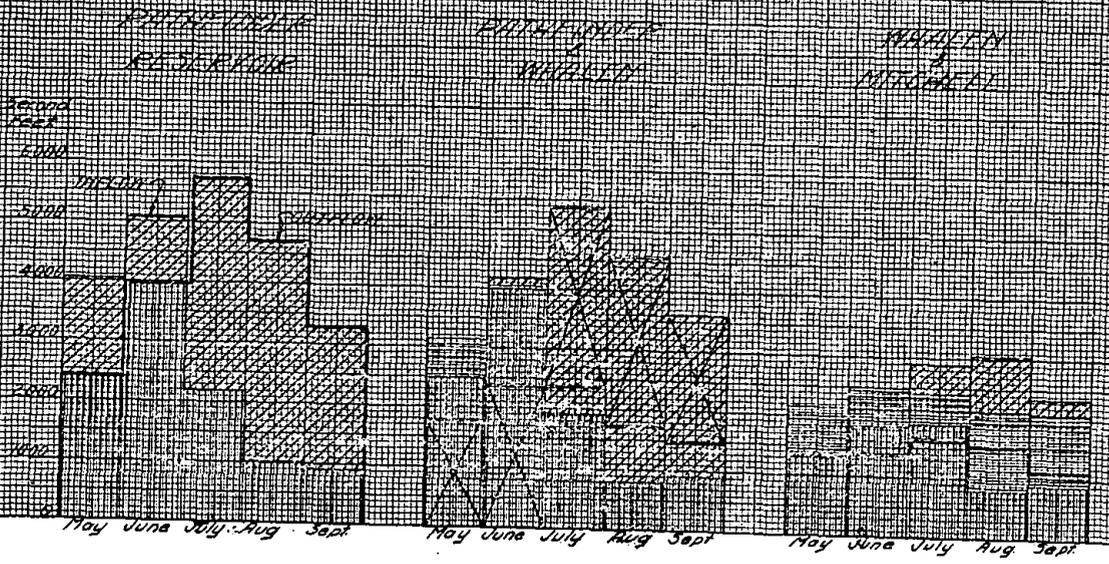
Date	April	May	June	July	Aug.	Sept.
1	50	1,010	6,060	5,960	6,020	5,060
2	50	1,010	6,040	6,060	6,060	5,060
3	50	1,010	6,060	6,060	6,040	5,090
4	50	1,010	6,010	6,060	6,020	5,170
5	50	1,010	6,020	6,040	6,040	4,740
6	50	1,010	5,240	6,040	6,090	4,490
7	50	1,020	5,030	6,020	6,090	4,480
8	50	1,010	5,030	6,020	5,800	4,530
9	20	1,010	5,060	6,020	5,710	4,480
19	6	1,010	5,120	6,100	5,710	4,110
11	5	1,020	5,220	6,060	5,700	4,040
12	5	1,020	5,140	6,060	5,740	4,030
13	5	1,040	5,100	6,060	5,600	4,010
14	5	1,000	5,240	6,060	5,500	4,000
15	5	1,000	5,120	6,060	5,550	3,670
16	5	1,580	5,360	6,040	5,530	3,530
17	5	2,020	5,170	6,040	5,510	3,520
18	5	2,070	5,070	6,010	5,500	3,500
19	5	2,860	5,190	6,040	5,510	3,530
20	5	3,020	5,150	6,040	5,540	3,520
21	5	3,040	4,840	6,090	5,520	3,500
22	5	3,040	5,340	6,070	5,030	3,180
23	5	4,800	5,120	6,070	4,990	3,010
24	5	5,030	5,030	6,060	5,030	3,050
25	5	5,030	5,020	6,040	4,980	3,060
26	5	5,030	5,010	6,020	4,710	2,450
27	5	5,820	5,040	6,060	4,510	2,030
28	1,340	6,040	5,170	6,060	4,530	2,010
29	1,020	6,040	5,120	6,060	4,510	640
30	1,010	6,040	5,580	6,040	4,750	90
31		6,070		6,040	5,000	
Mean	129	2,667	5,290	6,047	5,445	3,586
Max.	1,340	2,668	5,290	6,047	5,445	3,586
Min.	5	1,010	5,010	5,960	4,510	90
A. F.	7,696	164,075	314,781	371,826	334,854	213,384
Total	1,445,223					

Acres Feet.

100'  DISCHARGE FROM  
 ORIGINAL LEAK  
 50'  PICK UP  
 DIVERSION OF WATER COURSES

DISCHARGE FROM  
 ORIGINAL LEAK  
 PICK UP  
 DIVERSION OF WATER COURSES  
 SHOWING DISPOSITION OF WATER SUPPLY  
 BY SECTIONS  
 BETWEEN  
 RAHWAY RESERVOIR & OVERFLOW  
 OF  
 RAHWAY RIVERS  
 Compiled by  
 CHAS. H. WILSON  
 Chief of Nebraska Bureau of Irrigation

Sheet #1 No. 20



Sheet 1

Sheet 2 of 20

LEGEND

-  STORAGE FLOW
-  GRADING FLOW
-  RISE UP
-  OVERBIDS

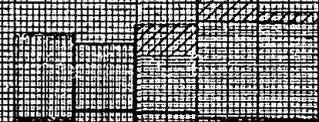
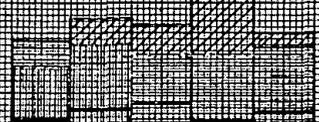
1925

MICHELLE  
↑  
MELINDA

MELBETH  
↑  
MELINDA POINT

BRIDEPORT  
↑  
BIG HOLE

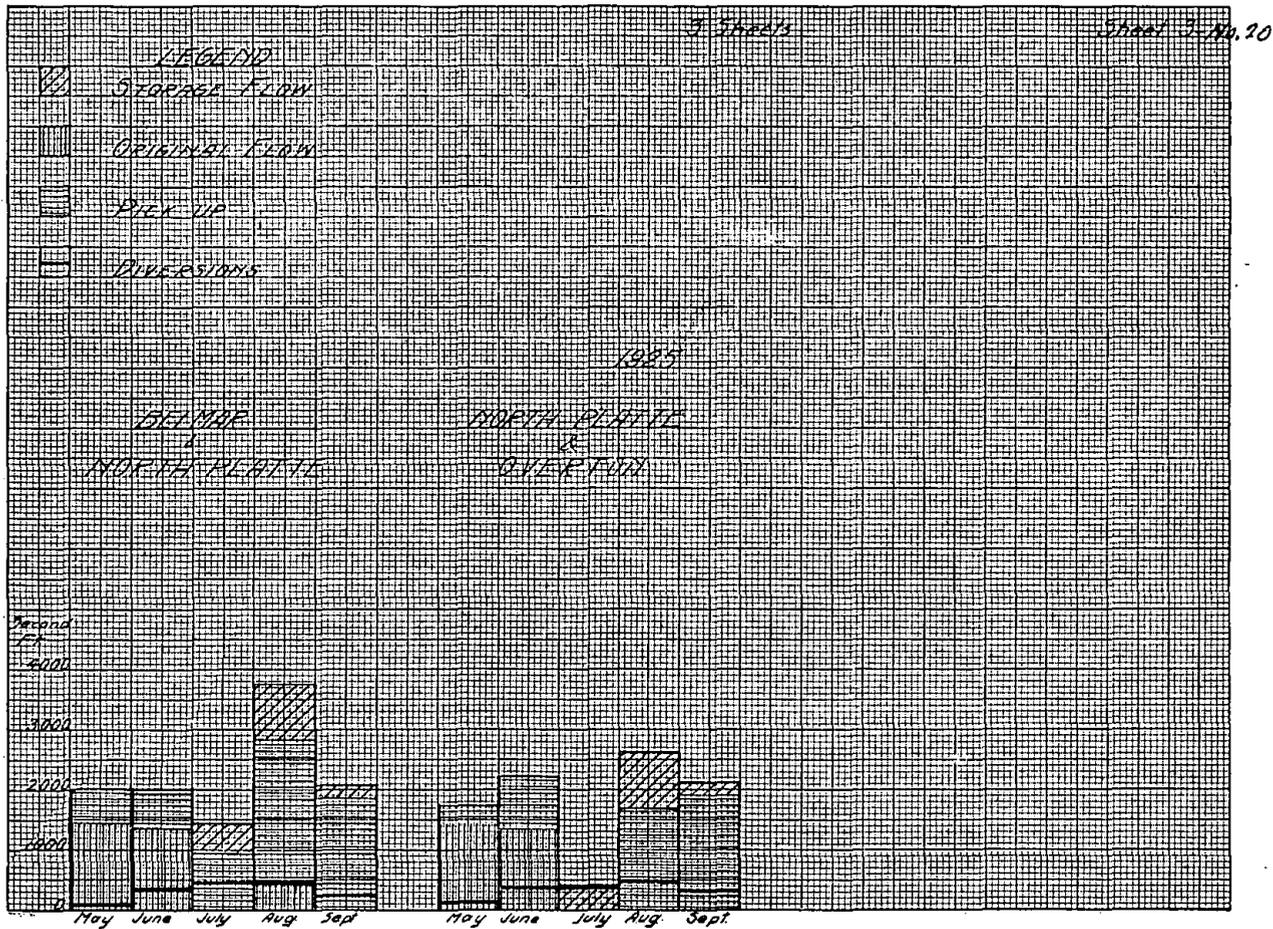
500  
1000  
2000



May June July Aug Sept

May June July Aug Sept

May June July Aug Sept



LEGEND

-  STORAGE WATER
-  ORIGINAL FLOW
-  PICK-UP
-  DIVERTED BY GOVERNMENT CANALS

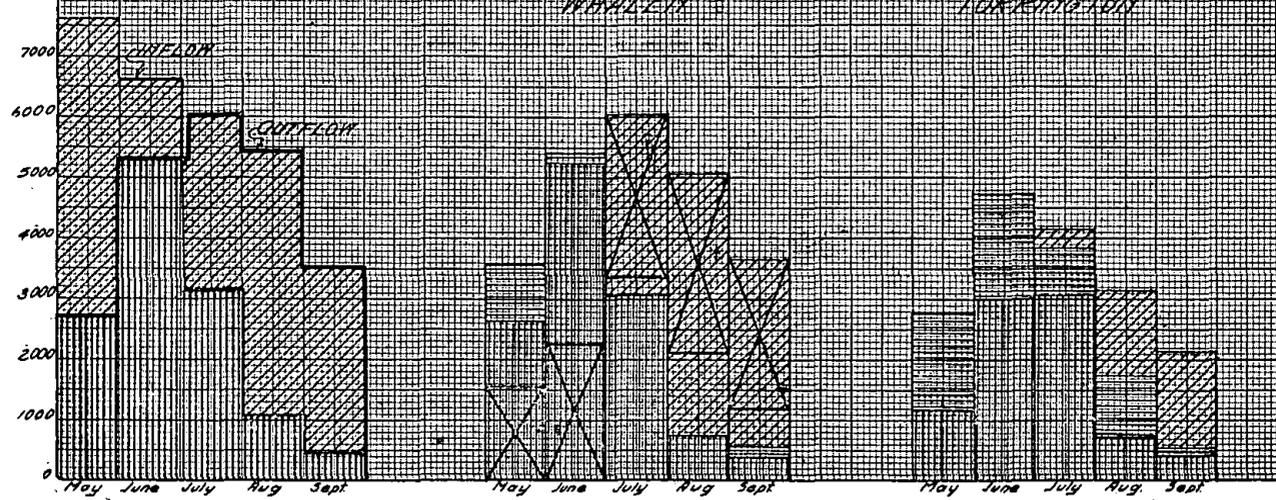
GRAPH  
 SHOWING DISPOSITION OF WATER SUPPLY  
 BY SECTIONS  
 BETWEEN  
 PATHEINDER RESERVOIR TO QUERTON  
 IN  
 PLatte RIVER  
 Compiled by  
 Chief of Nebraska Bureau of Irrigation

PATHEINDER RESERVOIR

PATHEINDER & WHALEN

WHALEN & TOKITONGION

Sec Ft



LEGEND

-  STORAGE FLOW
-  ORIGINAL FLOW
-  PICK UP
-  DIVERSIONS

1926

TORRINGTON  
&  
MITCHELL

MITCHELL  
&  
MELBETH

MELBETH  
&  
BRIDGEPORT

5000

4000

3000

2000

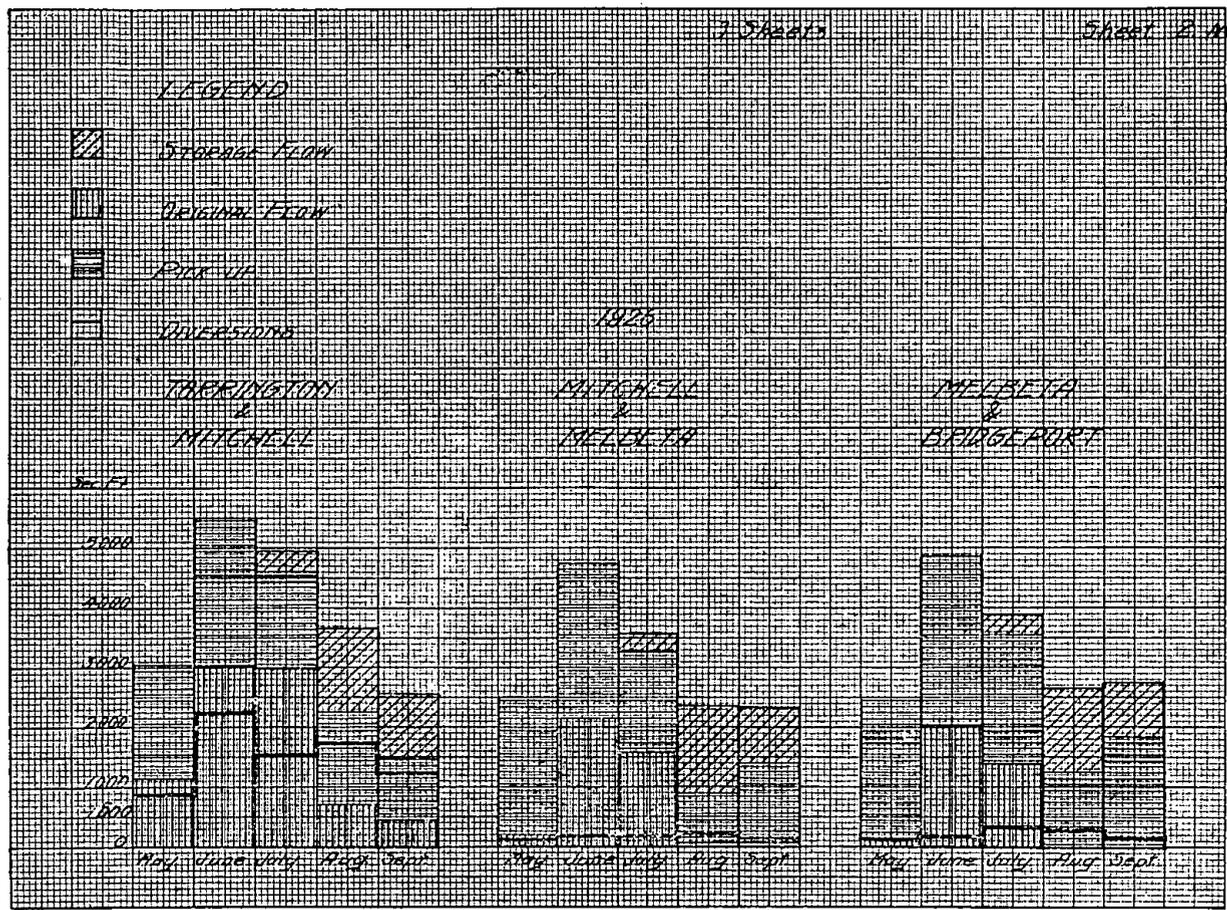
1000

0

May June July Aug Sept

May June July Aug Sept

May June July Aug Sept





## DISCHARGES OF NORTH PLATTE RIVER AT WHALEN, WYOMING

For Year Ending September 30, 1925

Date	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.
1	210	640	393	195	326	534
2	162	661	403	202	445	497
3	156	642	415	202	586	431
4	156	604	401	202	579	316
5	96	585	372	214	433	306
6	156	585	359	253	357	308
7	200	604	386	247	644	349
8	260	576	347	239	758	392
9	2,351	518	195	239	1,063	370
10	1,803	455	184	231	906	412
11	1,090	433	205	230	663	467
12	1,006	470	278	231	729	504
13	838	469	324	224	515	498
14	672	426	454	255	601	469
15	525	360	438	247	497	500
16	1,557	364	371	247	480	506
17	1,163	386	283	247	534	549
18	953	346	247	247	556	499
19	857	545	297	290	556	521
20	826	568	202	264	573	503
21	944	515	378	255	595	491
22	1,663	430	299	311	597	439
23	1,809	451	261	272	642	396
24	1,549	457	239	280	610	401
25	1,333	459	234	291	562	407
26	1,204	546	234	292	576	451
27	1,096	520	229	292	534	470
28	982	494	229	284	519	420
29	907	500	215	292		283
30	790	459	222	300		112
31	640		216	304		40
Mean	901	502	299	2,541	587	414
Max.	2,351	642	454	311	1,063	534
Min.	96	346	205	195	326	40
A. F.	55,446	29,887	18,437	15,627	32,600	25,470
Total	725,910	Acre Feet.				

## DISCHARGES OF NORTH PLATTE RIVER AT WHALEN, WYOMING

For Year Ending September 30, 1925

Date	April	May	June	July	Aug.	Sept.
1	82	43	1,313	1,756	2,625	1,422
2	293	46	1,319	1,680	2,521	1,370
3	92	46	1,319	1,985	2,246	1,387
4	327	46	1,890	1,860	2,125	1,462
5	857	48	2,101	2,275	2,025	1,419
6	857	746	2,000	2,029	1,990	1,475
7	819	1,212	2,797	2,025	1,895	1,560
8	833	1,425	3,880	2,025	1,705	1,692
9	627	1,540	3,350	2,705	1,620	1,635
10	456	1,545	2,441	2,738	1,705	1,682
11	370	662	594	2,670	1,701	1,770
12	259	536	348	2,786	1,820	1,701
13	230	878	523	2,775	2,060	1,785
14	264	836	1,666	2,655	2,237	1,422
15	236	948	1,630	2,526	2,007	1,592
16	175	4,009	4,126	2,441	2,075	1,492
17	93	8,006	1,687	2,140	2,125	1,485
18	50	4,701	1,214	2,195	2,150	1,587
19	46	3,254	1,250	2,095	2,140	1,295
20	46	2,285	1,325	2,035	1,970	1,332
21	46	1,566	1,268	2,181	1,920	1,300
22	46	1,098	1,482	2,358	1,635	1,427
23	43	723	1,516	4,741	1,380	1,785
24	42	341	1,654	2,215	1,262	1,395
25	41	293	1,794	2,085	1,140	1,240
26	40	460	1,775	2,250	1,160	1,165
27	40	831	1,925	2,233	1,183	1,122
28	41	899	1,955	2,183	1,122	893
29	41	1,320	1,875	2,285	1,085	852
30	42	1,487	1,785	2,565	1,267	1,992
31		1,391		2,582	1,343	
Mean	248	1,394	1,793	2,357	1,781	1,458
Max.	857	1,568	3,880	4,741	2,625	1,992
Min.	40	43	348	1,680	1,085	852
A. F.	14,745	85,732	106,716	144,942.	109,566	86,740
Total	725,910 Acre Feet.					

## NORTH PLATTE RIVER AT WHALEN, WYOMING

For Year Ending September 30, 1926

Date	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.
1	1,104	150	96	0	168	126
2	588	222	78	60	168	252
3	546	462	84	132	162	240
4	480	354	36	102	138	366
5	438	252	66	108	132	342
6	408	172	0	150	126	180
7	336	162	0	204	150	114
8	312	162	108	252	222	192
9	288	150	180	264	306	282
10	282	132	150	252	354	228
11	300	156	162	238	360	228
12	306	144	192	330	282	258
13	264	144	108	360	360	295
14	234	132	0	373	246	336
15	222	84	0	354	246	276
16	210	72	0	312	258	306
17	198	96	0	324	264	336
18	210	84	42	330	192	420
19	204	96	54	354	102	330
20	192	48	18	330	252	350
21	198	66	78	330	228	375
22	192	48	204	294	204	400
23	162	96	222	257	315	293
24	102	18	228	185	144	120
25	126	48	228	182	114	60
26	138	162	216	121	48	60
27	132	96	306	145	114	60
28	0	60	342	138	126	60
29	0	60	348	162		60
30	24	78	186	168		60
31	36		42	168		60
Mean	266	134	122	226	206	228
Max.	1,104	462	348	360	360	420
Min.	0	60	0	0	48	60
A. F.	16,328	7,950	7,486	13,940	11,466	14,013
Total	824,508 Acre Feet.					

## DEPARTMENT OF PUBLIC WORKS

417

## NORTH PLATTE RIVER AT WHALEN, WYOMING

For Year Ending September 30, 1926

Date	April	May	June	July	Aug.	Sept.
1	60	1,089	5,394	1,947	2,560	939
2	60	1,557	3,906	2,180	2,379	1,077
3	60	1,797	3,665	4,251	2,180	1,121
4	60	1,930	3,649	2,974	2,175	1,483
5	60	1,407	3,530	4,586	2,148	1,974
6	60	1,467	3,310	4,021	1,946	2,348
7	60	1,581	3,087	3,693	1,922	1,649
8	60	1,539	2,508	3,918	2,086	1,749
9	60	1,389	2,237	4,638	2,112	1,889
10	60	1,173	2,461	5,430	2,258	1,935
11	60	1,095	1,991	5,402	2,584	1,902
12	60	1,005	1,943	4,064	2,742	1,432
13	84	1,125	2,321	3,727	2,792	1,437
14	120	987	2,165	3,215	2,509	1,577
15	96	825	2,528	3,183	2,449	1,569
16	252	555	3,765	3,201	2,326	1,569
17	1,872	381	3,818	3,064	2,374	1,292
18	2,544	279	4,956	2,890	2,359	1,202
19	3,063	957	3,861	2,467	2,158	1,258
20	3,198	1,089	3,246	2,428	1,937	1,256
21	3,354	1,443	3,195	2,395	2,019	1,093
22	2,990	1,878	3,126	2,404	2,067	933
23	2,762	1,620	2,876	2,302	2,013	930
24	2,420	1,338	3,126	2,428	1,721	750
25	2,152	2,768	2,914	2,380	1,651	822
26	1,435	2,642	2,796	2,434	1,622	1,086
27	855	2,752	2,524	2,877	1,467	1,146
28	603	2,922	1,740	2,506	1,081	936
29	627	6,218	1,330	2,581	852	624
30	489	6,408	1,196	2,629	808	1,821
31		5,669		2,668	862	
Mean.	988	2,067	2,972	3,189	2,005	1,360
Max.	3,354	6,408	4,956	5,430	2,792	2,348
Min.	60	279	1,330	1,947	808	624
A. F.	58,783	116,798	176,762	196,134	123,924	80,924
Total	824,508 Acre Feet.					

## DISCHARGES OF LARAMIE RIVER AT FT. LARAMIE, WYOMING

For Year Ending September 30, 1925

Date	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.
1	100	140	143	153	259	177
2	100	140	143	153	259	177
3	100	140	143	153	259	177
4	100	140	143	153	259	177
5	100	140	143	153	259	177
6	100	140	143	153	259	177
7	100	140	143	153	259	177
8	100	140	143	153	259	177
9	100	140	143	153	259	177
10	100	140	143	153	259	177
11	104	158	143	153	200	177
12	104	158	143	153	200	177
13	104	158	143	153	200	177
14	104	158	143	153	200	177
15	104	158	143	153	200	177
16	104	158	143	153	200	177
17	104	158	143	153	200	177
18	104	158	143	153	200	177
19	104	158	143	153	200	177
20	104	158	143	153	200	177
21	120	150	145	153	175	200
22	120	150	145	153	175	200
23	120	150	145	153	175	200
24	120	150	145	153	175	200
25	120	150	145	153	175	200
26	138	150	154	153	175	200
27	137	150	154	153	175	200
28	138	150	154	153	175	200
29	138	150	154	153		200
30	138	150	154	153		200
31	138	150	154	153		200
Mean	112	149	144	153	210	185
Max.	138	158	154	153	259	200
Min.	100	140	143	153	175	177
A. F.	6,878	8,886	8,836	9,408	11,881	11,385

## DISCHARGES OF LARAMIE RIVER AT FT. LARAMIE, WYOMING

For Year Ending September 30th, 1925

Date	April	May	June	July	Aug.	Sept.
1	232	194	93	20	49	18
2	232	194	88	20	48	15
3	232	194	62	20	47	15
4	232	194	60	25	47	20
5	232	194	60	25	43	20
6	232	194	72	25	45	25
7	232	194	265	36	40	25
8	232	194	385	25	47	25
9	232	194	350	25	47	26
10	232	194	310	25	47	20
11	181	194	286	30	50	20
12	181	194	260	25	30	20
13	181	194	235	30	36	18
14	181	194	225	35	45	18
15	181	194	188	25	50	18
16	181	194	175	25	60	25
17	181	194	157	20	50	25
18	181	194	155	15	50	20
19	181	194	115	16	47	25
20	181	194	80	15	47	25
21	181	194	65	15	48	33
22	181	194	66	15	43	43
23	181	194	60	20	40	43
24	181	194	60	20	30	46
25	181	194	67	18	36	44
26	181	100	65	20	34	44
27	181	100	62	20	28	44
28	181	100	50	20	25	44
29	181	100	30	20	23	44
30	181	100	25	55	20	44
31		100		49	22	
Mean	198	175	136	24	41	24
Max.	232	194	385	55	49	46
Min.	181	100	25	15	22	15
A. F.	11,782	10,810	8,114	1,495	2,527	1,650

## REPORT OF SECRETARY

DISCHARGES OF NORTH PLATTE RIVER  
AT TORRINGTON, WYOMING

For Year Ending September 30th, 1926

Date	Jan.	Feb.	Mar.	April	May	June
1	600	600	900	800	1,500	6,300
2	600	600	900	800	1,300	4,850
3	600	600	900	1,100	2,250	3,900
4	600	600	900	1,100	2,750	3,900
5	600	600	900	800	2,250	3,900
6	600	600	900	800	2,300	3,500
7	600	600	900	1,100	2,400	4,850
8	600	600	900	1,250	2,250	4,600
9	600	600	900	1,000	2,400	4,150
10	600	600	900	900	2,600	4,600
11	600	600	900	900	2,400	4,150
12	600	600	900	900	2,250	3,900
13	600	600	900	1,000	2,100	3,700
14	600	600	900	1,100	2,100	4,400
15	600	600	900	1,000	2,400	5,300
16	600	600	950	1,200	2,100	6,500
17	600	600	950	1,600	2,000	7,250
18	600	600	950	2,500	1,950	7,950
19	600	600	950	3,800	1,950	7,250
20	600	600	950	4,700	2,100	6,750
21	600	900	1,000	5,300	2,100	5,800
22	600	900	1,000	4,900	2,400	5,300
23	600	900	1,000	4,250	2,400	4,850
24	600	900	1,000	3,800	2,250	4,150
25	600	900	1,000	3,200	2,250	4,050
26	600	900	1,100	2,700	2,750	3,900
27	600	900	1,100	2,850	2,250	3,500
28	600	900	1,100	2,000	2,750	3,300
29	600		1,100	1,700	7,300	2,400
30	600		1,100	1,600	9,200	2,300
31	600		900		7,600	
Mean	600	685	956	2,021	2,793	4,708
Max.	600	900	1,100	5,300	9,200	7,950
Min.	600	600	900	800	1,300	2,300
A. F.	36,893	38,083	58,810	120,299	171,771	280,169

**DISCHARGES OF NORTH PLATTE RIVER  
AT TORRINGTON, WYOMING**

For Year Ending September 30th, 1926

Date	July	Aug.	Sept.
1	2,500	4,200	1,550
2	2,850	4,000	1,400
3	3,200	3,900	1,400
4	4,000	3,800	1,400
5	4,500	3,800	1,700
6	5,400	3,400	2,650
7	5,200	3,400	3,000
8	5,200	2,800	2,800
9	6,100	2,800	2,300
10	5,900	3,300	2,150
11	8,500	3,800	2,300
12	6,100	3,800	2,450
13	5,400	4,700	2,450
14	4,700	3,600	3,000
15	4,200	3,800	2,800
16	3,000	3,400	2,800
17	4,000	3,200	2,450
18	4,000	3,000	2,300
19	3,600	2,850	2,300
20	3,400	2,850	2,300
21	3,400	2,650	2,300
22	3,200	2,650	2,150
23	3,000	3,400	2,000
24	2,850	2,500	1,850
25	3,000	2,650	1,850
26	3,000	2,650	1,800
27	3,000	2,300	1,700
28	4,200	2,300	1,700
29	4,000	2,000	1,550
30	3,800	2,000	1,700
31	3,800	2,000	
Mean	4,161	3,145	2,137
Max.	8,500	4,700	3,000
Min.	2,850	2,000	1,550
A. F.	255,871	193,391	127,142

## REPORT OF SECRETARY

DISCHARGES OF NORTH PLATTE RIVER AT  
MITCHELL, NEBRASKA

For Year Ending September 30th, 1925

Date	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.
1	1,900	1,900	1,300	1,300	1,300	1,100
2	1,700	1,800	1,300	1,300	1,300	1,100
3	1,500	1,700	1,300	1,300	1,300	1,100
4	1,450	1,500	1,300	1,300	1,300	1,100
5	1,400	1,600	1,300	1,300	1,300	1,100
6	1,350	1,700	1,300	1,300	1,300	1,050
7	1,300	1,600	1,300	1,300	1,300	1,050
8	1,300	1,600	1,300	1,300	1,300	1,050
9	1,150	1,550	1,300	1,300	1,300	1,050
10	1,350	1,500	1,300	1,300	1,300	1,050
11	2,500	1,500	1,300	1,300	1,300	1,100
12	2,100	1,350	1,300	1,300	1,300	1,100
13	2,100	1,350	1,300	1,300	1,300	1,100
14	2,000	1,350	1,300	1,300	1,300	1,100
15	1,900	1,350	1,300	1,300	1,300	1,100
16	1,900	1,300	1,300	1,300	1,300	1,200
17	2,000	1,300	1,300	1,300	1,300	1,200
18	2,000	1,350	1,300	1,300	1,300	1,200
19	2,100	1,350	1,300	1,300	1,300	1,200
20	2,100	1,400	1,300	1,300	1,300	1,200
21	2,200	1,350	1,300	1,300	1,300	1,200
22	2,100	1,350	1,300	1,300	1,300	1,200
23	2,300	1,350	1,300	1,300	1,300	1,200
24	2,600	1,350	1,300	1,300	1,300	1,200
25	2,600	1,350	1,300	1,300	1,300	1,200
26	2,500	1,350	1,300	1,300	1,200	1,100
27	2,300	1,350	1,300	1,300	1,200	1,100
28	2,200	1,350	1,300	1,300	1,200	1,100
29	2,200	1,350	1,300	1,300		1,100
30	2,300	1,350	1,300	1,300		1,100
31	2,100		1,300	1,300		1,100
Mean	1,951	1,451	1,300	1,300	1,289	1,124
Max.	2,600	1,900	1,300	1,300	1,300	1,200
Min.	1,150	1,300	1,300	1,300	1,200	1,050
A. F.	120,001	86,381	79,935	79,935	71,604	69,125
Total	972,753 Acre Ft.					

**DISCHARGES OF NORTH PLATTE RIVER AT  
MITCHELL, NEBRASKA**

For Year Ending September 30th, 1925

Date	April	May	June	July	Aug.	Sept.
1	1,000	500	700	450	2,850	750
2	1,000	500	500	500	2,700	950
3	1,050	350	500	750	2,600	650
4	1,200	350	500	600	2,050	600
5	1,200	350	650	800	1,950	600
6	1,350	300	850	1,000	1,750	800
7	1,650	275	1,000	1,100	1,550	850
8	1,650	375	4,500	850	1,550	1,000
9	1,650	450	5,000	750	1,200	1,100
10	1,650	850	4,300	1,300	1,000	1,000
11	1,650	950	2,850	1,450	1,100	800
12	1,450	850	1,200	1,500	1,100	1,000
13	1,300	600	650	1,550	1,450	1,300
14	1,300	500	650	1,450	1,550	1,500
15	1,200	1,200	700	1,350	1,450	1,450
16	1,200	1,400	1,200	1,200	1,650	1,200
17	1,200	7,600	1,950	1,050	1,750	1,300
18	1,200	8,000	850	1,000	1,850	1,300
19	1,200	5,500	500	900	1,850	1,400
20	1,100	3,500	300	850	2,050	1,300
21	1,100	2,450	300	850	1,650	1,100
22	1,050	1,600	300	1,050	1,450	1,100
23	1,200	1,150	300	1,450	1,400	1,100
24	1,100	950	300	2,300	1,300	1,300
25	1,000	800	350	1,650	1,050	1,300
26	1,000	800	400	1,300	875	1,300
27	1,000	800	450	1,300	975	1,400
28	1,000	800	500	1,850	800	1,400
29	1,000	750	550	1,750	625	1,400
30	650	750	500	2,050	700	1,600
31		700		2,450	1,100	
Mean	1,210	1,482	1,110	1,240	1,517	1,130
Max.	1,650	2,450	5,000	2,450	2,850	1,600
Min.	650	275	300	450	625	600
A. F.	72,001	91,141	66,050	76,166	93,274	67,141
Total	972,753 Acre Feet.					

**DISCHARGES OF NORTH PLATTE RIVER AT  
MITCHELL, NEBRASKA**

For Year Ending September 30, 1926

Date	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.
1	2,200	1,200	1,100	2,450	1,200	900
2	2,200	1,200	1,100	2,450	1,400	900
3	1,850	1,200	1,100	2,450	1,200	900
4	1,700	1,400	1,100	2,450	1,200	900
5	1,600	1,300	1,100	2,450	1,100	900
6	1,600	1,300	1,100	2,000	1,100	1,000
7	1,450	1,200	1,100	2,250	1,100	1,000
8	1,200	1,200	1,100	2,250	1,000	1,000
9	1,300	1,200	1,100	2,000	1,000	1,050
10	1,450	1,200	1,100	2,000	1,100	1,050
11	1,450	1,300	1,100	2,000	1,100	1,000
12	1,450	1,200	1,100	2,000	1,100	900
13	1,200	1,200	1,100	2,000	1,000	900
14	1,200	1,200	1,100	2,250	1,000	900
15	1,200	1,200	1,100	2,150	900	900
16	1,200	1,200	1,100	2,150	850	900
17	1,100	1,200	1,100	2,150	800	900
18	1,100	1,200	1,100	2,150	800	900
19	1,100	1,200	1,100	2,150	650	800
20	1,100	1,200	1,100	2,150	800	800
21	1,100	1,100	1,100	2,150	800	800
22	1,100	1,100	1,100	2,150	800	750
23	1,100	1,100	1,100	2,150	800	1,000
24	1,200	1,100	1,100	2,150	800	1,200
25	1,200	1,100	1,100	2,150	800	1,050
26	1,200	1,100	1,100	2,150	1,000	1,050
27	1,200	1,100	1,100	2,000	800	1,200
28	1,200	1,100	1,100	1,600	800	1,200
29	1,200	1,100	1,100	1,900		1,050
30	1,200	1,100	1,100	1,800		1,050
31	1,200		1,100	1,600		1,000
Mean	1,340	1,183	1,100	1,300	931	963
Max.	2,200	1,400	1,100	2,450	1,400	1,200
Min.	1,100	1,100	1,100	1,300	800	750
A. F.	82,414	70,417	67,637	79,935	53,554	59,207
Total	1, 245,903 Acre Feet.					

DISCHARGES OF NORTH PLATTE RIVER AT  
MITCHELL, NEBRASKA

For Year Ending September 30, 1926

Date	April	May	June	July	Aug.	Sept.
1	1,100	1,900	6,700	1,450	2,000	900
2	1,200	2,100	5,800	2,300	2,200	800
3	1,100	2,350	5,450	2,050	2,100	650
4	1,100	2,350	4,950	2,900	2,000	750
5	1,100	2,350	4,750	3,800	1,900	900
6	1,100	2,350	4,450	4,700	1,800	1,200
7	1,100	2,000	4,150	4,000	1,600	1,700
8	1,100	2,100	3,650	3,650	1,800	1,400
9	1,450	2,100	2,350	4,000	2,000	1,400
10	1,350	2,100	2,350	5,900	2,200	1,400
11	1,200	2,350	2,350	6,600	2,200	1,600
12	1,100	2,100	2,350	7,000	2,200	1,600
13	1,250	2,000	2,800	5,900	2,700	1,550
14	1,100	1,900	2,600	4,500	2,850	1,400
15	1,250	1,550	2,850	4,000	2,600	1,300
16	1,250	1,400	7,200	3,650	2,350	1,300
17	1,350	1,300	8,350	3,650	2,350	1,200
18	1,900	1,300	8,150	3,150	2,200	1,300
19	3,000	1,000	9,500	2,650	2,000	1,100
20	4,100	1,300	7,900	2,800	1,700	1,150
21	5,300	1,250	6,250	2,500	1,600	1,200
22	4,900	1,200	5,800	2,400	1,800	1,200
23	4,500	1,250	5,150	2,250	1,800	1,200
24	4,200	1,150	4,550	2,050	1,800	1,250
25	3,200	1,000	4,550	1,950	1,500	1,400
26	2,750	1,300	3,800	2,300	1,400	1,600
27	2,500	1,650	3,000	2,650	1,250	1,800
28	2,200	2,100	2,350	3,050	1,250	2,000
29	1,800	2,100	1,850	2,800	1,200	2,000
30	1,900	7,000	1,450	2,500	1,100	1,800
31		7,900		2,500	1,100	
Mean	2,081	2,122	4,593	3,406	1,888	1,335
Max.	5,300	7,900	9,500	7,000	2,850	2,000
Min.	1,100	1,000	1,450	1,450	1,100	650
A. F.	23,869	130,514	273,326	209,457	116,134	79,439
Total	1,245,903 Acre Feet.					

## REPORT OF SECRETARY

DISCHARGES OF NORTH PLATTE RIVER AT  
MELBETA, NEBRASKA

For Year Ending September 30, 1925

Date	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.
1	2,350	2,000	1,800	1,800	1,700	1,250
2	2,250	1,900	1,800	1,800	1,700	1,250
3	2,050	1,900	1,800	1,800	1,700	1,250
4	2,000	1,900	1,800	1,800	1,700	1,250
5	1,900	1,900	1,800	1,800	1,700	1,250
6	1,900	1,900	1,800	1,800	1,700	1,250
7	1,800	1,900	1,800	1,800	1,700	1,100
8	1,900	1,900	1,800	1,800	1,700	1,100
9	1,800	1,900	1,800	1,800	1,700	1,250
10	1,700	2,000	1,800	1,800	1,700	1,250
11	2,800	1,800	1,800	1,600	1,700	1,350
12	2,600	1,800	1,800	1,600	1,700	1,350
13	2,350	1,900	1,800	1,600	1,700	1,500
14	2,350	1,800	1,800	1,600	1,700	1,400
15	2,350	1,800	1,800	1,600	1,700	1,400
16	2,150	1,800	1,800	1,600	1,700	1,400
17	2,050	1,700	1,800	1,600	1,700	1,250
18	2,450	1,700	1,800	1,600	1,700	1,250
19	2,250	1,700	1,800	1,600	1,700	1,150
20	2,250	1,800	1,800	1,600	1,700	1,100
21	2,450	1,800	1,800	1,600	1,700	1,100
22	2,250	1,800	1,800	1,600	1,700	1,100
23	2,250	1,800	1,800	1,600	1,700	1,100
24	2,700	1,800	1,800	1,600	1,700	1,100
25	2,600	1,800	1,800	1,600	1,700	1,100
26	2,450	1,800	1,800	1,600	1,700	1,150
27	2,250	1,800	1,800	1,600	1,700	1,100
28	2,250	1,800	1,800	1,600	1,700	1,100
29	2,200	1,800	1,800	1,600		1,100
30	2,100	1,800	1,800	1,600		1,100
31	2,050		1,800	1,600		1,200
Mean	2,219	1,893	1,800	1,664	1,700	1,213
Max.	2,800	2,000	1,800	1,800	1,700	1,500
Min.	1,700	1,700	1,800	1,600	1,700	1,100
A. F.	136,464	112,662	110,679	102,348	94,414	74,579
Total	148,222	Acre Feet.				

**DISCHARGES OF NORTH PLATTE RIVER AT  
MELBETA, NEBRASKA**

For Year Ending September 30, 1925

Date	April	May	June	July	Aug.	Sept.
1	1,150	800	600	600	3,100	1,000
2	1,200	700	550	550	3,100	800
3	1,250	700	500	550	2,800	800
4	1,500	600	500	650	2,500	900
5	1,150	600	420	800	2,050	900
6	1,400	600	500	950	1,850	775
7	1,700	550	3,300	1,050	1,750	800
8	1,850	600	4,400	900	1,850	900
9	1,850	600	4,600	900	1,250	900
10	1,700	900	4,000	800	1,250	950
11	1,600	1,000	3,600	1,250	1,250	950
12	1,400	1,000	2,300	1,500	1,250	1,050
13	1,300	750	1,400	1,750	1,250	1,600
14	1,250	650	900	1,500	1,650	1,850
15	1,100	1,250	900	1,300	2,000	2,000
16	1,100	1,870	1,400	1,250	2,100	1,600
17	1,150	1,900	2,600	1,150	2,100	1,750
18	1,250	7,600	1,600	1,300	2,100	1,750
19	1,150	5,600	1,000	1,300	2,200	1,900
20	1,150	3,600	700	1,100	2,200	1,850
21	1,100	2,950	550	1,100	2,100	1,750
22	950	2,100	550	1,050	1,600	1,850
23	1,100	1,400	600	1,300	1,400	2,000
24	1,100	800	500	2,950	1,250	1,950
25	950	800	500	2,100	1,050	1,850
26	900	700	500	1,500	1,000	1,950
27	900	700	550	1,500	775	1,850
28	950	900	600	2,200	775	1,850
29	800	700	700	2,100	775	2,200
30	800	600	750	2,200	775	2,450
31		600		2,500	825	
Mean	1,225	1,423	1,341	1,343	1,675	1,490
Max.	1,850	3,600	4,600	2,950	3,100	2,450
Min.	800	550	420	550	775	800
A. F.	72,893	87,512	82,454	82,612	102,993	88,712
Total	1, 148,222 Acre. Feet.					

**DISCHARGES OF NORTH PLATTE RIVER AT  
MELBETA, NEBRASKA**

For Year Ending September 30, 1926

Date	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.
1	2,350	1,850	1,400	1,600	1,600	1,300
2	2,900	1,650	1,500	1,600	1,600	1,300
3	2,600	1,750	1,500	1,600	1,600	1,400
4	2,200	1,750	1,300	1,600	1,600	1,500
5	2,000	1,650	1,400	1,600	1,600	1,500
6	1,850	1,650	1,400	1,600	1,600	1,800
7	1,750	1,650	1,400	1,600	1,600	1,500
8	1,850	1,550	1,400	1,600	1,600	1,400
9	1,800	1,650	1,400	1,600	1,600	1,400
10	1,750	1,650	1,400	1,600	1,600	1,500
11	1,850	1,650	1,400	1,600	1,600	1,500
12	2,000	1,550	1,400	1,600	1,600	1,300
13	1,850	1,550	1,400	1,600	1,600	1,500
14	1,850	1,250	1,400	1,600	1,600	1,300
15	1,750	1,300	1,400	1,600	1,600	1,400
16	1,750	1,500	1,400	1,600	1,400	1,300
17	1,750	1,500	1,400	1,600	1,400	1,300
18	1,650	2,200	1,400	1,600	1,400	1,300
19	1,550	1,400	1,400	1,600	1,400	1,100
20	1,650	1,500	1,400	1,600	1,400	1,100
21	1,550	1,500	1,400	1,600	1,400	1,300
22	1,550	1,300	1,400	1,600	1,400	1,300
23	1,650	1,300	1,400	1,600	1,400	1,400
24	1,650	1,300	1,400	1,600	1,400	1,400
25	1,550	1,300	1,400	1,600	1,400	1,400
26	1,550	1,300	1,400	1,600	1,400	1,500
27	1,550	1,500	1,400	1,600	1,400	1,600
28	1,850	1,500	1,400	1,600	1,400	1,500
29	2,000	1,300	1,400	1,600		1,400
30	2,100	1,300	1,400	1,600		1,300
31	2,000		1,400	1,600		1,400
Mean	1,860	1,526	1,403	1,600	1,455	1,393
Max.	2,900	1,850	1,500	1,600	1,400	1,800
Min.	1,550	1,300	1,300	1,600	1,400	1,100
A. F.	114,448	90,844	86,282	98,381	83,703	85,687
Total	1,575,193 Acre Feet.					

**DISCHARGE OF NORTH PLATTE RIVER AT  
MELBETA, NEBRASKA**

For Year Ending September 30, 1926

Date	April	May	June	July	Aug.	Sept.
1	1,200	2,150	4,250	1,250	2,900	850
2	1,500	2,050	6,250	2,200	2,600	700
3	1,100	2,700	6,000	1,550	2,300	850
4	900	2,700	5,550	4,550	2,200	950
5	750	2,850	5,200	6,000	2,050	1,350
6	750	3,000	5,150	4,250	1,900	1,300
7	750	3,150	4,700	3,900	1,700	2,300
8	1,100	2,550	4,350	3,900	1,700	2,650
9	1,500	3,150	3,650	3,900	1,900	2,400
10	1,350	2,850	2,700	5,250	1,900	2,550
11	1,200	2,850	2,850	4,900	2,050	2,700
12	1,100	2,700	2,700	5,900	2,350	2,800
13	1,200	2,550	2,550	4,900	3,800	2,900
14	1,100	2,550	3,150	3,900	3,800	2,700
15	1,200	2,500	3,200	4,100	2,750	2,700
16	1,200	2,400	7,450	3,900	2,900	2,550
17	1,200	2,400	7,000	3,900	2,750	2,400
18	1,500	2,150	7,600	3,350	2,500	2,400
19	3,000	1,700	7,750	3,350	2,500	2,100
20	3,800	1,200	6,400	3,000	2,350	2,100
21	4,800	1,550	5,550	2,500	1,900	2,150
22	4,800	1,350	5,550	2,250	1,700	2,150
23	4,950	1,500	4,900	2,000	1,900	2,100
24	4,350	1,500	4,350	2,250	2,050	1,900
25	3,950	1,350	4,350	2,200	1,800	2,000
26	3,150	1,000	5,150	2,400	1,350	2,200
27	3,000	1,700	3,150	2,500	1,300	3,100
28	2,700	2,200	2,700	2,700	1,100	3,000
29	2,400	2,500	2,300	2,850	1,000	2,900
30	2,100	6,200	1,550	2,700	950	2,600
31		7,250		2,600	950	
Mean	2,120	2,432	4,600	3,383	2,093	2,178
Max.	4,950	7,252	7,750	6,000	3,800	3,100
Min.	1,100	1,200	1,550	1,250	950	700
A. F.	126,150	149,556	273,723	208,069	128,729	129,621
Total	1,575,193 Acre Feet.					

**DISCHARGES OF NORTH PLATTE RIVER AT  
BRIDGEPORT, NEBRASKA**

For Year Ending September 30, 1925

Date	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.
1	2,775	2,550	2,000	2,000	1,900	1,800
2	2,550	2,150	2,000	2,000	1,900	1,800
3	2,400	2,150	2,000	2,000	1,900	1,800
4	2,400	2,150	2,000	2,000	1,900	1,800
5	2,150	2,150	2,100	2,000	1,900	1,800
6	2,150	2,150	2,000	2,000	1,900	1,800
7	2,100	2,150	2,000	2,000	1,900	1,800
8	2,000	2,150	2,100	2,000	1,900	1,750
9	2,150	2,150	2,000	2,000	1,900	1,700
10	2,300	2,300	2,000	2,000	1,900	1,650
11	2,150	2,150	2,000	2,000	1,900	1,650
12	4,300	2,150	2,000	2,000	1,800	1,600
13	3,000	2,150	2,000	2,000	1,800	1,600
14	3,000	2,150	2,000	2,000	1,800	1,800
15	2,700	2,150	2,000	2,000	1,800	1,700
16	2,550	2,100	2,000	2,000	1,800	1,600
17	2,550	2,100	2,000	2,000	1,800	1,600
18	2,700	1,950	2,000	2,000	1,800	1,600
19	2,700	1,950	2,000	2,000	1,800	1,600
20	2,850	2,100	2,000	2,000	1,800	1,600
21	3,150	2,100	2,000	1,900	1,800	1,600
22	3,150	2,150	2,000	1,900	1,800	1,650
23	2,850	2,100	2,000	1,900	1,800	1,550
24	3,150	1,950	2,000	1,900	1,800	1,500
25	3,150	1,950	2,000	1,900	1,800	1,500
26	3,150	2,100	2,000	2,000	1,800	1,500
27	3,000	2,100	2,000	1,900	1,800	1,500
28	2,950	1,950	2,000	1,900	1,800	1,500
29	2,700	2,100	2,000	1,900		1,500
30	2,700	1,950	2,000	1,900		1,650
31	2,700		2,000	1,900		1,700
Mean	2,713	2,115	2,100	1,864	1,835	1,651
Max.	4,300	2,550	2,100	2,000	1,900	1,800
Min.	2,000	1,950	2,000	1,900	1,800	1,500
A. F.	166,861	125,853	123,373	120,795	101,951	101,555
Total	1,130,121					

Total 1,130,121 Acre Feet.

**DISCHARGES OF NORTH PLATTE RIVER AT  
BRIDGEPORT, NEBRASKA**

For Year Ending September 30, 1925

Date	April	May	June	July	Aug.	Sept.
1	1,600	800	550	550	2,600	1,000
2	1,600	750	650	500	3,200	950
3	1,600	800	600	400	3,400	950
4	1,600	650	550	400	3,100	950
5	1,600	600	400	550	2,500	950
6	1,400	600	400	850	2,300	950
7	1,500	600	1,700	950	2,200	1,050
8	1,600	750	5,400	950	1,500	1,150
9	1,900	750	5,500	1,050	1,500	1,150
10	1,900	800	5,500	950	1,500	1,150
11	1,900	1,200	4,700	950	1,400	1,150
12	1,900	1,400	3,600	1,400	1,700	1,300
13	1,750	950	2,350	1,600	1,850	1,900
14	1,600	650	1,150	1,600	1,700	2,400
15	1,300	750	1,050	1,400	1,850	2,400
16	1,300	1,200	850	1,050	2,000	3,150
17	1,300	900	950	1,050	2,300	2,950
18	1,200	3,100	2,000	1,050	2,300	2,550
19	1,200	8,500	1,200	1,150	2,300	2,400
20	1,200	3,600	950	1,150	2,300	2,200
21	1,200	3,800	750	1,050	2,300	2,200
22	1,150	2,500	600	1,150	2,000	2,200
23	1,150	1,700	600	1,150	1,700	2,200
24	1,150	1,400	500	1,500	1,550	2,400
25	900	1,400	400	2,300	1,400	2,400
26	800	850	400	2,000	1,050	2,400
27	800	750	600	1,700	950	2,400
28	800	750	600	2,000	850	2,400
29	800	750	600	2,100	850	2,400
30	800	600	600	2,200	850	2,400
31		550		2,400	950	
Mean	1,316	1,437	1,523	1,261	1,869	1,870
Max.	1,900	8,500	5,500	2,400	3,400	3,150
Min.	800	550	400	400	850	950
A. F.	78,348	88,067	90,645	77,554	114,944	111,175
Total	1,130,121 Acre Feet.					

**DISCHARGES OF NORTH PLATTE RIVER AT  
BRIDGEPORT, NEBRASKA**

For Year Ending September 30, 1926

Date	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.
1	2,400	2,700	1,750	2,000	2,200	1,700
2	2,400	2,550	1,600	2,000	2,200	1,700
3	2,400	2,200	1,600	2,000	2,200	1,700
4	2,400	2,000	1,600	2,000	2,200	1,700
5	2,200	2,000	1,750	2,000	2,200	1,700
6	2,000	2,000	1,750	2,000	2,200	1,700
7	1,850	2,000	1,600	2,000	2,200	1,700
8	1,850	1,850	1,450	2,000	2,200	1,700
9	1,850	1,850	1,450	2,000	2,200	1,700
10	1,750	2,000	1,450	2,000	2,200	1,700
11	2,000	1,850	1,600	2,000	2,200	1,700
12	2,200	1,750	1,600	2,000	2,200	1,700
13	2,200	1,750	1,600	2,000	2,200	1,700
14	2,200	1,750	1,600	2,000	2,200	1,700
15	2,200	1,750	1,600	2,000	2,200	1,700
16	1,850	1,750	1,600	2,000	2,200	1,700
17	2,000	1,750	1,600	2,000	2,200	1,700
18	2,200	1,750	1,600	2,000	2,200	1,700
19	2,200	1,750	1,600	2,000	2,200	1,700
20	2,000	1,600	1,600	2,000	2,200	1,700
21	1,850	1,450	1,600	2,000	2,200	1,700
22	1,750	1,750	1,600	2,000	2,200	1,700
23	1,750	1,750	1,600	2,000	2,200	1,700
24	1,750	1,750	1,600	2,000	2,200	1,700
25	1,750	1,750	1,600	2,000	2,200	1,700
26	1,750	1,600	1,600	2,000	2,200	1,700
27	1,550	1,800	1,600	2,000	2,200	1,700
28	2,100	1,750	1,600	2,000	2,200	1,700
29	2,100	1,750	1,600	2,000		1,700
30	2,100	1,750	1,600	2,000		1,700
31	2,400		1,600	2,000		1,700
Mean	2,030	1,856	1,600	2,000	2,200	1,700
Max.	2,400	2,700	1,750	2,000	2,200	1,700
Min.	1,750	1,450	1,450	2,000	2,200	1,700
A. F.	124,960	104,809	98,381	122,977	126,547	104,530
Total	1,719,938 Acre Feet.					

**DISCHARGES OF NORTH PLATTE RIVER AT  
BRIDGEPORT, NEBRASKA**

For Year Ending September 30, 1926

Date	April	May	June	July	Aug.	Sept.
1	1,300	2,150	6,500	2,000	3,050	1,200
2	1,300	2,150	6,050	1,600	2,900	1,200
3	1,300	2,150	5,650	2,200	2,750	1,400
4	1,250	2,250	5,250	2,000	2,600	1,800
5	1,250	2,400	5,100	3,400	2,300	1,700
6	1,250	2,700	5,100	3,200	1,950	2,050
7	1,300	3,000	4,900	3,900	1,950	2,300
8	1,450	2,400	4,900	4,300	1,800	2,900
9	1,810	2,850	4,250	4,500	1,800	3,200
10	1,600	3,000	3,550	4,500	1,800	3,200
11	1,600	3,000	3,200	5,300	2,050	3,200
12	1,700	3,000	3,200	6,650	2,300	3,400
13	1,700	2,600	3,400	5,850	3,050	3,600
14	1,600	2,600	3,400	5,050	3,600	3,400
15	1,600	2,400	3,550	4,500	3,600	3,050
16	1,600	2,400	5,700	4,100	3,050	2,900
17	1,600	2,400	7,050	4,100	2,900	2,750
18	1,600	2,250	6,900	3,900	2,600	2,600
19	2,200	2,150	6,900	3,550	2,600	2,600
20	2,900	2,150	6,050	3,200	2,300	2,600
21	4,000	2,150	5,300	3,050	2,200	2,600
22	4,350	1,650	4,650	2,800	2,050	2,400
23	4,800	1,650	4,500	2,600	2,050	2,300
24	4,150	1,650	4,500	2,600	2,200	2,200
25	3,900	1,650	4,250	2,600	2,200	2,200
26	3,700	1,150	4,100	2,800	2,050	2,450
27	3,200	1,050	3,700	2,900	1,950	2,600
28	2,800	2,000	3,400	3,050	1,800	2,900
29	2,500	2,150	2,900	3,050	1,700	2,900
30	2,200	2,150	2,350	3,050	1,600	2,900
31		5,300		3,050	1,400	
Mean	2,250	2,340	4,675	3,527	2,327	2,550
Max.	4,800	5,300	7,050	6,650	3,600	3,600
Min.	1,250	1,050	2,350	1,600	1,400	1,200
A. F.	103,906	143,902	278,185	216,895	143,109	151,737
Total	1,719,938 Acre Feet.					

## REPORT OF SECRETARY

## NORTH PLATTE RIVER

## Daily Discharges in Second Feet

Belmar, Nebraska  
1925

Date	Jan.	Feb.	Mar.	April	May	June
1	2,000	2,000	2,200	2,000	1,450	1,000
2	2,000	2,000	2,200	2,000	1,300	1,000
3	2,000	2,000	2,200	2,300	1,150	900
4	2,000	2,000	2,200	2,000	1,150	800
5	2,000	2,000	2,200	1,800	1,150	800
6	2,000	2,000	2,200	1,800	900	660
7	2,000	2,000	2,200	2,300	900	2,300
8	2,000	2,000	2,200	2,300	1,150	2,300
9	2,000	2,000	2,200	2,000	1,450	3,700
10	2,000	2,000	2,200	2,000	1,300	6,000
11	2,000	2,000	2,200	2,550	1,150	5,700
12	2,000	2,000	2,200	2,300	1,150	5,700
13	2,000	2,000	2,200	2,300	1,000	5,300
14	2,000	2,000	2,200	2,000	1,650	3,700
15	2,000	2,000	2,200	2,000	2,000	2,550
16	2,000	2,000	2,200	2,000	1,650	2,550
17	2,000	2,000	2,200	1,800	1,800	1,800
18	2,000	2,000	2,200	1,800	1,800	1,450
19	2,000	2,000	2,200	1,800	2,000	2,000
20	2,000	2,000	2,200	1,800	9,300	2,550
21	2,000	2,000	2,200	1,800	7,300	1,800
22	2,000	2,000	2,200	1,650	5,700	1,800
23	2,000	2,000	2,200	1,450	4,100	1,450
24	2,000	2,000	2,200	1,450	2,000	1,150
25	2,000	2,000	2,200	1,450	1,800	1,150
26	2,000	2,000	2,200	1,300	1,450	900
27	2,000	2,000	2,200	1,150	1,450	800
28	2,000	2,000	2,200	1,300	1,450	660
29	2,000		2,200	1,450	1,450	660
30	2,000		2,200	1,450	1,150	660
31	2,000		2,200		1,000	
Mean	*2,000	*2,000	*2,200	1,843	2,072	2,058
Max.	2,000	2,000	2,200	2,300	9,300	6,000
Min.	2,000	2,000	2,200	1,150	900	660
A. F.	122,977	107,109	135,274	109,687	127,439	126,527

\*Estimated.

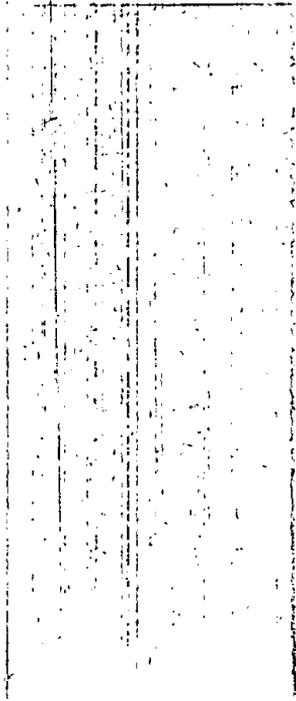
## NORTH PLATTE RIVER

## Daily Discharges in Second Feet

Belmar, Nebraska  
1925

Date	July	Aug.	Sept.	Oct.	Nov.	Dec.
1	660	2,300	1,150	3,500	4,000	2,300
2	660	2,550	1,025	3,800	4,200	2,300
3	800	3,300	900	3,500	4,800	2,100
4	660	4,500	1,025	4,000	3,200	2,100
5	800	4,100	1,075	4,000	4,000	2,100
6	800	3,700	1,150	4,000	4,000	2,600
7	900	3,700	1,150	3,500	4,000	2,800
8	1,000	2,300	1,150	3,350	3,200	2,800
9	1,150	2,300	1,150	3,350	2,900	2,300
10	1,150	1,800	1,150	3,350	2,900	2,300
11	1,150	1,800	1,150	2,900	2,900	2,100
12	1,150	2,300	1,150	2,900	2,300	2,100
13	1,300	2,300	1,950	2,900	2,300	2,100
14	1,450	2,300	2,300	2,900	2,300	2,100
15	1,800	2,300	2,300	2,300	2,300	2,100
16	1,800	2,300	2,300	2,600	2,300	2,100
17	1,650	2,550	2,900	2,600	2,300	2,100
18	1,450	2,800	2,900	2,900	2,300	2,100
19	1,300	2,800	2,900	2,900	2,300	2,100
20	1,300	2,800	2,600	2,900	2,600	2,100
21	1,300	2,800	2,600	2,900	2,300	2,100
22	1,150	2,800	2,900	2,600	2,800	2,100
23	1,450	2,800	2,900	2,600	3,100	2,100
24	1,300	2,550	2,900	2,600	2,800	2,100
25	1,150	2,300	2,900	2,600	2,600	2,100
26	1,450	2,300	2,900	2,300	2,300	2,100
27	2,300	2,000	2,900	1,800	2,300	2,100
28	2,800	2,000	2,900	1,800	2,300	2,100
29	2,800	1,300	3,350	2,100	2,600	2,100
30	2,800	1,300	3,350	3,200	2,600	2,100
31	2,550	1,150		3,600		2,100
Mean	1,418	2,519	2,095	2,980	2,893	2,187
Max.	2,800	4,500	3,350	4,000	4,800	2,800
Min.	660	1,150	900	1,800	2,300	2,100
A. F.	87,234	154,911	124,910	182,977	172,167	134,679
Total	1,585,891 Acre Feet.					

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**DISCHARGES OF NORTH PLATTE RIVER  
AT LEMOYNE, NEBRASKA**

For Year Ending September 30, 1926

Date	April	May	June	July	Aug.	Sept.
1	2,000	3,500	3,500	4,600	4,050	1,750
2	2,000	2,900	8,100	4,600	3,700	1,750
3	2,000	2,900	8,100	4,600	3,700	1,750
4	2,000	2,900	7,500	4,000	3,700	2,050
5	2,000	2,900	7,500	4,000	3,100	2,050
6	2,000	3,500	6,950	4,000	3,100	2,400
7	2,000	6,350	6,950	6,900	2,850	2,050
8	2,000	5,750	6,950	5,800	2,850	2,050
9	2,500	5,200	6,950	6,900	2,600	2,400
10	2,500	4,650	6,950	6,300	2,450	2,800
11	2,500	4,650	6,350	6,300	2,450	3,250
12	2,500	4,650	5,750	6,900	2,450	3,250
13	2,500	4,650	5,200	6,900	3,100	3,250
14	2,500	4,650	5,200	9,200	3,100	3,250
15	2,500	4,050	5,200	7,500	3,100	4,300
16	2,400	4,050	5,750	6,900	3,750	3,750
17	2,000	4,050	7,000	6,300	5,000	3,750
18	2,000	4,050	10,400	5,800	5,000	4,300
19	2,000	4,050	8,700	5,800	4,050	3,750
20	2,000	4,050	8,700	5,800	5,000	3,750
21	2,400	2,900	9,850	5,200	4,050	3,750
22	3,500	2,350	8,700	5,200	3,750	3,750
23	5,600	1,700	8,100	4,600	3,750	3,750
24	6,800	1,700	8,100	4,000	2,850	3,250
25	6,800	1,700	7,500	3,500	2,850	3,250
26	6,200	1,700	6,950	4,000	3,100	2,800
27	5,600	2,350	6,950	4,000	2,850	2,800
28	5,600	2,350	6,350	4,000	2,050	3,250
29	4,900	2,350	5,750	4,000	1,750	3,250
30	4,100	3,500	5,200	4,600	1,750	3,750
31		3,500		4,600	1,750	
Mean	3,246	3,533	7,038	5,380	3,213	3,041
Max.	6,800	6,350	10,400	9,200	5,000	4,300
Min.	2,000	1,700	3,500	3,500	1,750	1,750
A. F.	193,193	217,292	418,816	330,847	197,556	180,994

**DISCHARGES OF NORTH PLATTE RIVER AT  
NORTH PLATTE, NEBRASKA**

For Year Ending September 30, 1925

Date	Oct.	Nov.	Dec.	Jan.	Feb.	March
1	4,200	3,700	2,700	2,600	5,400	2,000
2	4,000	3,700	2,700	2,600	5,400	2,000
3	3,300	3,300	2,700	2,600	5,400	2,000
4	3,300	3,300	2,700	2,600	5,400	2,000
5	3,300	2,900	2,700	2,600	5,400	2,000
6	3,300	2,900	2,700	2,600	5,400	2,500
7	3,300	3,300	2,700	2,600	5,400	2,500
8	4,000	3,300	2,700	2,600	5,400	2,500
9	3,300	3,000	2,700	2,600	5,400	2,500
10	3,300	3,300	2,700	2,600	5,400	2,500
11	2,900	3,300	2,700	2,600	5,000	2,700
12	2,900	3,300	2,700	2,600	5,000	2,800
13	3,300	3,300	2,700	2,600	5,000	2,900
14	3,300	3,300	2,700	2,600	4,000	3,000
15	4,200	3,300	2,700	2,600	4,000	4,700
16	4,200	3,300	2,700	2,600	4,000	3,700
17	3,800	3,300	2,700	2,600	4,000	3,700
18	4,200	3,300	2,700	2,600	4,000	2,800
19	3,800	2,900	2,700	2,600	4,000	2,500
20	4,000	2,900	2,700	2,600	4,000	2,500
21	4,200	2,900	2,700	2,600	3,000	2,500
22	5,000	2,900	2,700	2,600	3,000	2,300
23	4,600	2,900	2,700	2,600	3,000	2,300
24	4,400	2,900	2,700	2,600	3,000	2,300
25	4,400	2,900	2,700	2,600	3,000	2,300
26	4,400	2,600	2,700	2,600	2,000	2,200
27	5,000	2,600	2,700	2,600	2,000	2,200
28	5,500	2,600	2,700	2,600	2,000	2,200
29	5,500	2,900	2,700	2,600		2,200
30	5,500	2,900	2,700	2,600		2,300
31	5,000		2,700	2,600		2,300
Mean	4,045	3,110	2,700	2,600	4,214	2,545
Max.	5,500	3,700	2,700	2,600	5,400	4,700
Min.	2,900	2,600	2,700	2,600	2,000	2,000
A. F.	248,731	185,060	166,018	159,876	234,053	156,498
Total	1, 904,400 Acre Feet.					

**DISCHARGES OF NORTH PLATTE RIVER AT  
NORTH PLATTE, NEBRASKA**

For Year Ending September 30, 1925

Date	April	May	June	July	Aug.	Sept.
1	2,500	900	950	200	3,100	1,450
2	4,000	900	950	175	2,800	1,050
3	3,400	900	950	175	2,800	1,000
4	3,100	900	950	450	3,300	900
5	2,800	900	950	450	3,900	900
6	2,800	900	950	450	4,200	1,000
7	2,800	900	1,150	325	3,900	1,150
8	2,800	1,000	2,850	225	3,900	1,250
9	2,800	1,000	2,850	225	3,900	1,250
10	2,800	1,100	2,850	220	3,700	1,150
11	2,300	1,100	5,400	325	3,600	1,150
12	2,300	1,000	5,700	325	3,800	1,250
13	2,300	950	5,700	600	3,500	1,650
14	2,400	800	5,000	600	3,600	1,900
15	2,400	2,000	4,750	600	3,900	2,400
16	2,400	2,500	3,800	600	3,750	2,700
17	2,400	2,000	2,550	1,050	3,750	2,800
18	2,400	1,800	2,200	1,050	3,900	2,800
19	1,800	1,600	2,000	1,050	3,900	3,000
20	1,600	1,800	1,400	975	3,600	3,000
21	1,400	4,700	2,200	950	3,900	2,700
22	1,400	5,400	2,550	950	3,100	2,800
23	1,400	4,200	2,200	900	3,100	3,000
24	1,400	3,200	1,650	900	3,900	3,250
25	1,400	2,600	1,150	800	2,650	3,250
26	1,100	1,800	950	800	2,800	2,800
27	1,100	1,800	750	950	2,350	3,000
28	1,100	1,600	550	3,200	2,250	2,800
29	1,100	1,350	350	3,800	2,000	3,000
30	1,100	950	300	3,500	1,550	3,250
31		950		3,200	1,550	
Mean	2,153	1,725	2,218	968	3,288	2,120
Max.	4,000	5,400	5,700	3,800	2,900	3,250
Min.	1,100	800	300	175	1,550	900
A. F.	128,134	106,117	132,001	59,545	202,217	126,150
Total	1,904,400 Acre Feet.					



DISCHARGES OF NORTH PLATTE RIVER AT  
NORTH PLATTE, NEBRASKA

For Year Ending September 30, 1926

Date	April	May	June	July	Aug.	Sept.
1	2,750	3,700	2,750	4,000	2,900	1,650
2	2,450	3,150	2,750	3,750	3,050	1,650
3	2,450	2,900	5,250	3,550	2,750	1,800
4	2,450	2,650	8,900	3,550	2,750	2,300
5	2,750	2,300	8,300	3,000	2,750	2,100
6	2,750	1,900	7,700	2,350	2,500	2,200
7	2,750	2,300	6,400	2,350	2,250	2,100
8	2,750	4,700	6,400	3,350	2,150	2,600
9	2,750	5,750	5,800	5,200	2,050	2,300
10	2,750	4,700	5,800	5,800	2,250	2,600
11	2,750	4,250	5,800	5,800	2,500	2,800
12	2,750	4,250	5,250	5,800	2,900	3,500
13	2,900	4,250	4,150	6,400	2,900	3,500
14	2,750	3,700	3,650	8,250	3,550	3,750
15	2,600	3,700	4,150	10,000	2,750	4,650
16	2,500	3,700	5,250	8,250	3,350	4,650
17	2,500	3,450	5,250	6,700	4,200	4,650
18	2,500	3,450	5,250	5,200	4,200	4,650
19	2,500	3,700	10,800	4,600	3,750	4,650
20	2,200	3,150	8,300	4,200	3,750	4,650
21	2,600	3,150	8,900	3,750	3,350	3,700
22	2,750	2,650	8,900	4,000	3,050	3,700
23	4,600	2,300	8,300	3,350	3,050	3,700
24	6,400	1,600	7,000	3,000	3,050	3,500
25	6,400	1,150	6,800	3,000	3,350	3,250
26	6,400	1,150	6,700	2,650	2,750	3,250
27	5,200	1,000	5,800	2,350	2,250	3,250
28	4,600	1,900	5,000	2,500	2,250	3,250
29	4,100	1,350	4,700	2,800	2,250	3,500
30	3,600	1,350	4,100	3,000	2,050	4,200
31		1,250		4,000	2,050	
Mean	3,306	2,919	6,136	4,370	2,893	3,268
Max.	6,400	5,750	10,800	10,000	4,200	4,650
Min.	2,200	1,000	2,750	2,350	2,050	1,650
A. F.	196,763	179,506	365,162	268,764	177,920	194,482
Total	2,572,199					

Acre Feet.

**DISCHARGE OF SOUTH PLATTE RIVER AT  
JULESBURG, COLORADO**

For Year Ending September 30, 1925

Date	Jan.	Feb.	March	April	May	June
1	340	580	490	175	57	28
2	340	580	490	175	57	28
3	340	580	490	175	57	28
4	340	580	490	175	57	28
5	340	580	490	175	57	28
6	340	580	450	200	32	50
7	340	580	450	200	32	220
8	340	580	450	200	32	190
9	340	580	450	160	32	90
10	340	580	450	160	32	65
11	340	580	400	140	38	55
12	340	580	400	140	38	50
13	340	580	400	120	38	45
14	340	580	400	100	38	45
15	340	580	400	83	38	25
16	340	580	400	83	30	23
17	340	580	400	95	30	25
18	340	580	400	95	30	23
19	340	580	400	95	30	23
20	340	580	400	95	30	21
21	340	580	350	80	30	33
22	340	580	340	75	30	30
23	340	580	330	70	30	30
24	340	580	330	60	30	27
25	340	580	300	55	30	27
26	340	580	300	50	22	27
27	340	580	260	50	22	25
28	340	580	280	50	22	25
29	340		240	50	22	23
30	340		240	50	22	23
31	340		180		22	
Mean	340	580	383	114	34	45
Max.	340	580	490	200	57	220
Min.	340	580	180	50	22	23
A. F.	20,900	32,200	24,535	6,780	2,120	2,700

DISCHARGE OF SOUTH PLATTE RIVER AT  
JULESBURG, COLORADO

For Year Ending September 30, 1925

Date	July	Aug.	Sept.
1	23	37	21
2	20	37	21
3	23	37	21
4	23	37	21
5	20	37	21
6	20	22	22
7	20	22	22
8	20	22	22
9	20	22	23
10	20	22	27
11	20	23	21
12	30	22	35
13	45	22	39
14	45	22	42
15	45	22	45
16	45	23	47
17	45	23	45
18	45	23	43
19	45	23	41
20	45	23	38
21	40	24	37
22	40	27	36
23	40	29	35
24	40	31	34
25	40	35	33
26	37	35	32
27	37	33	34
28	37	31	36
29	37	27	38
30	37	24	40
31	37	21	
Mean	33	27	32
Max.	45	37	47
Min.	20	21	21
A. F.	2,025	1,664	1,950

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## REPORT OF SECRETARY

DISCHARGE OF SOUTH PLATTE RIVER AT  
JULESBURG, COLORADO

For Year Ending September 30, 1926

Date	Oct.	Nov.	Dec.	Jan.	Feb.	March
1	42	434	350	454	527	374
2	39	438	359	465	492	364
3	39	431	358	462	467	343
4	39	346	332	475	414	319
5	47	198	364	436	405	305
6	54	261	362	478	402	302
7	69	305	343	426	407	338
8	88	330	342	419	418	330
9	96	370	342	429	315	306
10	96	376	340	439	381	321
11	96	371	340	444	346	281
12	108	364	340	399	423	261
13	121	358	347	397	492	251
14	121	344	349	479	488	247
15	119	338	350	481	462	278
16	121	334	372	507	446	307
17	122	328	378	491	434	291
18	123	333	402	491	469	281
19	122	333	404	480	547	256
20	123	333	431	458	654	228
21	128	322	445	407	630	237
22	133	321	447	362	605	224
23	136	304	451	555	586	215
24	142	299	453	616	571	204
25	143	298	474	620	564	209
26	153	301	493	572	449	198
27	159	308	481	640	473	194
28	159	325	458	631	417	167
29	152	337	433	640		199
30	163	335	391	662		204
31	365		402	611		223
Mean	117	336	391	499	478	270
Max.	365	438	493	662	654	374
Min.	39	198	332	362	346	167
A. F.	7,190	20,000	24,000	30,700	26,500	16,600

DISCHARGE OF SOUTH PLATTE RIVER AT  
JULESBURG, COLORADO

For Year Ending September 30, 1926

Date	April	May	June	July	Aug.	Sept.
1	194	1,260	467	191	49	37
2	189	1,140	915	166	45	39
3	203	1,080	795	172	42	61
4	202	1,080	756	161	42	68
5	175	1,030	680	151	38	62
6	164	1,060	599	452	37	58
7	153	1,600	609	342	38	54
8	145	1,830	583	291	37	51
9	170	2,130	460	916	38	49
10	179	2,340	371	1,770	48	53
11	189	2,470	574	1,680	260	57
12	231	2,390	1,530	1,610	198	64
13	182	2,160	1,920	2,030	431	100
14	147	1,790	2,040	2,120	336	135
15	126	1,510	2,040	2,120	282	154
16	92	1,370	2,090	1,770	218	136
17	77	1,310	3,110	1,480	169	138
18	66	1,230	5,060	1,140	144	133
19	58	1,200	5,400	691	107	137
20	54	1,170	5,300	441	84	152
21	57	1,120	4,470	261	77	144
22	58	1,090	4,070	150	76	136
23	65	1,050	3,460	105	152	130
24	61	949	3,010	85	129	123
25	59	795	2,500	61	76	123
26	768	577	1,750	78	58	130
27	2,910	474	1,210	65	54	139
28	2,280	421	767	61	49	150
29	1,820	382	510	61	46	161
30	1,490	368	314	56	45	168
31		385		51	44	
Mean	419	1,250	1,910	669	111	105
Max.	2,910	2,470	5,400	2,120	431	168
Min.	54	368	314	51	37	37
A. F.	24,900	76,900	114,000	41,100	6,820	6,250

## REPORT OF SECRETARY

DISCHARGES OF SOUTH PLATTE RIVER AT  
NORTH PLATTE, NEBRASKA.

For Year Ending September 30, 1925

Date	Oct.	Nov.	Dec.	Jan.	Feb.	March
1	210	320	360	400	800	440
2	210	320	360	400	800	440
3	210	320	360	400	800	440
4	210	320	360	400	800	350
5	210	320	360	400	800	350
6	210	320	360	400	1,000	350
7	210	320	360	400	1,000	350
8	210	330	360	400	1,000	350
9	210	330	360	400	1,000	350
10	210	330	360	400	1,000	350
11	160	330	360	400	1,300	350
12	210	330	360	400	1,200	300
13	210	330	360	400	1,130	300
14	210	330	360	400	1,130	100
15	210	330	360	400	1,130	300
16	210	330	360	400	970	440
17	210	330	360	400	1,130	440
18	210	330	360	400	970	350
19	210	330	360	400	820	300
20	210	330	360	400	740	300
21	250	330	360	600	600	180
22	250	330	360	600	600	180
23	250	330	360	400	440	180
24	250	330	360	600	440	130
25	300	330	360	600	440	130
26	300	330	360	600	440	130
27	320	330	360	600	360	130
28	320	330	360	600	500	130
29	320	360	360	600		100
30	320	360	360	600		100
31	320		360	600		100
Mean	237	329	360	471	978	272
Max.	320	360	360	600	1,300	440
Min.	160	320	360	400	360	100
A. F.	14,578	19,169	22,135	28,959	56,291	56,292
Total	208,449 Acre Feet.					

DISCHARGES OF SOUTH PLATTE RIVER AT  
NORTH PLATTE, NEBRASKA

For Year Ending September 30, 1925

Date	April	May	June	July	Aug.	Sept.
1	100	3	0	0	0	0
2	440	3	0	0	0	0
3	280	2	0	0	0	0
4	130	1	0	0	0	0
5	130	1	0	0	0	0
6	130	1	0	0	0	0
7	180	0	0	0	0	0
8	300	50	0	0	0	0
9	300	60	95	0	0	0
10	300	40	95	0	0	0
11	180	0	160	0	0	0
12	180	0	160	0	0	0
13	180	0	160	0	0	0
14	100	0	100	0	0	0
15	100	95	100	0	0	0
16	100	95	70	0	0	0
17	100	95	50	0	0	0
18	100	95	50	0	0	0
19	70	60	20	0	0	0
20	70	50	10	0	0	0
21	50	20	30	0	0	0
22	50	20	30	0	0	0
23	20	10	30	0	0	0
24	20	5	20	0	0	0
25	20	0	10	0	0	0
26	10	0	0	0	0	0
27	10	0	0	0	0	0
28	5	0	0	0	0	0
29	5	0	0	0	0	0
30	3	0	0	0	0	0
31		0		0	0	0
Mean	122	23	40	0	0	0
Max.	440	95	160	0	0	0
Min.	3	0	0	0	0	0
A. F.	7,265	1,400	2,360	0	0	0
Total	208,449 Acre Feet.					

## REPORT OF SECRETARY

DISCHARGES OF SOUTH PLATTE RIVER AT  
NORTH PLATTE, NEBRASKA

For Year Ending September 30, 1926

Date	Oct.	Nov.	Dec.	Jan.	Feb.	March
1	0	230	230	335	500	500
2	0	100	230	335	500	400
3	0	160	360	335	500	400
4	0	280	360	335	500	400
5	0	280	100	335	500	400
6	0	280	360	335	500	500
7	0	280	160	335	500	400
8	0	280	280	335	500	650
9	0	160	360	335	500	500
10	0	160	360	335	500	400
11	0	160	360	335	500	400
12	0	160	360	335	500	400
13	0	160	360	335	500	400
14	0	280	360	335	500	700
15	0	360	360	335	500	400
16	0	280	360	335	500	350
17	0	280	360	335	500	350
18	0	280	360	335	500	400
19	0	280	360	335	500	400
20	0	280	360	335	500	300
21	0	280	360	335	500	400
22	0	280	360	335	500	400
23	0	440	360	335	500	300
24	0	360	360	335	500	300
25	10	280	360	335	500	300
26	10	280	360	335	500	400
27	10	280	360	335	500	400
28	10	280	360	335	500	300
29	10	280	360	335		350
30	10	280	360	335		400
31	10		360	335		300
Mean	2	260	337	335	500	390
Max.	10	440	360	335	500	700
Min.	0	100	100	335	500	300
A. F.	139	15,511	20,747	20,598	27,769	24,000
Total	357,670	Acre Feet.				

DISCHARGES OF SOUTH PLATTE RIVER AT  
NORTH PLATTE, NEBRASKA

For Year Ending September 30, 1926

Date	April	May	June	July	Aug.	Sept.
1	200	1,850	350	500	10	5
2	300	1,550	500	350	10	5
3	200	1,200	250	350	5	5
4	200	850	500	100	0	5
5	200	650	650	100	0	0
6	300	750	650	20	0	55
7	300	850	500	20	0	25
8	150	1,050	500	20	0	15
9	150	1,250	350	40	10	5
10	150	2,000	500	60	10	0
11	100	2,200	500	10	30	0
12	100	3,050	350	650	30	0
13	100	3,050	500	1,500	90	0
14	100	3,050	650	1,200	70	0
15	100	3,050	2,200	1,900	135	0
16	100	2,600	2,850	1,900	135	0
17	90	1,550	2,500	1,700	190	0
18	85	1,550	2,500	1,550	190	0
19	80	1,550	2,650	1,200	135	0
20	75	1,250	4,900	1,000	135	5
21	75	1,250	5,600	850	115	15
22	75	1,050	5,600	650	90	15
23	75	1,050	4,700	500	135	55
24	80	850	4,300	400	90	30
25	70	850	3,500	250	55	55
26	70	850	2,500	150	65	55
27	50	850	2,100	150	55	55
28	50	1,050	1,450	125	30	70
29	250	650	750	125	30	70
30	1,500	500	650	100	15	90
31		650		75	5	
Mean	179	1,435	1,850	566	61	23
Max.	1,500	3,050	5,600	1,500	190	90
Min.	50	500	350	20	0	0
A. F.	10,661	88,265	110,084	34,800	3,729	1,368
Total	357,670	Acre Feet.				

## DISCHARGES OF PLATTE RIVER AT OVERTON, NEBRASKA

For Year Ending September 30, 1925

Date	April	May	June	July	Aug.	Sept.
1	2,550	1,400	950	200	1,200	1,600
2	2,950	1,400	950	100	1,300	1,050
3	3,800	1,200	500	17	1,400	850
4	3,800	1,100	500	20	1,000	650
5	3,800	1,100	500	25	800	450
6	3,800	1,000	200	33	3,400	350
7	3,800	1,100	350	15	2,450	300
8	2,900	1,300	500	0	2,450	200
9	3,800	1,600	150	0	2,450	200
10	3,400	1,500	300	0	2,450	300
11	3,400	1,300	2,000	0	2,450	450
12	3,400	1,300	1,600	0	2,450	450
13	3,400	1,100	3,600	0	2,000	650
14	3,800	1,100	4,100	0	1,450	850
15	3,400	1,500	5,200	0	1,450	850
16	3,400	1,400	4,600	0	1,300	1,050
17	2,900	2,000	3,600	0	1,200	1,550
18	2,550	2,700	2,700	0	1,400	2,200
19	2,550	2,700	2,000	0	2,450	2,200
20	2,550	2,000	1,450	0	2,900	2,200
21	2,550	2,000	1,200	0	2,450	2,200
22	1,900	1,600	900	0	3,200	2,650
23	2,550	1,400	4,100	0	2,800	2,650
24	2,000	4,600	2,000	0	2,450	2,650
25	2,000	4,100	1,700	0	2,050	2,650
26	1,800	2,800	1,150	0	2,450	2,650
27	1,600	2,000	950	0	2,450	2,700
28	1,600	1,800	350	0	2,450	3,200
29	1,300	1,600	350	0	2,200	3,200
30	1,400	1,400	350	0	2,200	2,650
31		1,100		0	2,200	
Mean	2,821	1,748	1,626	13	2,092	1,480
Max.	3,800	4,600	5,200	200	3,400	3,200
Min.	1,300	1,000	150	0	1,000	200
A. F.	167,903	107,505	96,794	815	128,630	88,464

## DISCHARGES OF PLATTE RIVER AT OVERTON, NEBRASKA

For Year Ending September 30, 1926

Date	Oct.	Nov.	Dec.	Jan.	Feb.	March
1	2,650	1,000	3,200	3,000	6,500	2,700
2	2,650	3,850	3,800	3,000	5,800	2,700
3	2,650	3,500	3,000	3,000	5,200	2,700
4	2,650	5,300	2,200	3,000	5,200	2,700
5	2,650	6,500	1,300	3,000	7,400	2,700
6	3,200	6,000	3,500	3,500	8,000	3,200
7	3,850	3,850	3,800	4,300	7,700	3,000
8	3,850	3,850	3,800	6,500	6,500	2,700
9	3,850	3,850	3,400	7,200	5,100	3,700
10	3,850	3,850	3,200	7,200	4,200	3,700
11	3,400	3,850	3,200	7,200	4,200	3,700
12	3,200	3,200	3,800	6,500	4,700	3,200
13	3,200	3,850	3,200	5,000	4,700	3,200
14	3,200	3,200	2,700	7,500	4,200	2,600
15	3,850	3,200	3,000	8,000	4,200	2,600
16	3,200	3,200	3,000	8,000	3,000	2,600
17	3,850	3,200	3,000	7,500	2,200	2,400
18	3,300	3,850	3,000	7,200	2,400	3,200
19	2,900	3,850	3,000	7,200	3,000	2,700
20	2,650	3,850	3,000	7,200	3,000	2,700
21	2,650	3,600	3,000	6,500	3,000	2,400
22	2,650	3,200	3,000	7,200	3,000	2,700
23	2,650	3,200	3,000	6,500	3,400	2,700
24	3,850	2,700	3,000	6,500	3,400	2,700
25	3,500	2,700	3,000	6,500	2,700	2,400
26	3,150	2,500	3,000	4,200	3,000	2,700
27	2,650	2,200	3,000	3,800	3,000	2,700
28	1,300	3,200	3,000	4,200	3,000	2,700
29	1,300	2,700	3,000	4,200		2,400
30	1,300	3,200	3,000	4,200		2,700
31	950		3,000	4,500		2,700
Mean	2,920	3,533	3,067	5,590	4,093	2,822
Max.	3,850	6,500	3,800	8,000	8,000	3,700
Min.	850	1,000	1,300	3,000	2,700	2,400
A. F.	179,407	210,251	188,630	343,740	235,441	173,556
Total	2,834,217 Acre Feet.					

## DISCHARGES OF PLATTE RIVER AT OVERTON, NEBRASKA

For Year Ending September 30, 1926

Date	April	May	June	July	Aug.	Sept.
1	2,650	5,500	1,000	4,850	1,600	1,200
2	4,000	5,700	1,000	3,750	1,600	1,400
3	4,000	6,000	1,550	3,300	1,400	1,400
4	3,000	4,950	1,850	3,100	1,600	1,200
5	2,800	4,400	8,600	2,800	1,600	1,200
6	3,000	3,300	11,000	2,500	1,200	1,300
7	3,000	3,300	9,400	2,900	1,600	1,400
8	3,000	3,850	7,000	2,500	1,900	1,550
9	3,500	6,550	6,600	2,200	2,200	1,400
10	3,500	6,550	6,200	4,300	2,500	2,200
11	3,500	6,000	5,500	5,300	2,900	1,900
12	3,300	6,000	4,700	6,250	3,950	2,550
13	2,800	6,000	4,700	7,200	5,400	2,900
14	3,100	6,000	4,700	6,250	5,200	3,400
15	3,300	6,000	4,400	7,200	4,900	3,950
16	3,300	6,000	3,600	10,200	4,400	3,950
17	2,800	5,500	7,850	10,200	3,950	4,250
18	2,800	5,500	7,850	8,700	3,400	4,250
19	3,000	5,500	7,000	7,200	3,950	4,250
20	3,300	5,000	13,500	5,500	3,950	4,250
21	2,400	4,400	12,600	4,300	3,950	3,950
22	2,400	4,400	13,500	4,300	2,750	3,950
23	2,250	3,400	12,600	3,300	2,500	3,400
24	2,100	2,750	11,850	3,300	2,900	2,900
25	2,500	2,250	10,200	3,100	2,500	2,900
26	7,000	1,400	10,200	2,800	2,500	2,900
27	7,800	1,400	8,500	2,500	2,500	2,900
28	7,000	1,150	7,000	2,150	1,600	2,900
29	5,500	700	5,500	1,850	1,500	3,400
30	5,500	600	4,750	1,600	1,400	3,150
31		500		1,850	1,400	
Mean	3,603	4,211	7,156	4,427	2,732	2,751
Max.	7,800	6,000	13,500	10,200	5,400	4,250
Min.	2,100	500	1,000	1,600	1,400	1,200
A. F.	214,416	258,945	425,857	272,235	168,002	163,737
Total	2,834,217 Acre Feet.					

## DISCHARGES OF PLATTE RIVER AT CENTRAL CITY, NEBRASKA

For Year Ending September 30, 1925

Date	April	May	June	July	Aug.	Sept.
1	1,200	1,400	1,000	450	0	1,200
2	2,800	1,200	850	250	0	1,000
3	3,500	1,200	550	100	0	900
4	3,500	1,200	400	100	0	600
5	3,500	850	400	50	0	400
6	3,500	700	300	40	0	350
7	3,500	1,000	300	20	0	300
8	3,100	1,400	300	10	0	250
9	3,100	1,400	300	0	0	250
10	2,800	1,650	100	0	0	100
11	2,800	1,650	100	0	1,200	50
12	2,500	1,650	200	0	1,400	100
13	2,500	1,200	100	0	1,400	50
14	2,150	1,200	200	0	1,400	50
15	2,150	1,200	300	0	1,000	250
16	2,150	1,400	4,600	0	850	450
17	2,150	1,900	4,900	0	750	350
18	2,500	1,650	4,900	0	850	300
19	2,150	1,650	4,600	0	900	550
20	2,150	1,400	4,600	0	1,300	450
21	1,900	1,900	4,000	0	1,400	1,000
22	1,650	1,900	2,600	0	2,600	1,400
23	2,500	1,400	1,400	0	2,100	1,450
24	1,900	1,200	1,650	0	2,250	2,100
25	1,900	1,050	850	0	2,400	2,250
26	1,900	4,900	850	0	2,100	2,250
27	1,400	4,600	1,400	0	1,950	2,800
28	1,400	3,900	1,300	0	1,600	2,800
29	1,200	3,150	1,200	0	1,300	2,800
30	1,200	1,500	700	0	1,200	2,500
31		1,900		0	1,200	
Mean	2,355	1,751	1,498	33	1,005	976
Max.	3,500	4,900	4,900	450	2,400	2,800
Min.	1,200	700	300	0	0	50
A. F.	140,134	107,704	89,158	2,003	61,786	58,117

## DISCHARGES OF PLATTE RIVER AT CENTRAL CITY, NEBRASKA

For Year Ending September 30, 1926

Date	April	May	June	July	Aug.	Sept.
1	2,800	4,900	1,000	5,400	950	950
2	3,100	4,900	1,000	4,000	650	800
3	3,500	4,900	950	3,550	650	800
4	3,500	4,900	950	3,150	650	800
5	3,500	5,800	950	2,400	650	800
6	3,500	4,000	1,100	3,150	650	800
7	3,100	4,000	1,250	2,750	650	650
8	3,100	5,300	6,400	3,150	650	600
9	3,500	4,200	6,400	2,150	680	550
10	3,500	4,000	5,650	2,450	950	800
11	4,000	3,800	5,400	1,650	1,450	600
12	3,500	5,800	4,900	1,650	1,250	550
13	3,100	6,200	4,900	3,550	3,150	550
14	3,100	5,800	4,900	5,400	2,800	800
15	3,100	5,800	4,900	5,400	3,150	1,450
16	2,500	5,800	4,900	4,450	4,000	
17	2,300	5,400	4,900	5,400	3,800	
18	2,500	5,400	3,650	6,300	3,550	
19	2,800	5,400	4,050	7,650	3,550	
20	2,100	5,400	4,950	5,800	3,550	
21	1,900	4,400	5,400	4,900	3,800	
22	1,900	4,400	9,350	4,200	5,400	
23	1,900	3,300	9,850	3,550	4,000	
24	1,900	3,100	10,350	2,750	3,350	
25	2,100	3,100	10,350	2,150	2,450	
26	2,100	2,100	9,350	1,900	2,300	
27	1,600	2,100	8,400	2,400	1,650	
28	6,000	2,000	7,850	1,450	1,650	
29	5,400	1,900	6,400	1,450	1,650	
30	5,400	1,400	5,400	1,250	1,650	
31		1,300		1,450	1,450	
Mean	3,076	4,219	5,193	3,446	2,152	766
Max.	6,000	6,200	10,350	7,650	5,400	1,450
Min.	1,900	1,300	1,000	1,250	650	550
A. F.	183,077	259,441	300,029	211,936	132,359	22,810

## DEPARTMENT OF PUBLIC WORKS

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## MISCELLANEOUS DISCHARGE MEASUREMENTS OF NORTH PLATTE RIVER

From September 30, 1924 to September 30, 1925

## NORTH PLATTE RIVER AT FT. LARAMIE, WYOMING

Date	Made by	Area of Section	Mean Velocity	Gage Height	Discharge Sec. Ft.
10-22-25	A. E. Johnston	90	2.45	.....	222
12- 3-25	A. E. Johnston	76	2.06	.....	158

## NORTH PLATTE RIVER AT HENRY, NEBRASKA

Date	Made by	Area of Section	Mean Velocity	Gage Height	Discharge Sec. Ft.
5-30-25	C. E. Franklin	564	2.12	.....	1193

DISCHARGE MEASUREMENTS OF LARAMIE RIVER  
AT FT. LARAMIE, WYOMING

For Year Ending September 30, 1925

Date	Made by	Area of Section	Mean Velocity	Gage Height	Discharge Sec. Ft.
10-14-25	A. E. Johnston	63	1.65	1.65	105
10-29-25	A. E. Johnston	61	2.26	1.70	138
11-20-25	A. E. Johnston	62	2.55	1.70	158
12-16-25	A. E. Johnston	112	1.35	1.70	151
1- 8-26	A. E. Johnston	56	2.74	.....	153
2- 4-26	A. E. Johnston	86	3.00	1.85	259
3- 3-26	A. E. Johnston	65	2.72	1.75	177
4- 1-26	A. E. Johnston	79	2.92	1.85	232
4-23-26	Johnston-Franklin	79	2.27	3.40	181
5-21-26	A. W. Hall	89	2.18	1.80	194
6- 5-26	A. W. Hall	29	2.02	1.60	53
6-20-26	A. W. Hall	43	2.15	1.70	93
7- 2-26	A. W. Hall	27	1.30	1.10	35
8- 1-26	A. W. Hall	27	1.22	1.30	34
9- 4-26	A. W. Hall	19	1.12	1.00	22

DISCHARGE MEASUREMENTS OF NORTH PLATTE RIVER  
AT FT. LARAMIE, WYOMING.

From September 30, 1924, to September 30, 1925

Date	Made by	Area of Section	Mean Velocity	Gage Height	Discharge Sec. Ft.
10-14-25	A. E. Johnston	505	2.35	.....	1182
10-21-25	A. E. Johnston	461	2.48	.....	1144
11-20-25	A. E. Johnston	359	1.66	.....	596
12-16-25	A. E. Johnston	361	1.58	.....	573
1- 8-26	A. E. Johnston	109	2.58	.....	280
2- 4-26	A. E. Johnston	369	1.40	.....	517
3- 3-26	A. E. Johnston	132	2.81	.....	371
4- 1-26	A. E. Johnston	96	2.03	.....	195
4-22-26	Johnston-Franklin	80	2.22	.....	177
5-21-26	A. W. Hall	502	3.48	.....	1746
6- 6-26	A. W. Hall	691	3.28	.....	2267
6-20-26	A. W. Hall	463	3.15	.....	1461
7- 2-26	A. W. Hall	598	2.75	.....	1644
8- 1-26	A. W. Hall	775	4.00	.....	3103
9- 4-26	A. W. Hall	502	2.40	1.00	1204

## REPORT OF SECRETARY

DISCHARGE MEASUREMENTS OF NORTH PLATTE RIVER  
AT MITCHELL, NEBRASKA

From September 30, 1924, to September 30, 1925

Date	Made by	Area of Section	Mean Velocity	Gage Height	Discharge Sec. Ft.
10- 1-24	A. E. Johnston	860	2.10	1.55	1805
10-13-24	A. E. Johnston	797	2.33	1.70	1854
10-30-24	A. E. Johnston	979	2.24	1.70	2187
11-21-24	A. E. Johnston	541	2.22	1.30	1204
12-15-24	A. E. Johnston	570	2.42	1.20	1377
2- 3-25	A. E. Johnston	558	2.31	1.35	1286
3- 4-25	A. E. Johnston	470	2.28	1.10	1075
4- 3-25	A. E. Johnston	491	2.20	1.15	1078
4-21-25	Johnston-Franklin	441	2.00	1.10	883
5- 5-25	A. W. Hall	214	1.22	0.62	262
5-20-25	A. W. Hall	1395	2.38	2.15	3303
6- 5-25	A. W. Hall	200	1.75	-----	350
6-19-25	A. W. Hall	396	1.80	0.68	714
7- 1-25	A. W. Hall	293	1.72	0.50	503
7-21-25	A. W. Hall	461	1.75	1.00	810
7-31-25	A. W. Hall	1118	2.13	1.90	2381
8-21-25	A. E. Johnston	757	2.42	1.50	1830
9- 3-25	A. W. Hall	320	1.60	0.95	512
9-29-25	A. E. Johnston	1480	1.09	1.40	1609

DISCHARGE MEASUREMENTS OF NORTH PLATTE RIVER  
AT MITCHELL, NEBRASKA

From September 30, 1925, to September 30, 1926

Date	Made by	Area of Section	Mean Velocity	Gage Height	Discharge Sec. Ft.
10-20-25	A. E. Johnston	556	2.10	1.30	1168
11-14-25	A. E. Johnston	492	2.30	1.30	1133
12- 2-25	A. E. Johnston	498	2.15	1.30	1082
2- 5-26	A. E. Johnston	530	2.32	1.70	1229
2-25-26	A. E. Johnston	534	2.14	1.35	1142
3-18-26	A. W. Hall	665	2.06	1.30	1373
4- 8-26	A. W. Hall	725	1.95	1.46	1416
4-21-26	A. W. Hall	1584	2.54	2.75	4083
4-27-26	A. W. Hall	1164	2.42	2.09	2801
5- 5-26	A. W. Hall	1012	2.34	2.00	2378
5-19-26	A. W. Hall	533	1.85	1.30	982
6- 2-26	A. W. Hall	1874	3.23	3.05	6057
6-22-26	A. W. Hall	1723	3.56	3.10	6142
7- 8-26	A. W. Hall	1258	2.90	2.40	3647
7-21-26	A. W. Hall	1031	2.56	2.00	2647
8-13-26	A. W. Hall	1165	2.67	2.30	3114
8-26-26	A. W. Hall	617	2.44	1.50	1500
9-14-26	A. W. Hall	816	1.86	1.65	1718

DISCHARGE MEASUREMENTS OF NORTH PLATTE RIVER  
AT MELBETA, NEBRASKA

From September 30, 1924, to September 30, 1925

Date	Made by	Area of Section	Mean Velocity	Gage Height	Discharge Sec. Ft.
10-16-24	A. E. Johnston	849	2.56	1.38	2177
10-28-24	A. E. Johnston	817	3.08	1.45	2501
11-19-24	A. E. Johnston	720	2.37	1.15	1703
12-15-24	A. E. Johnston	672	2.04	1.10	1367
2- 2-25	A. E. Johnston	841	2.20	2.40	1854
3- 2-25	A. E. Johnston	684	2.16	1.15	1481
3-31-25	A. E. Johnston	650	1.94	1.07	1262
4-20-25	Johnston-Franklin	546	2.17	1.05	1185
5- 5-25	A. W. Hall	322	1.39	0.63	448
5-19-25	A. W. Hall	1937	2.96	2.54	5744
6- 4-25	A. W. Hall	299	1.58	0.50	474
6-18-25	A. W. Hall	937	1.72	1.17	1616
6-30-25	A. W. Hall	519	1.59	0.65	826
7-21-25	A. W. Hall	592	1.85	1.00	1095
7-30-25	A. W. Hall	995	2.12	1.57	2124
8-20-25	A. E. Johnston	939	2.55	1.55	2394
8-10-25	A. W. Hall	681	1.56	1.00	1067
9- 1-25	A. W. Hall	535	1.80	0.90	968
9-30-25	A. E. Johnston	810	2.72	1.60	2200

DISCHARGE MEASUREMENTS OF NORTH PLATTE RIVER  
AT MELBETA, NEBRASKA

From September 30, 1925, to September 30, 1926

Date	Made by	Area of Section	Mean Velocity	Gage Height	Discharge Sec. Ft.
10-23-25	A. E. Johnston	721	2.41	1.25	1740
11-12-25	A. E. Johnston	696	2.10	1.20	1459
12- 1-25	A. W. Johnston	598	2.38	1.20	1421
2- 4-26	A. E. Johnston	653	2.43	1.45	1593
2-23-26	A. E. Johnston	618	2.21	1.20	1368
3-13-26	C. E. Franklin	812	2.14	1.32	1738
3-27-26	C. E. Franklin	589	1.94	1.30	1143
4-10-26	C. E. Franklin	627	2.15	1.29	1350
4-22-26	A. W. Hall	1620	3.16	2.50	5144
4-24-26	C. E. Franklin	1621	2.84	2.29	4605
5- 5-26	C. E. Franklin	1113	2.48	1.67	2779
5-22-26	C. E. Franklin	613	2.12	1.16	1302
6- 1-26	A. W. Hall	1924	3.32	2.80	6420
6- 4-26	C. E. Franklin	1764	3.24	2.48	5700
7- 7-26	C. E. Franklin	1210	3.40	2.05	4104
7-28-26	C. E. Franklin	1254	3.84	1.72	3260
8-10-26	A. W. Hall	922	3.38	1.25	2197
8-17-26	A. W. Hall	1085	2.28	1.56	2712
8-30-26	C. E. Franklin	494	1.90	0.81	938

## REPORT OF SECRETARY

DISCHARGE MEASUREMENTS OF NORTH PLATTE RIVER  
AT BRIDGEPORT, NEBRASKA

From September 30, 1924, to September 30, 1925

Date	Made by	Area of Section	Mean Velocity	Gage Height	Discharge Sec. Ft.
10-27-24	A. E. Johnston	1258	2.16	6.28	2714
11-28-24	A. E. Johnston	920	2.28	5.95	2098
1-30-25	A. E. Johnston	896	2.20	6.55	1965
2-27-25	A. E. Johnston	867	2.16	5.95	1879
3-30-25	A. E. Johnston	1152	1.45	6.00	1665
4-20-25	A. W. Hall	711	1.70	5.85	1202
4-27-25	A. W. Hall	514	1.65	5.65	849
5-14-25	A. W. Hall	481	1.39	5.60	670
5-30-25	A. W. Hall	556	1.41	5.54	784
6- 8-25	A. W. Hall	2411	2.30	6.80	5559
6-23-25	A. W. Hall	608	1.47	5.60	897
7- 6-25	A. W. Hall	632	1.50	5.70	963
7-17-25	A. W. Hall	719	1.45	5.75	1048
7-25-25	A. W. Hall	1218	1.81	6.37	2203
8- 1-25	A. E. Johnston	1243	2.59	6.35	3217
8- 4-25	A. W. Hall	1449	2.10	6.45	3055
8-18-25	A. W. Hall	1129	2.12	6.22	2391
9-14-25	A. E. Johnston	1077	2.46	6.20	2647

DISCHARGE MEASUREMENTS OF NORTH PLATTE RIVER  
AT BRIDGEPORT, NEBRASKA

From September 30, 1925, to September 30, 1926

Date	Made by	Area of Section	Mean Velocity	Gage Height	Discharge Sec. Ft.
11- 2-25	A. E. Johnston	1009	2.35	6.30	2567
11-16-25	A. E. Johnston	774	2.29	6.00	1769
11-30-25	A. E. Johnston	806	2.25	6.00	1803
2-10-26	A. W. Hall	1030	2.16	6.23	2231
3-10-26	A. W. Hall	831	2.07	5.95	1721
3-26-26	A. W. Hall	779	1.85	6.00	1441
4-13-26	A. W. Hall	880	1.80	6.05	1583
4-22-26	A. W. Hall	1810	2.40	6.90	4347
5-10-26	A. W. Hall	1316	2.55	6.52	3361
5-25-26	A. W. Hall	854	1.63	6.00	1637
6- 1-26	A. W. Hall	2275	2.92	7.35	6637
6-16-26	A. W. Hall	2487	3.10	7.57	7572
7- 2-26	A. E. Johnston	773	2.06	5.85	1596
7-26-26	A. E. Johnston	1316	2.46	6.25	3233
8- 6-26	A. W. Hall	961	2.10	6.00	2012
8-16-26	A. E. Johnston	1303	2.48	6.40	3236
8-31-26	A. W. Hall	668	1.88	5.67	1257
9- 8-26	A. E. Johnston	1159	2.62	6.30	3047

DISCHARGE MEASUREMENTS OF NORTH PLATTE RIVER  
AT BELMAR, NEBRASKA

From September 30, 1924, to September 30, 1925

Date	Made by	Area of Section	Mean Velocity	Gage Height	Discharge Sec. Ft.
10-7-24	A. E. Johnston	1477	1.86	1.25	2750
10-25-24	A. E. Johnston	1652	1.85	1.40	3063
11-17-24	A. E. Johnston	1408	1.90	1.30	2639
12-1-24	A. E. Johnston	1219	1.86	1.25	2275
3-10-25	A. E. Johnston	903	2.18	1.05	1964
4-7-25	A. E. Johnston	1252	1.84	1.20	2301
4-29-25	A. W. Hall	869	1.59	1.00	1380
5-19-25	A. E. Johnston	1119	1.65	1.15	1982
6-3-25	A. E. Johnston	575	1.62	0.80	930
6-15-25	A. E. Johnston	1728	1.89	1.25	3238
6-26-25	A. E. Johnston	629	1.61	0.85	1012
7-9-25	A. E. Johnston	699	1.55	0.90	1087
7-15-25	A. E. Johnston	1062	1.77	1.10	1883
7-22-25	A. E. Johnston	806	1.75	1.00	1414
8-4-25	A. E. Johnston	2253	2.02	1.50	4540
8-26-25	A. E. Johnston	1387	1.92	1.25	2641
9-4-25	A. E. Johnston	854	1.74	0.95	1485
9-16-25	A. E. Johnston	1649	2.00	1.30	3285
9-25-25	A. E. Johnston	1670	1.94	1.35	3240

DISCHARGE MEASUREMENTS OF NORTH PLATTE RIVER  
AT BELMAR, NEBRASKA

From September 30, 1925, to September 30, 1926

Date	Made by	Area of Section	Mean Velocity	Gage Height	Discharge Sec. Ft.
10-15-25	A. E. Johnston	1517	2.03	1.20	3019
11-4-25	A. E. Johnston	1794	1.85	1.40	3334
12-7-25	A. E. Johnston	1236	1.93	1.25	2393
3-19-26	A. E. Johnston	1207	1.73	1.20	2209

DISCHARGE MEASUREMENTS OF NORTH PLATTE RIVER  
AT LEMOYNE, NEBRASKA

From April 4, 1926, to September 30, 1926

Date	Made by	Area of Section	Mean Velocity	Gage Height	Discharge Sec. Ft.
4-9-26	A. E. Johnston	1189	1.86	1.97	2202
4-29-26	A. E. Johnston	1995	2.24	2.35	4465
5-20-26	A. E. Johnston	1654	2.10	2.10	3483
6-5-26	A. W. Hall	3089	2.48	2.75	7692
6-14-26	A. E. Johnston	2181	2.37	2.40	5186
6-18-26	A. E. Johnston	3383	2.85	3.20	9998
6-28-26	A. E. Johnston	2548	2.40	2.60	6135
7-23-26	A. E. Johnston	1916	2.30	2.25	4401
7-30-26	A. E. Johnston	1915	2.07	2.30	4067
8-9-26	A. E. Johnston	1363	1.88	1.95	2569
8-20-26	A. E. Johnston	1692	2.10	2.30	3567
9-2-26	A. E. Johnston	976	1.62	1.65	1587
9-29-26	A. E. Johnston	1738	2.20	2.15	3829

## REPORT OF SECRETARY

DISCHARGE MEASUREMENTS OF NORTH PLATTE RIVER  
AT NORTH PLATTE, NEBRASKA

From September 30, 1924, to September 30, 1925

Date	Made by	Area of Section	Mean Velocity	Gage Height	Discharge Sec. Ft.
10-18-24	A. E. Johnston	1510	2.60	3.85	3919
10-24-24	A. E. Johnston	1630	2.54	3.75	4143
11-11-24	A. E. Johnston	1411	2.55	3.80	3629
12- 3-24	A. E. Johnston	1082	2.53	3.70	2735
2-11-25	A. E. Johnston	2061	2.64	5.30	5444
3-12-25	A. E. Johnston	951	2.86	3.40	2725
4- 9-25	A. E. Johnston	1092	2.86	3.60	3088
4-30-25	A. W. Hall	602	2.07	3.20	1250
5- 8-25	A. E. Johnston	531	2.20	3.00	1168
5-18-25	A. E. Johnston	732	2.48	3.30	1809
6- 6-25	A. E. Johnston	556	1.43	2.70	979
6-12-25	A. E. Johnston	2195	2.71	4.40	5948
6-29-25	A. E. Johnston	278	2.10	2.45	584
7- 7-25	A. E. Johnston	152	2.26	2.30	345
7-16-25	A. E. Johnston	315	1.84	2.60	587
7-18-25	A. E. Johnston	469	2.20	2.90	1034
7-21-25	A. E. Johnston	352	2.03	2.80	713
8- 6-25	A. E. Johnston	2441	1.72	3.95	4192
8-11-25	A. E. Johnston	106	2.44	3.45	2588
8-28-25	A. E. Johnston	948	2.52	3.30	2406
9- 2-25	A. E. Johnston	566	2.27	2.85	1246
9-18-25	A. E. Johnston	1051	2.75	3.60	2897
9-23-25	A. E. Johnston	1071	2.68	3.60	2867

DISCHARGE MEASUREMENTS OF NORTH PLATTE RIVER  
AT NORTH PLATTE, NEBRASKA

From September 30, 1925, to September 30, 1926

Date	Made by	Area of Section	Mean Velocity	Gage Height	Discharge Sec. Ft.
10- 2-25	A. E. Johnston	1162	2.66	3.60	3103
11- 5-25	A. E. Johnston	1406	2.80	3.75	3913
12-12-25	A. W. Hall	937	2.16	3.30	2023
2-11-26	A. E. Johnston	1461	3.20	3.85	4692
3-17-26	A. E. Johnston	904	2.73	3.40	2477
4- 6-26	A. E. Johnston	898	2.68	3.50	2503
4-27-26	A. E. Johnston	1605	3.22	4.00	5158
5-18-26	A. E. Johnston	1253	2.83	3.70	3651
6-11-26	A. E. Johnston	1720	3.21	4.05	5522
6-19-26	A. E. Johnston	2544	3.78	4.85	9630
6-25-26	A. E. Johnston	2219	3.43	4.30	7613
7-21-26	A. E. Johnston	1441	2.87	3.60	4147
8- 2-26	A. E. Johnston	1089	2.69	3.50	2921
8- 8-26	A. E. Johnston	886	2.40	3.10	2126
8-23-26	A. E. Johnston	1150	2.62	3.50	3029
8-31-26	A. E. Johnston	831	1.96	3.10	1651
9-28-26	A. E. Johnston	1220	2.66	3.60	3245

DISCHARGE MEASUREMENTS OF SOUTH PLATTE RIVER  
AT OVID, COLORADO

From September 30, 1924, to September 30, 1925

Date	Made by	Area of Section	Mean Velocity	Gage Height	Discharge Sec. Ft.
10- 8-24	A. E. Johnston	116	1.95	—	227
11-10-24	A. E. Johnston	155	2.12	1.25	329
2-19-25	A. E. Johnston	427	2.39	2.00	1021
3-23-25	A. E. Johnston	127	1.68	1.30	213
4-17-25	A. E. Johnston	31	1.24	0.95	39
5- 1-25	A. W. Hall	6	0.87	—	6
5- 6-25	A. E. Johnston	20	1.15	0.85	23
5-11-25	C. E. Franklin	25	1.00	0.90	25
5-29-25	C. E. Franklin	22	1.06	0.80	23
6- 4-25	A. E. Johnston	15	1.26	0.80	19
6-13-25	C. E. Franklin	18	0.90	0.88	17
6-22-25	C. E. Franklin	18	0.74	0.85	14
7-11-25	C. E. Franklin	17	0.92	0.71	15
7-31-25	C. E. Franklin	26	0.70	0.95	18
8- 6-25	C. E. Franklin	27	0.64	0.91	17
8-11-25	C. E. Franklin	24	1.55	0.91	15
8-18-25	C. E. Franklin	20	0.63	0.94	13
8-25-25	C. E. Franklin	18	1.04	0.95	19
9- 2-25	C. E. Franklin	13	0.73	0.90	10
9- 8-25	C. E. Franklin	22	0.69	0.84	15
9-16-25	C. E. Franklin	23	1.07	1.00	25
9-26-25	C. E. Franklin	14	0.96	0.99	13

DISCHARGE MEASUREMENTS OF SOUTH PLATTE RIVER  
AT OVID, COLORADO

From September 30, 1925, to September 30, 1926

Date	Made by	Area of Section	Mean Velocity	Gage Height	Discharge Sec. Ft.
10- 1-25	A. E. Johnston	15	1.27	—	20
11-17-25	A. E. Johnston	177	2.23	—	395
2- 2-26	A. E. Johnston	2402	2.45	—	5876
2-19-26	A. E. Johnston	288	2.60	—	749
3- 8-26	C. E. Franklin	137	2.02	—	275
3-17-26	C. E. Franklin	109	1.70	—	186
3-23-26	C. E. Franklin	98	1.57	—	154
3-30-26	C. E. Franklin	111	1.58	—	175
4- 6-26	C. E. Franklin	76	1.67	—	127
4-15-26	C. E. Franklin	38	1.48	—	57
4-21-26	C. E. Franklin	24	1.21	—	29
5-12-26	C. E. Franklin	823	3.00	—	2473
7-12-26	C. E. Franklin	147	2.93	—	430
8- 6-25	C. E. Franklin	11	1.00	—	11
9- 4-26	C. E. Franklin	33	1.30	—	43

## REPORT OF SECRETARY

DISCHARGE MEASUREMENTS OF SOUTH PLATTE RIVER  
AT JULESBURG, COLORADO

From September 30, 1924, to December 31, 1925

Date	Made by	Area of Section	Mean Velocity	Gage Height	Discharge Sec. Ft.
10- 8-24	A. E. Johnston	131	2.04	1.05	261
11-10-24	A. E. Johnston	164	2.24	1.40	369
2-19-25	A. E. Johnston	384	2.62	1.80	1003
3-21-25	A. E. Johnston	173	2.28	1.40	394
4-17-25	A. E. Johnston	50	1.90	0.80	95
5- 1-25	A. W. Hall	43	1.32	.....	57
5- 6-25	A. E. Johnston	24	1.35	0.50	32
5-12-25	C. E. Franklin	30	1.27	0.60	38
5-29-25	C. E. Franklin	21	1.05	0.79	22
6- 4-25	A. E. Johnston	21	1.32	0.65	28
6-13-25	C. E. Franklin	26	1.71	0.76	45
6-23-25	C. E. Franklin	25	1.23	0.70	30
7-11-25	C. E. Franklin	15	1.31	0.21	20
7-31-25	C. E. Franklin	36	1.04	0.74	37
8- 6-25	C. E. Franklin	18	1.17	0.68	22
8-11-25	C. E. Franklin	20	1.13	0.61	23
8-18-25	C. E. Franklin	16	1.40	0.69	23
8-25-25	C. E. Franklin	24	1.49	0.72	35
9- 2-25	C. E. Franklin	17	1.25	0.66	21
9- 8-25	C. E. Franklin	17	1.31	0.67	23
9-16-25	C. E. Franklin	28	1.67	0.77	47
9-26-25	C. E. Franklin	22	1.45	0.70	32
10- 2-25	A. E. Johnston	28	1.58	0.70	44
11-17-25	A. E. Johnston	7	1.68	1.70	12

DISCHARGE MEASUREMENTS OF SOUTH PLATTE RIVER  
AT JULESBURG, COLORADO—CHANNEL NUMBER ONE.

From January 1, 1926, to September 30, 1926

Date	Made by	Area of Section	Mean Velocity	Gage Height	Discharge Sec. Ft.
2- 2-26	A. E. Johnston	95	2.18	2.60	206
2-18-26	A. E. Johnston	96	2.53	1.85	243
3- 8-26	J. H. Bailey	75	2.29	1.70	171
3- 9-26	C. E. Franklin	69	2.14	1.59	148
3-17-26	C. E. Franklin	70	2.10	1.71	146
3-23-26	C. E. Franklin	57	1.92	1.49	108
3-30-26	C. E. Franklin	60	1.92	1.50	116
4- 6-26	C. E. Franklin	49	1.95	1.41	96
4-14-26	Williams	37	1.77	1.25	66
4-15-26	C. E. Franklin	31	1.80	1.18	56
4-20-26	C. E. Franklin	16	1.25	0.92	21
4-27-26	C. E. Franklin	356	2.85	3.51	1016
4-29-26	C. E. Franklin	225	2.81	3.05	630
5- 7-26	C. E. Franklin	220	3.03	2.85	623
5-13-26	C. E. Franklin	224	2.98	3.06	666
5-19-26	C. E. Feetham	187	2.52	2.62	472
5-21-26	C. E. Franklin	165	2.61	2.48	431
5-26-26	C. E. Franklin	116	2.22	1.95	257
5-31-26	C. E. Franklin	88	2.50	1.65	222
6-13-26	C. E. Franklin	199	2.64	2.97	525
6-25-26	C. E. Franklin	243	2.82	2.92	686
7- 1-26	C. E. Franklin	42	2.14	1.13	90
7-12-26	C. E. Franklin	221	1.61	2.69	356
7-15-26	C. E. Feetham	242	8.84	2.93	2136
7-25-26	C. E. Franklin	33	1.61	0.98	52
8- 7-26	C. E. Franklin	22	1.66	0.82	35
8-19-26	C. E. Feetham	43	1.93	1.32	83
8-24-26	C. E. Franklin	54	1.83	1.42	98
9- 1-26	C. E. Franklin	20	1.65	0.95	33
9-14-26	C. E. Franklin	57	2.08	1.47	118

## REPORT OF SECRETARY

DISCHARGE MEASUREMENTS OF SOUTH PLATTE RIVER  
AT JULESBURG, COLORADO—CHANNEL NUMBER TWO

From January 1, 1926, to September 30, 1926

Date	Made by	Area of Section	Mean Velocity	Gage Height	Discharge Sec. Ft.
2- 2-26	A. E. Johnston	148	2.45	1.30	362
2-18-26	A. E. Johnston	138	2.64	1.40	366
3- 8-26	J. H. Bailey	94	1.95	1.10	183
3- 9-26	C. E. Franklin	87	2.00	1.00	174
3-17-26	C. E. Franklin	73	2.00	0.93	146
3-23-26	C. E. Franklin	56	1.88	0.73	105
3-30-26	C. E. Franklin	53	1.80	0.73	95
4- 6-26	C. E. Franklin	48	1.55	0.74	75
4-14-26	Williams	43	1.91	0.59	82
4-15-26	C. E. Franklin	32	1.88	0.55	59
4-20-26	C. E. Franklin	19	1.60	0.30	31
4-27-26	C. E. Franklin	573	2.66	3.23	1521
4-29-26	C. E. Franklin	447	2.40	2.59	1072
5- 7-26	C. E. Franklin	421	2.40	2.47	1006
5-13-26	C. E. Franklin	521	2.45	2.79	1272
5-19-26	C. E. Feetham	239	2.60	2.05	620
5-21-26	C. E. Franklin	232	2.61	2.01	604
5-26-26	C. E. Franklin	126	2.29	1.48	289
5-31-26	C. E. Franklin	94	2.16	0.98	202
6-13-26	C. E. Franklin	302	3.18	2.75	1156
6-25-26	C. E. Franklin	492	2.84	2.88	1396
7- 1-26	C. E. Franklin	32	1.79	0.50	58
7-12-26	C. E. Franklin	360	2.61	2.32	941
7-15-26	C. E. Feetham	397	2.79	2.53	1109
7-25-26	C. E. Franklin	6	1.14	0.20	7
8- 7-26	C. E. Franklin	3	0.70	0.35	2
8-19-26	C. E. Feetham	15	1.31	1.11	19
8-24-26	C. E. Franklin	18	1.40	1.06	26
9- 1-26	C. E. Franklin	9	2.92	0.83	3
9-14-26	C. E. Franklin	18	1.41	1.06	26

DISCHARGE MEASUREMENTS OF SOUTH PLATTE RIVER  
AT JULESBURG, COLORADO—CHANNEL NUMBER THREE

From January 1, 1926, to September 30, 1926

Date	Made by	Area of Section	Mean Velocity	Gage Height	Discharge Sec. Ft.
2-18-26	A. E. Johnston	-----	-----	-----	0
3- 8-26	J. H. Bailey	-----	-----	1.05	0.30 Est.
3- 9-26	C. E. Franklin	-----	-----	-----	0
3-17-26	C. E. Franklin	-----	-----	-----	0
3-30-26	C. E. Franklin	-----	-----	-----	0
4- 6-26	C. E. Franklin	-----	-----	-----	0.20 Est.
4-15-26	C. E. Franklin	-----	-----	-----	0
4-20-26	C. E. Franklin	-----	-----	-----	0
4-27-26	C. E. Franklin	208	2.09	2.60	435
4-29-26	C. E. Franklin	91	1.59	-----	144
5- 7-26	C. E. Franklin	70	1.37	-----	97
5-13-26	C. E. Franklin	193	2.12	-----	408
5-19-26	C. E. Feetham	57	1.52	1.95	87
5-21-26	C. E. Franklin	35	2.15	-----	76
5-26-26	C. E. Franklin	19	1.61	-----	31
5-31-26	C. E. Franklin	3	1.42	-----	4
6-13-26	C. E. Franklin	96	2.73	2.51	263
6-25-26	C. E. Franklin	146	2.28	2.91	334
7- 1-26	C. E. Franklin	24	1.55	1.79	38
7-12-26	C. E. Franklin	81	2.62	2.49	213
7-15-26	C. E. Feetham	107	2.33	2.55	249
7-25-26	C. E. Franklin	6	0.55	1.29	3
8- 7-26	C. E. Franklin	0.7	1.25	1.17	0.88
8-19-26	C. E. Feetham	-----	-----	1.09	3.40 Est.
8-24-26	C. E. Franklin	6.2	0.56	1.31	3.50
9- 1-26	C. E. Franklin	-----	-----	1.86	0.50 Est.
9-14-26	C. E. Franklin	7	0.59	2.03	4

## REPORT OF SECRETARY

DISCHARGE MEASUREMENTS OF SOUTH PLATTE RIVER  
AT JULESBURG, COLORADO—CHANNEL NUMBER FOUR

From January 1, 1926, to September 30, 1926

Date	Made by	Area of Section	Mean Velocity	Gage Height	Discharge Sec. Ft.
2- 2-26	A. E. Johnston	14.20	1.68	.....	23.90
2-18-26	A. E. Johnston	5.10	1.57	.....	8.00
3- 8-26	J. H. Bailey	2.65	0.55	1.80	1.48
3- 9-26	C. E. Franklin	.....	.....	.....	0.50 Est.
3-17-26	S. E. Franklin	.....	.....	.....	0.50 Est.
3-30-26	C. E. Franklin	.....	.....	.....	0.50 Est.
4- 6-26	C. E. Franklin	.....	.....	.....	0.50 Est.
4-15-26	C. E. Franklin	.....	.....	.....	1.00 Est.
4-20-26	C. E. Franklin	.....	.....	.....	0.50 Est.
4-27-26	C. E. Franklin	61.00	1.95	2.75	119.00
4-29-26	C. E. Franklin	26.00	1.85	.....	48.00
5- 7-26	C. E. Franklin	25.00	1.67	.....	41.80
5-13-26	C. E. Franklin	.....	.....	.....	210.00
5-19-26	C. E. Feetham	14.70	1.72	2.26	25.27
5-21-26	C. E. Franklin	14.50	2.04	.....	29.70
5-26-26	C. E. Franklin	7.00	0.96	.....	8.00
5-31-26	C. E. Franklin	.....	.....	.....	6.00 Est.
6-13-26	C. E. Franklin	22.00	2.50	2.69	55.00
6-25-26	C. E. Franklin	26.00	2.53	2.78	66.00
7- 1-26	C. E. Franklin	.....	.....	2.01	0.70 Est.
7-12-26	C. E. Franklin	18.00	1.38	2.48	25.00
7-12-26	C. E. Feetham	79.10	1.73	2.50	33.10
7-25-26	C. E. Franklin	.....	.....	2.00	0.10
8- 7-26	C. E. Franklin	.....	.....	.....	0.05 Est.
8-19-26	C. E. Feetham	.....	.....	2.02	0.30 Est.
8-24-26	C. E. Franklin	.....	.....	2.21	0.30 Est.
9- 1-26	C. E. Franklin	.....	.....	1.81	0.10 Est.
9-14-26	C. E. Franklin	.....	.....	2.86	0.10 Est.

DISCHARGE MEASUREMENTS OF SOUTH PLATTE RIVER  
AT OGALALLA, NEBRASKA

From September 30, 1924, to September 30, 1925.

Date	Made by	Area of Section	Mean Velocity	Gage Height	Discharge Sec. Ft.
10- 8-24	A. E. Johnston	160	2.24	.....	358
10-25-24	A. E. Johnston	200	2.41	2.70	483
11-11-24	A. E. Johnston	152	2.43	2.65	370
12- 1-24	A. E. Johnston	205	2.30	.....	472
2-10-25	A. E. Johnston	472	2.47	3.35	1214
3-11-25	A. E. Johnston	197	2.09	2.70	412
4- 7-25	A. E. Johnston	194	1.97	2.15	383
5- 6-25	A. E. Johnston	24	1.53	1.90	37
5-19-25	A. E. Johnston	37	1.61	2.00	60
6- 5-25	A. E. Johnston	26	1.45	1.80	38
6-13-25	A. E. Johnston	83	1.54	2.25	128
6-27-25	A. E. Johnston	24	1.00	2.00	24
7- 8-25	A. E. Johnston	12	1.14	1.90	13
8- 5-25	A. E. Johnston	14	0.90	1.95	13
8-26-25	A. E. Johnston	43	1.60	2.15	69
9-17-25	A. E. Johnston	61	1.82	2.30	111
9-25-25	A. E. Johnston	29	1.27	1.95	37

DISCHARGE MEASUREMENTS OF SOUTH PLATTE RIVER  
AT OGALALLA, NEBRASKA

From September 30, 1925, to September 30, 1926

Date	Made by	Area of Section	Mean Velocity	Gage Height	Discharge Sec. Ft.
10- 2-25	A. E. Johnston	25	1.31	1.85	33
10-15-25	A. E. Johnston	26	1.40	1.95	36
11- 5-25	A. E. Johnston	157	2.24	2.65	352
2-10-26	A. E. Johnston	246	2.50	2.90	615
3-17-26	A. E. Johnston	185	2.31	2.70	429
4- 8-26	A. E. Johnston	117	1.72	2.40	201
4-29-26	A. E. Johnston	715	2.83	4.00	2021
5-20-26	A. E. Johnston	535	3.04	3.50	1623
6-12-26	A. E. Johnston	225	2.58	2.75	580
6-19-26	A. E. Johnston	1654	2.54	5.50	5854
6-28-26	A. E. Johnston	526	2.88	3.30	1519
7-27-26	A. E. Johnston	194	2.06	.....	400
7-31-26	A. E. Johnston	43	1.68	.....	72
8- 9-26	A. E. Johnston	221	1.05	.....	23
8-21-26	A. E. Johnston	77	1.90	1.90	146
9- 1-26	A. E. Johnston	50	1.68	1.85	84
9-29-26	A. E. Johnston	.....	.....	1.15	198

## REPORT OF SECRETARY

DISCHARGE MEASUREMENTS OF SOUTH PLATTE RIVER  
AT NORTH PLATTE, NEBRASKA

From September 30, 1924 to September 30, 1925

Date	Made by	Area of Section	Mean Velocity	Gage Height	Discharge Sec. Ft.
10-18-24	A. E. Johnston	107	1.73	1.70	218
11-11-24	A. E. Johnston	178	1.86	1.95	332
12-2-24	A. E. Johnston	199	1.90	2.20	379
2-11-25	A. E. Johnston	518	2.54	2.50	1,319
3-12-25	A. E. Johnston	199	1.83	2.20	364
4-8-25	A. E. Johnston	179	1.79	2.20	321
4-30-25	A. W. Hall				3 Est.
5-7-25	A. E. Johnston			1.40	0.5 Est.
5-18-25	A. E. Johnston	59	1.60	1.90	94
6-6-25	A. E. Johnston				0
6-12-25	A. E. Johnston	110	1.48	2.10	163
6-29-25	A. E. Johnston				0
7-7-25	A. E. Johnston				0
7-21-25	A. E. Johnston				0
8-6-25	A. E. Johnston				0
8-11-25	A. E. Johnston				0
8-28-25	A. E. Johnston				0
9-2-25	A. E. Johnston				0
9-18-25	A. E. Johnston			0.25	0
9-23-25	A. E. Johnston				0

DISCHARGE MEASUREMENTS OF SOUTH PLATTE RIVER  
AT NORTH PLATTE, NEBRASKA

From September 30, 1925 to September 30, 1926

Date	Made by	Area of Section	Mean Velocity	Gage Height	Discharge Sec. Ft.
10-3-25	A. E. Johnston				0
11-6-25	A. E. Johnston	139	1.80	2.15	251
12-13-25	A. W. Hall	227	1.38	2.30	312
2-11-26	A. E. Johnston	254	2.06	2.40	523
3-16-26	A. E. Johnston	179	1.67	2.30	300
4-6-26	A. E. Johnston	142	1.67	2.15	238
4-28-26	A. E. Johnston	9	1.45	1.60	13
5-19-26	A. E. Johnston	544	2.50	2.75	1,366
6-11-26	A. E. Johnston	249	1.63	2.15	406
6-20-26	A. E. Johnston	1,265	3.59	3.85	4,548
6-25-26	A. E. Johnston	1,046	3.26	3.25	3,429
7-21-26	A. E. Johnston	335	1.99	2.35	669
8-2-26	A. E. Johnston				10 Est.
8-7-26	A. E. Johnston				0
8-23-26	A. E. Johnston	87	1.47	2.00	128
8-31-26	A. E. Johnston			1.50	10 Est.
9-27-26	A. E. Johnston	34	1.32	1.80	45

DISCHARGE MEASUREMENTS OF PLATTE RIVER AT  
OVERTON, NEBRASKA

From September 30, 1924 to September 30, 1925

Date	Made by	Area of Section	Mean Velocity	Gage Height	Discharge Sec. Ft.
10-20-24	A. E. Johnston	1517	2.34	1.40	3547
11-13-24	A. E. Johnston	1187	2.58	1.50	3072
3-16-25	A. E. Johnston	1209	2.42	1.35	2809
4-10-25	A. E. Johnston	1393	2.55	1.55	3550
5- 9-25	A. E. Johnston	1284	1.26	1.20	1622
5-15-25	A. E. Johnston	744	2.04	1.15	1518
6- 9-25	A. E. Johnston	213	1.42	0.50	303
6-11-25	A. E. Johnston	690	1.96	1.30	1351
6-30-25	A. E. Johnston	184	1.79	0.60	329
7- 3-25	A. E. Johnston	17	1.01	0.20	17
7- 6-25	A. E. Johnston	20	1.70	0.10	33
8- 7-25	A. E. Johnston	1116	2.18	1.40	2441
8-29-25	A. E. Johnston	979	2.00	1.30	1960
9- 1-25	A. E. Johnston	598	2.12	1.15	1268
9-19-25	A. E. Johnston	997	2.20	1.40	2190

DISCHARGE MEASUREMENTS OF PLATTE RIVER AT  
OVERTON NEBRASKA

From September 30, 1925 to September 30, 1926

Date	Made by	Area of Section	Mean Velocity	Gage Height	Discharge Sec. Ft.
10- 3-25	A. E. Johnston	1212	2.33	1.50	2837
11- 7-25	A. E. Johnston	1577	2.42	1.70	3833
12-13-25	A. W. Hall	1209	2.25	1.50	2724
2-12-26	A. E. Johnston	1999	3.10	2.10	6236
3-15-26	A. E. Johnston	1027	2.66	1.45	2738
4- 5-26	A. E. Johnston	1138	2.22	1.55	2528
4-26-26	A. E. Johnston	1830	2.80	2.20	5118
5-17-26	A. E. Johnston	1931	2.86	2.00	5527
6- 9-26	A. E. Johnston	1868	2.97	2.00	5555
6-21-26	A. E. Johnston	3162	3.62	2.90	11403
6-23-26	A. E. Johnston	3716	3.64	2.85	13594
7-19-26	A. E. Johnston	2004	3.20	1.95	6543
8- 4-26	A. E. Johnston	850	2.13	1.00	1819
8- 6-26	A. E. Johnston	642	2.06	0.85	1322
8-24-26	A. E. Johnston	1112	2.38	1.35	2648
8-28-26	A. E. Johnston	699	2.13	1.00	1484
9-25-26	A. E. Johnston	1103	2.53	1.40	2788

## REPORT OF SECRETARY

MISCELLANEOUS DISCHARGE MEASUREMENTS OF PLATTE RIVER  
SOUTH OF GOTHENBURG

Date	Made by	Area of Section	Mean Velocity	Gage Height	Discharge Sec. Ft.
7-17-25	A. E. Johnston	202	1.98	.....	400
7-18-25	A. E. Johnston	121	2.33	.....	283
SOUTH OF COZAD					
7-6-25	A. E. Johnston	108	1.55	.....	168
7-16-25	A. E. Johnston	24	1.27	.....	305
7-17-25	A. E. Johnston	17	1.20	.....	21
7-23-25	R. F. Nosky	29	0.75	.....	22
7-30-25	R. F. Nosky	699	2.19	.....	1503
BELOW DAWSON COUNTY CANAL DIVERSION					
7-16-25	A. E. Johnston	31	1.13	.....	35
7-17-25	A. E. Johnston	124	2.23	.....	277
KEARNEY					
6-9-25	A. E. Johnston				0
7-1-25	A. E. Johnston				0
BELOW KEARNEY CANAL SPILLWAY					
6-9-25	A. E. Johnston	33	0.49	.....	16
7-1-25	A. E. Johnston	19	1.05	.....	20
BELOW KEARNEY DIVERSION					
7-3-25	A. E. Johnston	2	0.67	.....	1
7-6-25	A. E. Johnston	2	0.94	.....	2
DARR, NEBRASKA					
7-21-25	R. F. Nosky	49	1.14	.....	55
ASHLAND, NEBRASKA					
10-7-25	A. E. Johnston	2318	2.60	.....	6002
7-3-25	A. E. Johnston	2	0.67	.....	1
10-18-24	A. E. Johnston	107	1.73	1.70	218

DISCHARGE MEASUREMENTS OF PLATTE RIVER AT  
CENTRAL CITY, NEBRASKA

From September 30, 1925 to September 30, 1926

Date	Made by	Area of Section	Mean Velocity	Gage Height	Discharge Sec. Ft.
10-4-25	A. E. Johnston	1105	2.12	2.50	2340
2-13-26	A. E. Johnston	3089	3.46	4.30	10637
3-9-26	A. E. Johnston	1173	2.42	2.35	2842
3-21-26	A. E. Johnston	623	2.36	1.90	1476
4-20-26	A. E. Johnston	594	2.16	2.30	1281
5-12-26	A. E. Johnston	1788	3.16	3.15	5653
6-4-26	A. E. Johnston	527	2.10	1.70	1108
6-22-26	A. E. Johnston	2567	4.20	4.05	10083
7-14-26	A. E. Johnston	1565	3.34	2.95	5224
8-5-26	A. E. Johnston	297	2.22	1.40	660
8-26-26	A. E. Johnston	1053	2.38	2.30	2502
9-20-26	A. E. Johnston	1230	2.61	2.75	3220

STREAM MEASUREMENTS  
From September 30, 1924 to September 30, 1925

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Stream	Location	Hydrographer	Discharge	
			Date	Sec. Ft.
Arickaree River	West of Haigler	A. E. Johnston	1-14-25	1.9
Arickaree River	do	A. E. Johnston	2-18-25	37.0
Arickaree River	do	A. E. Johnston	3-20-25	50.8
Arickaree River	do	A. E. Johnston	4-15-25	21.8
Arickaree River	do	C. E. Franklin	5-28-25	9.8
Arickaree River	do	C. E. Franklin	6-10-25	17.4
Arickaree River	do	C. E. Franklin	7-20-25	0.0
Arickaree River	do	C. E. Franklin	8-10-25	1.7
Arickaree River	do	C. E. Franklin	8-24-25	3.8
Arickaree River	do	C. E. Franklin	9- 7-25	0.5
Arickaree River	do	C. E. Franklin	9-25-25	15.3
Arnold Drain	East of Torrington; Wyo.	A. E. Johnston	10-14-24	9.5
Arnold Drain	do	A. E. Johnston	10-29-24	9.5
Arnold Drain	do	A. E. Johnston	11-20-24	11.0
Arnold Drain	do	A. E. Johnston	12-16-24	12.7
Arnold Drain	do	A. E. Johnston	1- 7-25	12.0
Arnold Drain	do	A. E. Johnston	2- 4-25	15.2
Arnold Drain	do	A. E. Johnston	3- 3-25	8.3
Arnold Drain	do	A. E. Johnston	4- 2-25	1.2
Arnold Drain	do	Johnston-Franklin	4-22-25	3.3
Arnold Drain	do	A. W. Hall	5-21-25	4.6
Arnold Drain	do	A. W. Hall	6- 6-25	13.0
Arnold Drain	do	A. W. Hall	6-20-25	6.3
Arnold Drain	do	A. W. Hall	7- 2-25	6.9
Arnold Drain	do	A. W. Hall	8- 1-25	18.0
Arnold Drain	do	A. W. Hall	9- 4-25	16.6
Ash Creek (West)	East of Crawford	J. D. Heywood	10-10-24	1.9
Ash Creek (East)	10 Miles East Crawford	J. D. Heywood	10-10-24	2.1

STREAM MEASUREMENT—(Continued)

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From September 30, 1924 to September 30, 1925

Stream	Location	Hydrographer	Discharge	
			Date	Sec. Ft.
Ash Creek	1 Mile South Whitney	J. D. Heywood	10-10-24	2.9
Ash Creek	SW Corner 6-32-51	A. E. Johnston	3-26-25	3.1
Bayard S. F. Drain	Section 34-21-52	A. E. Johnston	10-16-24	64.8
Bayard S. F. Drain	do	A. E. Johnston	10-31-24	66.5
Bayard S. F. Drain	do	A. E. Johnston	11-18-24	63.1
Bayard S. F. Drain	do	A. E. Johnston	12-17-24	54.8
Bayard S. F. Drain	do	A. E. Johnston	1- 6-25	43.6
Bayard S. F. Drain	do	A. E. Johnston	2- 2-25	41.2
Bayard S. F. Drain	do	A. E. Johnston	3- 2-25	50.3
Bayard S. F. Drain	do	A. E. Johnston	3-31-25	38.3
Bayard S. F. Drain	do	Johnston-Franklin	4-20-25	32.9
Bayard S. F. Drain	do	A. W. Hall	5-18-25	50.5
Bayard S. F. Drain	do	A. W. Hall	6- 3-25	27.4
Bayard S. F. Drain	do	A. W. Hall	6-17-25	34.0
Bayard S. F. Drain	do	A. W. Hall	6-29-25	56.5
Bayard S. F. Drain	do	A. W. Hall	7-22-25	53.8
Bayard S. F. Drain	do	A. W. Hall	7-29-25	66.0
Bayard S. F. Drain	do	A. W. Hall	8-31-25	66.2
Bayard S. F. Drain	do	A. E. Johnston	9-23-25	90.3
Beár Creek	South of Eli	A. E. Johnston	5-29-25	18.6
Birdwood Creek	½ Mile above mouth	A. E. Johnston	10-24-24	179.3
Birdwood Creek	do	A. E. Johnston	11-15-24	192.9
Birdwood Creek	do	A. E. Johnston	12- 2-24	195.9
Birdwood Creek	do	A. E. Johnston	2-10-25	234.7
Birdwood Creek	do	A. E. Johnston	3-12-25	186.0
Birdwood Creek	do	A. E. Johnston	4- 8-25	218.8
Birdwood Creek	do	A. E. Johnston	5- 7-25	187.0

**STREAM MEASUREMENTS**  
From September 30, 1924 to September 30, 1925

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Stream	Location	Hydrographer	Discharge	
			Date	Sec. Ft.
Birdwood Creek.....	1/2 Mile above mouth.....	A. E. Johnston.....	5-18-25	197.0
Birdwood Creek.....	do.....	A. E. Johnston.....	6- 5-25	189.0
Birdwood Creek.....	do.....	A. E. Johnston.....	6-13-25	195.0
Birdwood Creek.....	do.....	A. E. Johnston.....	6-27-25	142.0
Birdwood Creek.....	do.....	A. E. Johnston.....	7- 8-25	178.0
Birdwood Creek.....	do.....	A. E. Johnston.....	7-20-25	151.3
Birdwood Creek.....	do.....	A. E. Johnston.....	8- 5-25	149.0
Birdwood Creek.....	do.....	A. E. Johnston.....	8-12-25	215.0
Birdwood Creek.....	do.....	A. E. Johnston.....	8-27-25	165.0
Birdwood Creek.....	do.....	A. E. Johnston.....	9- 3-25	196.5
Birdwood Creek.....	do.....	A. E. Johnston.....	9-17-25	180.0
Birdwood Creek.....	do.....	A. E. Johnston.....	9-24-25	187.0
Blackwood Creek.....	Sec. 15-3-31.....	C. E. Franklin.....	5-20-25	3.5
Blackwood Creek.....	do.....	C. E. Franklin.....	7-25-25	0.5
Blue Creek.....	N. Line Sec. 30-16-42.....	A. E. Johnston.....	10- 6-24	85.0
Blue Creek.....	do.....	A. E. Johnston.....	10-25-24	96.4
Blue Creek.....	do.....	A. E. Johnston.....	11-17-24	93.1
Blue Creek.....	do.....	A. E. Johnston.....	12- 1-24	113.0
Blue Creek.....	do.....	A. E. Johnston.....	2- 9-25	117.3
Blue Creek.....	do.....	A. E. Johnston.....	3- 9-25	112.5
Blue Creek.....	do.....	A. E. Johnston.....	4- 7-25	123.0
Blue Creek.....	do.....	A. E. Johnston.....	5-20-25	20.4
Blue Creek.....	do.....	A. E. Johnston.....	6- 2-25	54.3
Blue Creek.....	do.....	A. E. Johnston.....	6-15-25	82.9
Blue Creek.....	do.....	A. E. Johnston.....	6-25-25	15.7
Blue Creek.....	do.....	A. E. Johnston.....	7-10-25	53.4
Blue Creek.....	do.....	A. E. Johnston.....	7-14-25	43.7
Blue Creek.....	do.....	A. E. Johnston.....	7-23-25	1.1
Blue Creek.....	do.....	A. E. Johnston.....	8- 4-25	1.8
Blue Creek.....	do.....	A. E. Johnston.....	8-13-25	4.7

STREAM MEASUREMENTS—(Continued)  
From September 30, 1924 to September 30, 1925

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Stream	Location	Hydrographer	Date	Discharge Sec. Ft.
Blue Creek.....	N. Line Sec. 30-16-42.....	A. E. Johnston.....	8-25-25.....	48.4
Blue Creek.....	do.....	A. E. Johnston.....	9- 4-25.....	14.4
Blue Creek.....	do.....	A. E. Johnston.....	9-16-25.....	72.0
Blue Creek.....	do.....	A. E. Johnston.....	9-25-25.....	69.5
Blue River (Big).....	Section 34-9-6.....	A. E. Johnston.....	3-17-25.....	7.6
Bordeaux Creek (Big).....	S. Line Sec. 14-33-48.....	A. E. Johnston.....	5-28-25.....	3.1
Bordeaux Cr. (Little).....	Sec. 13-33-48.....	A. E. Johnston.....	5-28-25.....	2.9
Bordeaux Cr. (Little).....	do.....	A. E. Johnston.....	9- 9-25.....	1.7
Bordeaux Creek.....	East of Chadron.....	J. D. Heywood.....	8-13-25.....	3.8
Buffalo Creek.....	South of Elmcreek.....	A. E. Johnston.....	10-22-24.....	33.3
Buffalo Creek.....	do.....	A. E. Johnston.....	2-13-25.....	2.1
Buffalo Creek.....	do.....	A. E. Johnston.....	3-16-25.....	2.9
Buffalo Creek.....	do.....	A. E. Johnston.....	4-10-25.....	4.3
Buffalo Creek.....	do.....	A. E. Johnston.....	5- 9-25.....	4.5
Buffalo Creek.....	do.....	A. E. Johnston.....	6- 9-25.....	9.7
Buffalo Creek.....	do.....	A. E. Johnston.....	7- 1-25.....	43.2
Buffalo Creek.....	do.....	A. E. Johnston.....	7- 3-25.....	24.1
Buffalo Creek.....	do.....	A. E. Johnston.....	7- 6-25.....	9.9
Buffalo Creek.....	do.....	R. F. Nosky.....	7-27-25.....	35.5
Buffalo Creek.....	do.....	A. E. Johnston.....	8-10-25.....	41.1
Buffalo Creek.....	Below Dawson Co. Waste.....	R. F. Nosky.....	7-23-25.....	23.2
Buffalo Creek.....	do.....	R. F. Nosky.....	7-24-25.....	25.8
Buffalo Creek.....	do.....	R. F. Nosky.....	7-28-25.....	61.5
Buffalo Creek.....	do.....	R. F. Nosky.....	7-30-25.....	72.9
Buffalo Creek.....	Dawson Co. Canal Spillway.....	R. F. Nosky.....	7-24-25.....	54.1

STREAM MEASUREMENTS—(Continued)

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From September 30, 1924 to September 30, 1925

Stream	Location	Hydrographer	Date	Discharge Sec. Ft.
Buffalo Creek	Dawson Co. Canal Spillway	R. F. Nosky	7-25-25	60.6
Buffalo Creek	Sec. 18-1-40 Haigler	A. E. Johnston	1-14-25	21.5
Buffalo Creek	do	A. E. Johnston	2-18-25	19.0
Buffalo Creek	do	A. E. Johnston	3-20-25	19.9
Buffalo Creek	do	A. E. Johnston	4-15-25	13.9
Buffalo Creek	do	C. E. Franklin	5-27-25	6.6
Buffalo Creek	do	C. E. Franklin	7-20-25	4.4
Buffalo Creek	do	C. E. Franklin	8-24-25	7.2
Buffalo Creek	do	C. E. Franklin	9-7-25	9.4
Buffalo Creek	do	C. E. Franklin	9-25-25	10.3
Calamus River	Sec. 8-21-16	A. E. Johnston	5-12-25	338.0
Calamus River	Sec. 16-24-19	A. E. Johnston	5-12-25	197.0
Calamus River	Sec. 22-23-18	A. E. Johnston	5-12-25	275.0
Camp Clark Seep	Section 4-20-51	A. E. Johnston	10-16-24	5.2
Camp Clark Seep	do	A. E. Johnston	10-31-24	4.9
Camp Clark Seep	do	A. E. Johnston	11-18-24	5.1
Camp Clark Seep	do	A. E. Johnston	12-13-24	3.3
Camp Clark Seep	do	A. E. Johnston	1-6-25	4.7
Camp Clark Seep	do	A. E. Johnston	2-2-25	4.3
Camp Clark Seep	do	A. E. Johnston	3-2-25	2.9
Camp Clark Seep	do	A. E. Johnston	3-31-25	12.0
Camp Clark Seep	do	Johnston-Franklin	4-24-25	1.7
Camp Clark Seep	do	A. W. Hall	5-18-25	0.5
Camp Clark Seep	do	A. W. Hall	6-3-25	23.9
Camp Clark Seep	do	A. W. Hall	6-17-25	5.1
Camp Clark Seep	do	A. W. Hall	6-29-25	14.1
Camp Clark Seep	do	A. W. Hall	7-29-25	12.0
Camp Clark Seep	do	A. W. Hall	8-31-25	11.7
Camp Clark Seep	do	A. E. Johnston	9-28-25	18.0

STREAM MEASUREMENTS—(Continued)

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From September 30, 1924 to September 30, 1925

Stream	Location	Hydrographer	Date	Discharge Sec. Ft.
Cedar Creek	Section 11-18-48	A. E. Johnston	10- 6-24	12.2
Cedar Creek	do	A. E. Johnston	12- 1-24	8.8
Cedar Creek	do	A. E. Johnston	1-16-25	20.3
Cedar Creek	do	A. E. Johnston	2- 9-25	13.8
Cedar Creek	do	A. E. Johnston	3- 9-25	9.1
Cedar Creek	do	A. E. Johnston	4- 6-25	12.6
Cedar Creek	do	A. E. Johnston	5-21-25	7.4
Cedar Creek	do	A. E. Johnston	6-23-25	31.5
Cedar Creek	do	A. E. Johnston	7-11-25	11.8
Cedar Creek	do	A. W. Hall	7-14-25	12.0
Cedar Creek	do	A. E. Johnston	7-25-25	6.4
Cedar Creek	do	A. E. Johnston	8-24-25	39.6
Center Creek	West of Franklin	A. E. Johnston	3-18-25	7.4
Chadron Creek No. 1	Above Reservoir	A. E. Johnston	10- 2-24	2.2
Chadron Creek No. 1	do	A. E. Johnston	11- 5-24	2.8
Chadron Creek No. 1	do	A. E. Johnston	11-25-24	3.7
Chadron Creek No. 1	do	A. E. Johnston	1-28-25	4.4
Chadron Creek No. 1	do	A. E. Johnston	2-25-25	4.4
Chadron Creek No. 1	do	A. E. Johnston	3-27-25	3.5
Chadron Creek No. 1	do	A. E. Johnston	4-30-25	3.2
Chadron Creek No. 1	do	A. E. Johnston	5-28-25	3.3
Chadron Creek No. 1	do	A. E. Johnston	6-22-25	2.9
Chadron Creek No. 1	do	A. E. Johnston	7-29-25	3.2
Chadron Creek No. 1	do	A. E. Johnston	8-14-25	2.4
Chadron Creek No. 1	do	J. D. Heywood	8-13-25	2.2
Chadron Creek No. 1	do	A. E. Johnston	9- 8-25	1.9
Chadron Creek No. 2	Below Reservoir	A. E. Johnston	10- 2-24	0.4
Chadron Creek No. 2	do	A. E. Johnston	11- 5-24	0.8
Chadron Creek No. 2	do	A. E. Johnston	11-25-24	1.4

STREAM MEASUREMENTS—(Continued)  
From September 30, 1924 to September 30, 1925

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Stream	Location	Hydrographer	Date	Discharge Sec. Ft.
Chadron Creek No. 2.....	Below Reservoir.....	A. E. Johnston.....	1-28-25.....	1.1
Chadron Creek No. 2.....	do.....	A. E. Johnston.....	2-25-25.....	3.4
Chadron Creek No. 2.....	do.....	A. E. Johnston.....	3-27-25.....	1.4
Chadron Creek No. 2.....	do.....	A. E. Johnston.....	4-30-25.....	1.6
Chadron Creek No. 2.....	do.....	A. E. Johnston.....	5-28-25.....	1.5
Chadron Creek No. 2.....	do.....	A. E. Johnston.....	6-22-25.....	0.7
Chadron Creek No. 2.....	do.....	A. E. Johnston.....	7-29-25.....	0.5
Chadron Creek No. 2.....	do.....	A. E. Johnston.....	8-14-25.....	0.5
Chadron Creek No. 2.....	do.....	J. D. Heywood.....	8-14-25.....	0.7
Chadron Creek No. 2.....	do.....	A. E. Johnston.....	9- 8-25.....	0.4
Chadron Creek No. 3.....	Below Pipe Line.....	A. E. Johnston.....	10- 2-24.....	0.5
Chadron Creek No. 3.....	do.....	A. E. Johnston.....	11- 5-24.....	0.8
Chadron Creek No. 3.....	do.....	A. E. Johnston.....	11-25-24.....	2.3
Chadron Creek No. 3.....	do.....	A. E. Johnston.....	1-28-25.....	1.0
Chadron Creek No. 3.....	do.....	A. E. Johnston.....	2-25-25.....	3.5
Chadron Creek No. 3.....	do.....	A. E. Johnston.....	3-27-25.....	1.5
Chadron Creek No. 3.....	do.....	A. E. Johnston.....	4-30-25.....	1.9
Chadron Creek No. 3.....	do.....	A. E. Johnston.....	5-28-25.....	2.0
Chadron Creek No. 3.....	do.....	A. E. Johnston.....	6-22-25.....	0.6
Chadron Creek No. 3.....	do.....	A. E. Johnston.....	7-29-25.....	0.6
Chadron Creek No. 3.....	do.....	J. F. Heywood.....	8-13-25.....	0.3
Chadron Creek No. 3.....	do.....	A. E. Johnston.....	9- 8-25.....	0.4
Chadron Creek No. 4.....	At Gorr Ranch.....	A. E. Johnston.....	10- 2-24.....	0.4
Chadron Creek No. 4.....	do.....	A. E. Johnston.....	11- 5-24.....	1.1
Chadron Creek No. 4.....	do.....	A. E. Johnston.....	11-25-24.....	3.8
Chadron Creek No. 4.....	do.....	A. E. Johnston.....	1-28-25.....	3.6
Chadron Creek No. 4.....	do.....	A. E. Johnston.....	2-25-25.....	5.7
Chadron Creek No. 4.....	do.....	A. E. Johnston.....	3-26-25.....	2.4
Chadron Creek No. 4.....	do.....	A. E. Johnston.....	5- 1-25.....	2.3
Chadron Creek No. 4.....	do.....	A. E. Johnston.....	5-28-25.....	2.3

STREAM MEASUREMENTS—(Continued)

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From September 30, 1924 to September 30, 1925

Stream	Location	Hydrographer	Date	Discharge Sec. Ft.
Chadron Creek No. 4	At Gorr Ranch	A. E. Johnston	6-20-25	1.3
Chadron Creek No. 4	do	A. E. Johnston	7-28-25	9.7
Chadron Creek No. 4	do	J. D. Heywood	8-13-25	0.0
Chadron Creek No. 4	do	A. E. Johnston	8-17-25	0.1
Chadron Creek No. 4	do	A. E. Johnston	9- 9-25	0.3
Clear Creek	NE Cor. Sec. 5-15-41	A. E. Johnston	10- 7-24	6.7
Clear Creek	do	A. E. Johnston	10-25-24	7.3
Clear Creek	do	A. E. Johnston	11-17-24	6.8
Clear Creek	do	A. E. Johnston	12- 1-24	6.0
Clear Creek	do	A. E. Johnston	2- 9-25	11.9
Clear Creek	do	A. E. Johnston	3-10-25	12.4
Clear Creek	do	A. E. Johnston	4- 7-25	9.3
Clear Creek	do	A. W. Hall	4-29-25	5.6
Clear Creek	do	A. E. Johnston	5-19-25	12.4
Clear Creek	do	A. E. Johnston	6- 3-25	7.6
Clear Creek	do	A. E. Johnston	6-15-25	0.3
Clear Creek	do	A. E. Johnston	6-25-25	0.3
Clear Creek	do	A. E. Johnston	7- 9-25	0.1
Clear Creek	do	A. E. Johnston	7-15-25	3.9
Clear Creek	do	A. E. Johnston	7-23-25	8.9
Clear Creek	do	A. E. Johnston	8- 4-25	5.9
Clear Creek	do	A. E. Johnston	8-13-25	0.3
Clear Creek	do	A. E. Johnston	8-26-25	6.4
Clear Creek	do	A. E. Johnston	9-16-25	8.7
Clear Creek	do	A. E. Johnston	9-25-25	8.6
Cold Water Creek	N. Line Sec. 34-18-46	A. E. Johnston	10- 6-24	0.3
Cold Water Creek	do	A. E. Johnston	12- 1-24	4.3
Cold Water Creek	do	A. E. Johnston	1-16-25	3.7
Cold Water Creek	do	A. E. Johnston	2- 9-25	4.0

STREAM MEASUREMENTS—(Continued)

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From September 30, 1924 to September 30, 1925

Stream	Location	Hydrographer	Date	Discharge
				Sec. Ft.
Cold Water Creek	N. Line Sec. 34-18-46	A. E. Johnston	3- 9-25	4.5
Cold Water Creek	do	A. E. Johnston	4- 6-25	5.1
Cold Water Creek	do	A. W. Hall	4-29-25	0.5
Cold Water Creek	do	A. W. Hall	5- 9-25	2.2
Cold Water Creek	do	A. E. Johnston	5-20-25	0.3
Cold Water Creek	do	A. E. Johnston	6- 1-25	0.1
Cold Water Creek	do	A. E. Johnston	6-16-25	0.1
Cold Water Creek	do	A. E. Johnston	6-24-25	0.1
Cold Water Creek	do	A. E. Johnston	7-10-25	0.1
Cold Water Creek	do	A. E. Johnston	7-13-25	0.1
Cold Water Creek	do	Johnston-Clark	7-24-25	0.3
Cold Water Creek	do	A. E. Johnston	8- 3-25	0.2
Cold Water Creek	do	A. E. Johnston	8-24-25	0.1
Cold Water Creek	do	A. E. Johnston	9-15-25	0.6
Cottonwood Creek (Little)	Sec. 18-32-53	A. E. Johnston	11- 5-24	0.0
Cottonwood Creek (Little)	do	A. E. Johnston	2-25-25	1.1
Cottonwood Creek (Little)	do	A. E. Johnston	3-26-25	0.3
Cottonwood Creek (Little)	do	A. E. Johnston	4-28-25	1.5
Cottonwood Creek (Little)	do	A. E. Johnston	5-26-25	0.2
Cottonwood Creek (Little)	do	A. E. Johnston	7-28-25	19.0
Cottonwood Creek (Little)	do	A. E. Johnston	9- 9-25	0.9
Cottonwood Creek	Dunlap 22-29-48	A. E. Johnston	2-25-25	2.3
Cottonwood Creek	do	A. E. Johnston	3-27-25	1.2
Cottonwood Creek	do	A. E. Johnston	4-30-25	1.2
Cottonwood Creek	do	A. E. Johnston	7-29-25	0.5
Deadman Creek	Mouth	J. D. Heywood	10-10-24	1.1
Dead Horse Creek	Sec. 29-33-49	A. E. Johnston	5- 1-25	0.2

STREAM MEASUREMENTS—(Continued)

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From September 30, 1914 to September 30, 1925

Stream	Location	Hydrographer	Date	Discharge Sec. Ft.
Deer Creek.....	Holebrook 22- 4-24 .....	A. E. Johnston.....	3-19-25	2.0
Deer Creek.....	do.....	C. E. Franklin.....	5- 2-25	2.3
Deer Creek.....	do.....	C. E. Franklin.....	6-12-25	614.2
Deer Creek.....	do.....	C. E. Franklin.....	8- 9-25	0.0
Deer Creek.....	do.....	C. E. Franklin.....	8-21-25	15.4
Deer Creek.....	do.....	C. E. Franklin.....	9-21-25	0.0
Driftwood Creek.....	N. Line Sec. 2- 2-30 .....	C. E. Franklin.....	5-23-25	2.1
Driftwood Creek.....	do.....	C. E. Franklin.....	6-11-25	2.1
Driftwood Creek.....	do.....	C. E. Franklin.....	8- 9-25	2.3
Driftwood Creek.....	do.....	C. E. Franklin.....	8-22-25	12.0
Driftwood Creek.....	do.....	C. E. Franklin.....	9- 4-25	1.0
Driftwood Creek.....	do.....	C. E. Franklin.....	9-19-25	0.5
Dugout Cr. (Lower).....	Below Cooper Headgate.....	A. E. Johnston.....	4- 6-25	1.1
Dugout Cr. (Lower).....	do.....	A. E. Johnston.....	5-21-25	0.6
Dugout Cr. (Lower).....	do.....	A. E. Johnston.....	6-23-25	1.4
Dugout Cr. (Lower).....	do.....	A. E. Johnston.....	8-24-25	1.4
Fairfield Seep.....	Sec. 18-21-53 .....	A. E. Johnston.....	10-16-24	6.1
Fairfield Seep.....	do.....	A. E. Johnston.....	10-28-24	6.9
Fairfield Seep.....	do.....	A. E. Johnston.....	11-19-24	6.6
Fairfield Seep.....	do.....	A. E. Johnston.....	12-17-24	7.3
Fairfield Seep.....	do.....	A. E. Johnston.....	1- 7-25	4.5
Fairfield Seep.....	do.....	A. E. Johnston.....	2- 2-25	6.1
Fairfield Seep.....	do.....	A. E. Johnston.....	3- 2-25	6.8
Fairfield Seep.....	do.....	A. E. Johnston.....	3-31-25	5.6
Fairfield Seep.....	do.....	Johnston-Franklin .....	4-20-25	2.9
Fairfield Seep.....	do.....	A. W. Hall.....	5- 5-25	2.5
Fairfield Seep.....	do.....	A. W. Hall.....	5-19-25	5.5
Fairfield Seep.....	do.....	A. W. Hall.....	6- 4-25	6.5
Fairfield Seep.....	do.....	A. W. Hall.....	6-18-25	9.2

## STREAM MEASUREMENTS—(Continued)

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From September 30, 1924 to September 30, 1925

Stream	Location	Hydrographer	Discharge	
			Date	Sec. Ft.
Fairfield Seep.....	Sec. 18-21-53.....	A. W. Hall.....	6-30-25	5.6
Fairfield Seep.....	do.....	A. W. Hall.....	7-30-25	7.9
Fairfield Seep.....	do.....	A. W. Hall.....	9- 1-25	9.6
Fairfield Seep.....	do.....	A. E. Johnston.....	9-28-25	5.8
Farmers Creek.....	2 Mi. W. Inavale.....	A. E. Johnston.....	10- 9-25	1.4
Fanning Seep.....	S. E. Corner 28-23-56.....	A. E. Johnston.....	10-15-24	3.3
Fanning Seep.....	do.....	A. E. Johnston.....	10-30-24	3.3
Fanning Seep.....	do.....	Johnston-Franklin.....	4-21-25	4.1
Fanning Seep.....	do.....	A. W. Hall.....	6- 5-25	4.5
Fanning Seep.....	do.....	A. W. Hall.....	6-19-25	2.0
Fanning Seep.....	do.....	A. W. Hall.....	7- 1-25	5.4
Fanning Seep.....	do.....	A. W. Hall.....	7-22-25	4.7
Fanning Seep.....	do.....	A. W. Hall.....	7-31-25	3.2
Fanning Seep.....	do.....	A. W. Hall.....	9- 3-25	4.4
Frenchman River.....	Above Maranville.....	C. E. Franklin.....	6-23-25	3.0
Frenchman River.....	do.....	C. E. Franklin.....	7-12-25	2.5
Frenchman River.....	do.....	Franklin-Whitehead.....	7-14-25	3.0
Frenchman River.....	do.....	Franklin-Whitehead.....	7-15-25	3.0
Frenchman River.....	do.....	Franklin-Whitehead.....	7-23-25	1.6
Frenchman River.....	do.....	Franklin-Whitehead.....	7-23-25	2.6
Frenchman River.....	do.....	C. E. Franklin.....	7-26-25	2.6
Frenchman River.....	do.....	C. E. Franklin.....	8- 6-25	3.6
Frenchman River.....	do.....	C. E. Franklin.....	8-19-25	8.3
Frenchman River.....	do.....	C. E. Franklin.....	9- 2-25	3.9
Frenchman River.....	do.....	C. E. Franklin.....	9-17-25	3.5
Frenchman River.....	Below Maranville.....	A. E. Johnston.....	1-20-25	8.8
Frenchman River.....	do.....	A. E. Johnston.....	2-16-25	20.3
Frenchman River.....	do.....	A. E. Johnston.....	3-21-25	10.4

STREAM MEASUREMENTS—(Continued)

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From September 30, 1924 to September 30, 1925

Stream	Location	Hydrographer	Discharge	
			Date	Sec. Ft.
Frenchman River	Below Maranville	A. E. Johnston	4-16-25	13.5
Frenchman River	do	C. E. Franklin	6- 8-25	6.1
Frenchman River	do	C. E. Franklin	7-14-25	0.1
Frenchman River	do	Franklin-Whitehead	7-23-25	2.9
Frenchman River	do	C. E. Franklin	7-26-25	3.7
Frenchman River	do	Franklin-Whitehead	7-28-25	4.7
Frenchman River	do	C. E. Franklin	8- 6-25	0.1
Frenchman River	do	C. E. Franklin	8-19-25	0.4
Frenchman River	do	C. E. Franklin	9- 2-25	0.2
Frenchman River	do	C. E. Franklin	9-17-25	0.1
Frenchman River	Above Inman Canal	C. E. Franklin	7-23-25	10.0
Frenchman River	do	C. E. Franklin	7-26-25	12.0
Frenchman River	Below Inman Canal	A. E. Johnston	1-20-25	23.0
Frenchman River	do	A. E. Johnston	2-16-25	41.0
Frenchman River	do	A. E. Johnston	3-21-25	20.0
Frenchman River	do	A. E. Johnston	4-16-25	12.0
Frenchman River	do	C. E. Franklin	6- 8-25	24.0
Frenchman River	do	C. E. Franklin	6-23-25	2.0
Frenchman River	do	C. E. Franklin	7-12-25	7.0
Frenchman River	do	Franklin-Whitehead	7-14-25	12.0
Frenchman River	do	Franklin-Whitehead	7-23-25	6.0
Frenchman River	do	Franklin-Whitehead	7-24-25	14.0
Frenchman River	do	Franklin-Whitehead	7-26-25	14.0
Frenchman River	do	Franklin-Whitehead	7-28-25	18.0
Frenchman River	do	C. E. Franklin	8- 6-25	8.0
Frenchman River	do	C. E. Franklin	8-19-25	7.0
Frenchman River	do	C. E. Franklin	9- 2-25	7.0
Frenchman River	do	C. E. Franklin	9-17-25	8.0
Frenchman River	Above Champion Diversion	C. E. Franklin	6- 8-25	27.0

STREAM MEASUREMENTS—(Continued)

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From September 30, 1924 to September 30, 1925

Stream	Location	Hydrographer	Date	Discharge Sec. Ft.
Frenchman River.....	Above Champion Diversion.....	C. E. Franklin.....	6-23-25	12.0
Frenchman River.....	do.....	Franklin-Whitehead.....	7-23-25	16.0
Frenchman River.....	do.....	C. E. Franklin.....	7-26-25	20.0
Frenchman River.....	do.....	C. E. Franklin.....	8- 7-25	13.0
Frenchman River.....	do.....	C. E. Franklin.....	8-19-25	15.0
Frenchman River.....	do.....	C. E. Franklin.....	9- 2-25	15.0
Frenchman River.....	do.....	C. E. Franklin.....	9-17-25	16.0
Frenchman River.....	Below Champion Diversion.....	A. E. Johnston.....	1-20-25	24.0
Frenchman River.....	do.....	A. E. Johnston.....	4-16-25	8.0
Frenchman River.....	do.....	C. E. Franklin.....	6- 8-25	29.0
Frenchman River.....	do.....	C. E. Franklin.....	6-23-25	3.0
Frenchman River.....	do.....	C. E. Franklin.....	7-12-25	0.5
Frenchman River.....	do.....	Franklin-Whitehead.....	7-14-25	1.0
Frenchman River.....	do.....	Franklin-Whitehead.....	7-15-25	14.0
Frenchman River.....	do.....	C. E. Franklin.....	7-16-25	1.0
Frenchman River.....	do.....	Franklin-Whitehead.....	7-23-25	8.0
Frenchman River.....	do.....	Franklin-Whitehead.....	7-23-25	17.0
Frenchman River.....	do.....	Franklin-Whitehead.....	7-24-25	17.0
Frenchman River.....	do.....	C. E. Franklin.....	7-26-25	21.0
Frenchman River.....	do.....	Franklin-Whitehead.....	7-28-25	22.0
Frenchman River.....	do.....	C. E. Franklin.....	8- 7-25	11.0
Frenchman River.....	do.....	C. E. Franklin.....	8-19-25	2.0
Frenchman River.....	do.....	C. E. Franklin.....	9- 2-25	19.0
Frenchman River.....	do.....	C. E. Franklin.....	9-17-25	17.0
Frenchman River.....	Below Champion Mill.....	A. E. Johnston.....	1-20-25	62.0
Frenchman River.....	do.....	A. E. Johnston.....	2-16-25	30.0
Frenchman River.....	do.....	A. E. Johnston.....	3-21-25	73.0
Frenchman River.....	do.....	A. E. Johnston.....	4-16-25	32.0
Frenchman River.....	West Aberdeen Headgate.....	C. E. Franklin.....	7-22-25	72.3

STREAM MEASUREMENTS—(Continued)

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From September 30, 1924 to September 30, 1925

Stream	Location	Hydrographer	Discharge	
			Date	Sec. Ft.
Frenchman River.....	West Aberdeen Headgate.....	C. E. Franklin.....	7-25-25	69.4
Frenchman River.....	South of Imperial.....	A. E. Johnston.....	1-21-25	71.0
Frenchman River.....	In Sec. 4- 5-38.....	A. E. Johnston.....	2-16-25	111.0
Frenchman River.....	do.....	A. E. Johnston.....	3-21-25	90.0
Frenchman River.....	do.....	A. E. Johnston.....	4-16-25	63.0
Frenchman River.....	do.....	C. E. Franklin.....	6- 8-25	64.0
Frenchman River.....	do.....	C. E. Franklin.....	6-25-25	63.0
Frenchman River.....	do.....	C. E. Franklin.....	7-12-25	50.0
Frenchman River.....	do.....	C. E. Franklin.....	7-22-25	70.0
Frenchman River.....	do.....	C. E. Franklin.....	7-25-25	55.0
Frenchman River.....	do.....	C. E. Franklin.....	7-26-25	51.0
Frenchman River.....	Below Imperial Power Plant.....	C. E. Franklin.....	7-22-25	60.0
Frenchman River.....	do.....	C. E. Franklin.....	7-25-25	60.0
Frenchman River.....	do.....	C. E. Franklin.....	7-26-25	49.0
Frenchman River.....	do.....	C. E. Franklin.....	7-28-25	102.0
Frenchman River.....	do.....	C. E. Franklin.....	8- 7-25	50.0
Frenchman River.....	do.....	C. E. Franklin.....	9- 3-25	68.0
Frenchman River.....	do.....	C. E. Franklin.....	9-18-25	57.0
Frenchman River.....	Wauneta 12-5-36.....	A. E. Johnston.....	1-22-25	125.0
Frenchman River.....	do.....	A. E. Johnston.....	2-17-25	117.0
Frenchman River.....	do.....	A. E. Johnston.....	3-20-25	115.0
Frenchman River.....	do.....	A. E. Johnston.....	4-15-25	118.0
Frenchman River.....	do.....	C. E. Franklin.....	5-17-25	84.0
Frenchman River.....	do.....	C. E. Franklin.....	6- 8-25	93.0
Frenchman River.....	do.....	C. E. Franklin.....	6-24-25	63.0
Frenchman River.....	do.....	C. E. Franklin.....	7-12-25	59.0
Frenchman River.....	do.....	C. E. Franklin.....	7-16-25	61.0
Frenchman River.....	do.....	C. E. Franklin.....	7-22-25	64.0
Frenchman River.....	do.....	C. E. Franklin.....	7-25-26	63.9
Frenchman River.....	do.....	C. E. Franklin.....	7-27-25	220.8

STREAM MEASUREMENTS—(Continued)

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From September 30, 1924 to September 30, 1925

Stream	Location	Hydrographer	Date	Discharge Sec. Ft.
Frenchman River.....	Wauneta 12-5-36.....	C. E. Franklin.....	7-28-25	108.2
Frenchman River.....	do.....	C. E. Franklin.....	7-30-25	95.7
Frenchman River.....	do.....	C. E. Franklin.....	8- 7-25	81.2
Frenchman River.....	do.....	C. E. Franklin.....	8-19-25	89.1
Frenchman River.....	do.....	C. E. Franklin.....	9- 3-25	88.6
Frenchman River.....	do.....	C. E. Franklin.....	9-18-25	85.9
Frenchman River.....	Palisade Sec. 32-5-33.....	A. E. Johnston.....	1-21-25	71.1
Frenchman River.....	do.....	A. E. Johnston.....	2-17-25	228.6
Frenchman River.....	do.....	A. E. Johnston.....	3-20-25	200.6
Frenchman River.....	do.....	A. E. Johnston.....	4-14-25	140.0
Frenchman River.....	do.....	C. E. Franklin.....	6- 9-25	44.1
Frenchman River.....	do.....	C. E. Franklin.....	6-24-25	27.2
Frenchman River.....	do.....	C. E. Franklin.....	7-17-25	6.6
Frenchman River.....	do.....	C. E. Franklin.....	8- 8-25	6.3
Frenchman River.....	do.....	C. E. Franklin.....	8-20-25	71.9
Frenchman River.....	do.....	C. E. Franklin.....	9- 3-25	9.1
Frenchman River.....	do.....	C. E. Franklin.....	9-18-25	47.0
Frenchman River.....	Culbertson, Sec. 12-3-32.....	A. E. Johnston.....	2-17-25	289.0
Frenchman River.....	do.....	A. E. Johnston.....	3-19-25	230.0
Frenchman River.....	do.....	A. E. Johnston.....	4-14-25	181.0
Frenchman River.....	do.....	C. E. Franklin.....	6- 9-25	45.0
Frenchman River.....	do.....	C. E. Franklin.....	6-25-25	34.0
Frenchman River.....	do.....	Franklin-Whitehead.....	7-13-25	0.4
Frenchman River.....	do.....	C. E. Franklin.....	7-18-25	30.0
Frenchman River.....	do.....	C. E. Franklin.....	8- 8-25	23.3
Frenchman River.....	do.....	C. E. Franklin.....	8-20-25	200.8
Frenchman River.....	do.....	C. E. Franklin.....	9- 4-25	21.0
Frenchman River.....	do.....	C. E. Franklin.....	9-19-25	75.4
Frenchman River.....	Below Culbertson River.....	C. E. Franklin.....	7-22-25	0.7

STREAM MEASUREMENTS—(Continued)

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From September 30, 1924 to September 30, 1925

Stream	Location	Hydrographer	Discharge	
			Date	Sec. Ft.
Frenchman River.....	Below Culbertson River.....	C. E. Franklin.....	7-25-25	0.8
Frenchman River.....	do.....	C. E. Franklin.....	7-30-25	52.4
Frenchman River.....	do.....	C. E. Franklin.....	8- 8-25	1.3
Gering Drain.....	Sec. 6-21-54.....	A. E. Johnston.....	10-15-24	9.4
Gering Drain.....	do.....	A. E. Johnston.....	10-28-24	9.5
Gering Drain.....	do.....	A. E. Johnston.....	11-19-24	9.0
Gering Drain.....	do.....	A. E. Johnston.....	12-17-24	9.1
Gering Drain.....	do.....	A. E. Johnston.....	1- 7-25	5.7
Gering Drain.....	do.....	A. E. Johnston.....	2- 5-25	5.1
Gering Drain.....	do.....	A. E. Johnston.....	3- 5-25	5.8
Gering Drain.....	do.....	A. E. Johnston.....	4- 3-25	5.3
Gering Drain 5.....	do.....	Johnston-Franklin.....	4-20-25	4.8
Gering Drain.....	do.....	A. W. Hall.....	5-22-25	4.9
Gering Drain.....	do.....	A. W. Hall.....	6- 6-25	2.3
Gering Drain.....	do.....	A. W. Hall.....	6-21-25	32.5
Gering Drain.....	do.....	A. W. Hall.....	7- 3-25	18.0
Gering Drain.....	do.....	A. W. Hall.....	8- 1-25	58.0
Gering Drain.....	do.....	A. W. Hall.....	9- 4-25	13.3
Gering Drain.....	do.....	A. E. Johnston.....	9-28-25	56.5
Gravel Creek.....	NW ¼ Sec. 9-14-37.....	A. E. Johnston.....	10- 7-24	2.4
Gravel Creek.....	do.....	A. E. Johnston.....	11-15-24	3.3
Gravel Creek.....	do.....	A. E. Johnston.....	6- 5-25	2.1
Gravel Creek.....	do.....	A. E. Johnston.....	6-26-25	2.3
Gravel Creek.....	do.....	A. E. Johnston.....	8- 5-25	2.3
Greenwood Creek.....	Sec. 26-19-50.....	A. E. Johnston.....	11- 3-24	5.1
Greenwood Creek.....	Sec. 34-19-50.....	A. E. Johnston.....	2- 7-25	2.1
Greenwood Creek.....	do.....	A. W. Hall.....	8-17-25	0.0

STREAM MEASUREMENTS—(Continued)

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From September 30, 1924 to September 30, 1925

Stream	Location	Hydrographer	Date	Discharge Sec. Ft.
Greenwood Creek.....	Below Meglemre Headgate .....	A. W. Hall.....	6-12-25	0.4
Greenwood Creek.....	do.....	A. W. Hall.....	6-25-25	4.0
Greenwood Creek.....	do.....	A. W. Hall.....	8-17-25	4.1
Greenwood Creek.....	do.....	A. E. Johnston.....	9-12-25	8.8
Greenwood Creek.....	1/2 Mile Above Mouth .....	Johnston-Hall .....	4-18-25	1.2
Greenwood Creek.....	do.....	A. W. Hall.....	6-12-25	0.5
Greenwood Creek.....	do.....	A. W. Hall.....	7-28-25	49.0
Greenwood Creek.....	Below Nelson Dam .....	A. W. Hall.....	8-27-25	4.0
Hat Creek.....	Sec. 26-33-55 .....	J. D. Heywood.....	10-14-24	2.4
Hat Creek.....	do.....	J. D. Heywood.....	5-22-25	3.7
Hat Creek.....	do.....	J. D. Heywood.....	8-15-25	1.6
Hat Creek.....	Montrose.....	J. D. Heywood.....	10-14-24	5.0
Hat Creek.....	do.....	J. D. Heywood.....	5-22-25	5.0
Horse Creek.....	East of Parks Sec. 14-1-29 .....	A. E. Johnston.....	1-14-25	1.6
Horse Creek.....	do.....	A. E. Johnston.....	2-18-25	2.1
Horse Creek.....	do.....	A. E. Johnston.....	3-20-25	0.2
Horse Creek.....	do.....	A. E. Johnston.....	4-15-25	1.5
Horse Creek.....	do.....	C. E. Franklin.....	5-26-25	1.6
Horse Creek.....	do.....	C. E. Franklin.....	8-10-25	1.1
Horse Creek.....	do.....	C. E. Franklin.....	8-24-25	0.0
Horse Creek.....	do.....	C. E. Franklin.....	9- 7-25	0.3
Horse Creek.....	do.....	C. E. Franklin.....	9-25-25	0.0
Horse Creek.....	Sec. 25-23-58 .....	A. E. Johnston.....	10-14-24	48.9
Horse Creek.....	do.....	A. E. Johnston.....	10-29-24	63.0
Horse Creek.....	do.....	A. E. Johnston.....	11-20-24	49.0
Horse Creek.....	do.....	A. E. Johnston.....	12-16-24	15.9

STREAM MEASUREMENTS—(Continued)

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From September 30, 1924 to September 30, 1925

Stream	Location	Hydrographer	Discharge	
			Date	Sec. Ft.
Horse Creek.....	Sec. 25-23-58.....	A. E. Johnston.....	1- 7-25	59.4
Horse Creek.....	do.....	A. E. Johnston.....	2- 3-25	164.2
Horse Creek.....	do.....	A. E. Johnston.....	3- 3-25	21.3
Horse Creek.....	do.....	A. E. Johnston.....	4- 1-25	11.6
Horse Creek.....	do.....	Johnston-Franklin.....	4-22-25	109.1
Horse Creek.....	do.....	A. W. Hall.....	5-22-25	395.0
Horse Creek.....	do.....	A. W. Hall.....	6- 6-25	71.2
Horse Creek.....	do.....	A. W. Hall.....	6-20-25	43.5
Horse Creek.....	do.....	A. W. Hall.....	7- 3-25	43.6
Horse Creek.....	do.....	A. W. Hall.....	8- 1-25	220.6
Horse Creek.....	do.....	A. W. Hall.....	9- 4-25	47.8
Horse Creek.....	do.....	A. E. Johnston.....	9-29-25	158.0
Indian Creek.....	Northport Wye.....	A. E. Johnston.....	10- 4-24	17.0
Indian Creek.....	do.....	A. E. Johnston.....	10-28-24	10.8
Indian Creek.....	do.....	A. E. Johnston.....	11- 7-24	8.4
Indian Creek.....	do.....	A. E. Johnston.....	11-18-24	10.0
Indian Creek.....	do.....	A. E. Johnston.....	12-13-24	8.3
Indian Creek.....	do.....	A. E. Johnston.....	1- 6-25	7.7
Indian Creek.....	do.....	A. E. Johnston.....	2- 2-25	5.8
Indian Creek.....	do.....	A. E. Johnston.....	3- 2-25	6.7
Indian Creek.....	do.....	A. E. Johnston.....	3-31-25	4.0
Indian Creek.....	do.....	A. E. Johnston.....	5- 2-25	2.9
Indian Creek.....	do.....	A. W. Hall.....	5-18-25	35.7
Indian Creek.....	do.....	A. W. Hall.....	6- 3-25	3.9
Indian Creek.....	do.....	A. W. Hall.....	6-17-25	10.8
Indian Creek.....	do.....	A. W. Hall.....	6-29-25	17.2
Indian Creek.....	do.....	A. W. Hall.....	7-29-25	36.0
Indian Creek.....	do.....	A. W. Hall.....	8-31-25	18.7
Indian Creek.....	do.....	A. W. Hall.....	9- 9-25	51.8
Indian Creek.....	do.....	A. W. Hall.....	9-25-25	34.6
Indian Creek.....	do.....	A. E. Johnston.....	9-28-25	51.3

STREAM MEASUREMENTS—(Continued)

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From September 30, 1924 to September 30, 1925

Stream	Location	Hydrographer	Discharge	
			Date	Sec. Ft.
Indian Creek	Sec. 26-2-36	C. E. Franklin	5-25-25	2.8
Indian Creek	do	C. E. Franklin	6-10-25	40.4
Indian Creek	do	C. E. Franklin	7-19-25	3.7
Indian Creek	do	C. E. Franklin	8-10-25	2.1
Indian Creek	do	C. E. Franklin	8-22-25	0.8
Indian Creek	do	C. E. Franklin	9- 6-25	1.2
Indian Creek	do	C. E. Franklin	9-24-25	1.6
Indian Creek	Sec. 12-2-37	C. E. Franklin	5-26-25	2.9
Indian Butte Creek	Sec. 36-33-50	A. E. Johnston	5- 1-25	0.4
Jim Creek	O'Connell Ranch	J. D. Heywood	5-22-25	2.7
Kiowa Creek	Sec. 31-23-57	A. W. Hall	6- 6-25	1.8
Lawrence Fork	East of Redington	A. W. Hall	6-12-25	0.2
Lawrence Fork	do	A. W. Hall	8-27-25	2.8
Lawrence Fork	N. Highway East of Redington	A. W. Hall	8-27-25	0.5
Lincoln Co. Drain	Sec. 30-14-30	A. E. Johnston	10-24-24	55.4
Lincoln Co. Drain	do	A. E. Johnston	11-11-24	58.3
Lincoln Co. Drain	do	A. E. Johnston	11-15-24	51.6
Lincoln Co. Drain	do	A. E. Johnston	12- 2-24	56.0
Lincoln Co. Drain	do	A. E. Johnston	2-10-25	57.8
Lincoln Co. Drain	do	A. E. Johnston	2-14-25	53.5
Lincoln Co. Drain	do	A. E. Johnston	3-11-25	48.4
Lincoln Co. Drain	do	A. E. Johnston	4- 8-25	43.8
Lincoln Co. Drain	do	A. W. Hall	4-30-25	29.0
Lincoln Co. Drain	do	A. E. Johnston	5- 7-25	49.8
Lincoln Co. Drain	do	A. E. Johnston	5-18-25	54.7
Lincoln Co. Drain	do	A. E. Johnston	6- 6-25	57.6

STREAM MEASUREMENTS—(Continued)

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From September 30, 1924 to September 30, 1925

Stream	Location	Hydrographer	Date	Discharge Sec. Ft.
Lincoln Co. Drain.....	Sec. 30-14-30.....	A. E. Johnston.....	6-13-25.....	64.6
Lincoln Co. Drain.....	do.....	A. E. Johnston.....	6-29-25.....	70.9
Lincoln Co. Drain.....	do.....	A. E. Johnston.....	7- 8-25.....	81.7
Lincoln Co. Drain.....	do.....	A. E. Johnston.....	7-20-25.....	91.7
Lincoln Co. Drain.....	do.....	A. E. Johnston.....	8- 7-25.....	88.0
Lincoln Co. Drain.....	do.....	A. E. Johnston.....	8-12-25.....	96.5
Lincoln Co. Drain.....	do.....	A. E. Johnston.....	8-28-25.....	72.4
Lincoln Co. Drain.....	do.....	A. E. Johnston.....	9- 3-25.....	77.4
Lincoln Co. Drain.....	do.....	A. E. Johnston.....	9-14-25.....	71.4
Lincoln Co. Drain.....	do.....	A. E. Johnston.....	9-24-25.....	78.6
Lodgepole Creek.....	Pine Bluffs, Wyo. ....	A. E. Johnston.....	10- 9-24.....	7.3
Lodgepole Creek.....	do.....	A. E. Johnston.....	1- 9-25.....	9.5
Lodgepole Creek.....	do.....	A. E. Johnston.....	2- 5-25.....	9.7
Lodgepole Creek.....	do.....	A. E. Johnston.....	3- 5-25.....	9.5
Lodgepole Creek.....	do.....	A. W. Hall.....	4-11-25.....	7.9
Lodgepole Creek.....	do.....	C. E. Franklin.....	4-30-25.....	4.1
Lodgepole Creek.....	do.....	C. E. Franklin.....	6- 3-25.....	2.6
Lodgepole Creek.....	do.....	C. E. Franklin.....	6-18-25.....	3.7
Lodgepole Creek.....	do.....	C. E. Franklin.....	7- 7-25.....	3.0
Lodgepole Creek.....	do.....	C. E. Franklin.....	8- 4-25.....	3.0
Lodgepole Creek.....	do.....	C. E. Franklin.....	8-15-25.....	3.9
Lodgepole Creek.....	do.....	C. E. Franklin.....	8-28-25.....	4.4
Lodgepole Creek.....	do.....	C. E. Franklin.....	9-11-25.....	3.6
Lodgepole Creek.....	do.....	C. E. Franklin.....	9-28-25.....	4.1
Lodgepole Creek.....	W. Line Sec. 31-15-57 .....	A. E. Johnston.....	3- 5-25.....	20.2
Lodgepole Creek.....	do.....	A. W. Hall.....	4-11-25.....	8.6
Lodgepole Creek.....	do.....	C. E. Franklin.....	6-16-25.....	3.5
Lodgepole Creek.....	do.....	C. E. Franklin.....	8-28-25.....	9.6
Lodgepole Creek.....	do.....	C. E. Franklin.....	9-11-25.....	10.4
Lodgepole Creek.....	do.....	C. E. Franklin.....	9-28-25.....	10.2

STREAM MEASUREMENTS—(Continued)  
From September 30, 1924 to September 30, 1925

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Stream	Location	Hydrographer	Date	Discharge Sec. Ft.
Lodgepole Creek	Above Kimball Reservoir	A. E. Johnston	10- 9-24	13.4
Lodgepole Creek	do	A. E. Johnston	11-21-24	13.8
Lodgepole Creek	do	A. E. Johnston	1- 9-25	18.7
Lodgepole Creek	do	A. E. Johnston	2- 5-25	18.5
Lodgepole Creek	do	A. W. Hall	4-11-25	9.5
Lodgepole Creek	do	C. E. Franklin	4-29-25	10.0
Lodgepole Creek	do	A. E. Johnston	5- 5-25	14.0
Lodgepole Creek	do	Hanna-Hall	5-12-25	10.5
Lodgepole Creek	do	Johnston-Hanna	5-22-25	9.9
Lodgepole Creek	do	C. E. Franklin	6- 3-25	10.7
Lodgepole Creek	do	C. E. Franklin	6-18-25	10.9
Lodgepole Creek	do	C. E. Franklin	7- 8-25	8.3
Lodgepole Creek	do	C. E. Franklin	8- 4-25	8.7
Lodgepole Creek	do	C. E. Franklin	8-15-25	10.0
Lodgepole Creek	Below Kimball Reservoir	A. E. Johnston	10- 9-24	2.3
Lodgepole Creek	do	A. E. Johnston	11-21-24	2.9
Lodgepole Creek	do	A. E. Johnston	1- 9-25	4.7
Lodgepole Creek	do	A. E. Johnston	2- 5-25	3.8
Lodgepole Creek	do	A. E. Johnston	3- 5-25	4.6
Lodgepole Creek	do	A. W. Hall	4-11-25	1.0
Lodgepole Creek	do	C. E. Franklin	4-29-25	3.3
Lodgepole Creek	do	A. E. Johnston	5- 5-25	3.9
Lodgepole Creek	do	Johnston-Hanna	5-22-25	4.7
Lodgepole Creek	do	C. E. Franklin	6- 3-25	4.1
Lodgepole Creek	do	C. E. Franklin	6-16-25	3.6
Lodgepole Creek	do	C. E. Franklin	7- 8-25	2.9
Lodgepole Creek	do	C. E. Franklin	8- 4-25	3.1
Lodgepole Creek	do	C. E. Franklin	8-15-25	2.2
Lodgepole Creek	do	C. E. Franklin	8-28-25	3.0
Lodgepole Creek	do	C. E. Franklin	9-11-25	2.9
Lodgepole Creek	do	C. E. Franklin	9-27-25	2.4

STREAM MEASUREMENTS—(Continued)  
From September 30, 1924 to September 30, 1925

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Stream	Location	Hydrographer	Date	Discharge Sec. Ft.
Lodgepole Creek	North of Kimball	A. E. Johnston	10- 9-24	13.3
Lodgepole Creek	do	A. E. Johnston	11-21-24	11.7
Lodgepole Creek	do	A. E. Johnston	1- 9-25	9.0
Lodgepole Creek	do	A. E. Johnston	2- 5-25	12.0
Lodgepole Creek	do	A. E. Johnston	3- 5-25	8.7
Lodgepole Creek	do	C. E. Franklin	4-28-25	0.4
Lodgepole Creek	do	C. E. Franklin	6-18-25	10.1
Lodgepole Creek	do	C. E. Franklin	7- 7-25	5.0
Lodgepole Creek	do	C. E. Franklin	8- 4-25	8.9
Lodgepole Creek	do	C. E. Franklin	8-15-25	6.5
Lodgepole Creek	do	C. E. Franklin	8-16-25	5.4
Lodgepole Creek	do	C. E. Franklin	8-28-25	9.5
Lodgepole Creek	do	C. E. Franklin	9-10-25	5.1
Lodgepole Creek	do	C. E. Franklin	9-27-25	6.1
Lodgepole Creek	Above Bennett Reservoir	A. W. Hall	4-11-25	8.4
Lodgepole Creek	do	C. E. Franklin	5- 1-25	0.6
Lodgepole Creek	do	C. E. Franklin	6- 4-25	1.0
Lodgepole Creek	do	C. E. Franklin	6-19-25	0.6
Lodgepole Creek	do	C. E. Franklin	7- 7-25	0.4
Lodgepole Creek	do	C. E. Franklin	8- 5-25	1.0
Lodgepole Creek	do	C. E. Franklin	8-16-25	1.3
Lodgepole Creek	do	C. E. Franklin	8-28-25	0.4
Lodgepole Creek	do	C. E. Franklin	9,10-25	0.5
Lodgepole Creek	do	C. E. Franklin	9-27-25	0.4
Lodgepole Creek	Below Bennett Reservoir	C. E. Franklin	5- 1-25	0.7
Lodgepole Creek	do	C. E. Franklin	6- 3-25	6.9
Lodgepole Creek	¼ Mi. North of Dix	A. E. Johnston	10- 9-24	0.0
Lodgepole Creek	do	A. E. Johnston	11-22-24	0.0

STREAM MEASUREMENTS—(Continued)

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From September 30, 1924 to September 30, 1925

Stream	Location	Hydrographer	Date	Discharge Sec. Ft.
Lodgepole Creek.....	Potter .....	A. E. Johnston.....	10- 9-24	0.0
Lodgepole Creek.....	do.....	A. E. Johnston.....	11-22-24	0.0
Lodgepole Creek.....	do.....	A. E. Johnston.....	2- 6-25	0.0
Lodgepole Creek.....	do.....	A. E. Johnston.....	3- 6-25	0.0
Lodgepole Creek.....	Above Gunderson Dam .....	A. W. Hall.....	4-13-25	4.6
Lodgepole Creek.....	Sec. 26-15-56 .....	C. E. Franklin.....	6- 3-25	2.5
Lodgepole Creek.....	Below Intake of Brady Canal.....	C. E. Franklin.....	5- 1-25	0.1
Lodgepole Creek.....	Head McIntosh Canal .....	C. E. Franklin.....	5- 1-25	3.3
Lodgepole Creek.....	Head Independent Canal .....	C. E. Franklin.....	4-30-25	7.6
Lodgepole Creek.....	Below Premier Headgate .....	C. E. Franklin.....	4-30-25	6.9
Lodgepole Creek.....	Above Kinney Canal No. 2 .....	C. E. Franklin.....	4-29-25	1.5
Lodgepole Creek.....	Below Kinney Canal No. 2 .....	C. E. Franklin.....	4-29-25	0.1
Lodgepole Creek.....	do.....	A. E. Johnston.....	5- 4-25	0.5
Lodgepole Creek.....	Below Kinney Canal .....	C. E. Franklin.....	4-29-25	0.9
Lodgepole Creek.....	do.....	A. E. Johnston.....	5- 4-25	0.3
Lodgepole Creek.....	Above Kinney Canal .....	C. E. Franklin.....	4-29-25	5.2
Lodgepole Creek.....	Highway Bridge No. 8 .....	C. E. Franklin.....	4-28-25	4.5
Lodgepole Creek.....	Below Hurley-Lilly-Polly Dam .....	C. E. Franklin.....	4-28-25	1.0
Lodgepole Creek.....	do.....	A. E. Johnston.....	5- 4-25	0.3
Lodgepole Creek.....	Above Polly Canal Intake .....	C. E. Franklin.....	4-29-25	3.1
Lodgepole Creek.....	Center Sec. 26-15-56 .....	A. E. Johnston.....	5- 5-25	7.2
Lodgepole Creek.....	do.....	Johnston-Hanna .....	5-22-25	7.0
Lodgepole Creek.....	do.....	C. E. Franklin.....	6- 3-25	8.9
Lodgepole Creek.....	do.....	C. E. Franklin.....	6-17-25	10.3
Lodgepole Creek.....	do.....	C. E. Franklin.....	7- 8-25	8.1

STREAM MEASUREMENTS—(Continued)

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From September 30, 1924 to September 30, 1925

Stream	Location	Hydrographer	Date	Discharge Sec. Ft.
Lodgepole Creek	Below Christensen Canal	C. E. Franklin	5- 2-25	0.6
Lodgepole Creek	Below Pomeroy Canal	C. E. Franklin	5- 2-25	0.9
Lodgepole Creek	Below Adams Canal Dam	C. E. Franklin	5- 2-25	0.7
Lodgepole Creek	Below Kruger Diversion	C. E. Franklin	5- 5-25	0.8
Lodgepole Creek	Sec. 31-14-49	C. E. Franklin	5- 5-25	1.2
Lodgepole Creek	do.	C. E. Franklin	6-20-25	2.6
Lodgepole Creek	Below Howard Canal	C. E. Franklin	5- 6-25	9.2
Lodgepole Creek	Below Wiegand Canal	C. E. Franklin	5- 9-25	0.3
Lodgepole Creek	Below Persinger Canal	C. E. Franklin	5- 8-25	1.9
Lodgepole Creek	Sec. 31-14-46	C. E. Franklin	5- 7-25	2.3
Lodgepole Creek	Below Dickinson Dam	C. E. Franklin	5- 6-25	3.3
Lodgepole Creek	Below McLaughlin Canal	C. E. Franklin	5- 6-25	0.6
Lodgepole Creek	South of Sidney	A. E. Johnston	10- 9-24	1.8
Lodgepole Creek	do.	A. E. Johnston	11-10-24	1.4
Lodgepole Creek	do.	A. E. Johnston	11-22-24	1.6
Lodgepole Creek	do.	A. E. Johnston	1-12-25	2.0
Lodgepole Creek	do.	A. E. Johnston	2- 6-25	0.9
Lodgepole Creek	do.	A. E. Johnston	2-20-25	3.3
Lodgepole Creek	do.	A. E. Johnston	3- 6-25	1.2
Lodgepole Creek	do.	A. E. Johnston	3-23-25	1.7
Lodgepole Creek	do.	A. W. Hall	4-13-25	6.9
Lodgepole Creek	do.	A. E. Johnston	4-17-25	3.8
Lodgepole Creek	do.	A. W. Hall	5- 1-25	1.2
Lodgepole Creek	do.	C. E. Franklin	6- 5-25	0.9
Lodgepole Creek	do.	C. E. Franklin	7- 9-25	0.8
Lodgepole Creek	do.	C. E. Franklin	8- 5-25	3.9
Lodgepole Creek	do.	C. E. Franklin	8-17-25	2.1
Lodgepole Creek	do.	C. E. Franklin	8-27-25	1.6

STREAM MEASUREMENTS—(Continued)

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From September 30, 1924 to September 30, 1925

Stream	Location	Hydrographer	Date	Discharge
				Sec. Ft.
Lodgepole Creek	South of Sidney	C. E. Franklin	9- 1-25	1.4
Lodgepole Creek	do	C. E. Franklin	9- 9-25	1.2
Lodgepole Creek	do	C. E. Franklin	9-27-25	0.7
Lodgepole Creek	West of Lodgepole	A. E. Johnston	10- 8-24	2.0
Lodgepole Creek	do	A. E. Johnston	11-10-24	6.1
Lodgepole Creek	do	A. E. Johnston	2-20-25	8.8
Lodgepole Creek	do	A. E. Johnston	3-23-25	8.8
Lodgepole Creek	do	A. E. Johnston	4-17-25	0.9
Lodgepole Creek	do	C. E. Franklin	5- 8-25	2.3
Lodgepole Creek	do	C. E. Franklin	6- 6-25	1.5
Lodgepole Creek	do	C. E. Franklin	6-13-25	1.0
Lodgepole Creek	do	C. E. Franklin	6-21-25	0.6
Lodgepole Creek	do	C. E. Franklin	7-10-25	0.0
Lodgepole Creek	do	C. E. Franklin	7-10-25	0.8
Lodgepole Creek	do	C. E. Franklin	8- 5-25	0.6
Lodgepole Creek	do	C. E. Franklin	8-17-25	0.1
Lodgepole Creek	do	C. E. Franklin	8-26-25	0.1
Lodgepole Creek	do	C. E. Franklin	9- 1-25	6.3
Lodgepole Creek	do	C. E. Franklin	9- 9-25	2.6
Lodgepole Creek	do	C. E. Franklin	9-16-25	3.4
Lodgepole Creek	do	C. E. Franklin	9-27-25	3.3
Lodgepole Creek	Chappell	C. E. Franklin	6-13-25	0.9
Lodgepole Creek	do	C. E. Franklin	6-22-25	0.7
Lodgepole Creek	do	C. E. Franklin	8- 5-25	0.7
Lodgepole Creek	do	C. E. Franklin	8-17-25	0.8
Lodgepole Creek	do	C. E. Franklin	8-26-25	0.3
Lodgepole Creek	do	C. E. Franklin	9- 2-25	0.5
Lodgepole Creek	do	C. E. Franklin	9- 8-25	0.6
Lodgepole Creek	do	C. E. Franklin	9-16-25	0.6
Lodgepole Creek	do	C. E. Franklin	9-26-25	0.5

STREAM MEASUREMENTS—(Continued)

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From September 30, 1924 to September 30, 1925

Stream	Location	Hydrographer	Date	Discharge Sec. Ft.
Lodgepole Creek.....	Nebraska-Colorado Line .....	A. E. Johnston.....	3-23-25	14.4
Lodgepole Creek.....	do .....	A. E. Johnston.....	4-17-25	7.2
Lodgepole Creek.....	do .....	A. E. Johnston.....	5- 6-25	0.6
Lodgepole Creek.....	do .....	C. E. Franklin.....	5-11-25	0.6
Lodgepole Creek.....	do .....	C. E. Franklin.....	5-29-25	1.0
Lodgepole Creek.....	do .....	C. E. Franklin.....	6-13-25	0.4
Lodgepole Creek.....	do .....	C. E. Franklin.....	6-22-25	1.1
Lodgepole Creek.....	do .....	C. E. Franklin.....	7-11-25	0.5
Lodgepole Creek.....	do .....	C. E. Franklin.....	7-31-25	0.6
Lodgepole Creek.....	do .....	C. E. Franklin.....	8- 6-25	0.5
Lodgepole Creek.....	do .....	C. E. Franklin.....	8-11-25	1.6
Lodgepole Creek.....	do .....	C. E. Franklin.....	8-18-25	0.8
Lodgepole Creek.....	do .....	C. E. Franklin.....	8-25-25	0.8
Lodgepole Creek.....	do .....	C. E. Franklin.....	9- 2-25	0.6
Lodgepole Creek.....	do .....	C. E. Franklin.....	9- 8-25	0.9
Lodgepole Creek.....	do .....	C. E. Franklin.....	9-16-25	0.9
Lodgepole Creek.....	do .....	C. E. Franklin.....	9-26-25	0.7
Lodgepole Creek.....	Ovid, Colorado .....	A. E. Johnston.....	10- 8-24	12.6
Lodgepole Creek.....	do .....	A. E. Johnston.....	11-10-24	13.7
Lodgepole Creek.....	do .....	A. E. Johnston.....	1-12-25	10.0
Lodgepole Creek.....	do .....	A. E. Johnston.....	2-19-25	24.0
Lodgepole Creek.....	do .....	A. E. Johnston.....	3-23-25	38.8
Lodgepole Creek.....	do .....	A. E. Johnston.....	4-17-25	20.3
Lodgepole Creek.....	do .....	A. W. Hall.....	5- 1-25	3.2
Lodgepole Creek.....	do .....	A. E. Johnston.....	5- 6-25	1.9
Lodgepole Creek.....	do .....	A. E. Johnston.....	6- 4-25	1.2
Lodgepole Creek.....	do .....	C. E. Franklin.....	6-13-25	3.0
Lodgepole Creek.....	do .....	C. E. Franklin.....	6-22-25	1.6
Lodgepole Creek.....	do .....	C. E. Franklin.....	7-11-25	1.2
Lodgepole Creek.....	do .....	C. E. Franklin.....	7-31-25	2.7
Lodgepole Creek.....	do .....	C. E. Franklin.....	8- 6-25	3.6

STREAM MEASUREMENTS—(Continued)

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From September 30, 1924 to September 30, 1925

Stream	Location	Hydrographer	Date	Discharge Sec. Ft.
Lodgepole Creek	Ovid, Colorado	C. E. Franklin	8-11-25	8.3
Lodgepole Creek	do	C. E. Franklin	8-18-25	6.4
Lodgepole Creek	do	C. E. Franklin	8-25-25	3.0
Lodgepole Creek	do	C. E. Franklin	9- 2-25	3.6
Lodgepole Creek	do	C. E. Franklin	9- 8-25	5.2
Lodgepole Creek	do	C. E. Franklin	9-16-25	6.3
Lodgepole Creek	do	C. E. Franklin	9-26-25	3.5
Lonerган Creek	Sec. 19-15-39	A. E. Johnston	10- 7-24	3.9
Lonerган Creek	do	A. E. Johnston	10-25-24	7.5
Lonerган Creek	do	A. E. Johnston	11-17-24	4.8
Lonerган Creek	do	A. E. Johnston	12- 1-24	7.7
Lonerган Creek	do	A. E. Johnston	2- 9-25	9.3
Lonerган Creek	do	A. E. Johnston	3-10-25	6.9
Lonerган Creek	do	A. E. Johnston	4- 7-25	8.6
Lonerган Creek	do	A. E. Johnston	5-19-25	7.4
Lonerган Creek	do	A. E. Johnston	6- 2-25	0.3
Lonerган Creek	do	A. E. Johnston	6-15-25	7.9
Lonerган Creek	do	A. E. Johnston	6-26-25	3.3
Lonerган Creek	do	A. E. Johnston	7- 9-25	6.8
Lonerган Creek	do	A. E. Johnston	7-15-25	5.9
Lonerган Creek	do	A. E. Johnston	7-22-25	6.0
Lonerган Creek	do	A. E. Johnston	8- 4-25	5.3
Lonerган Creek	do	A. E. Johnston	8-13-25	6.3
Lonerган Creek	do	A. E. Johnston	8-26-25	5.3
Lonerган Creek	do	A. E. Johnston	9-16-25	3.6
Lonerган Creek	do	A. E. Johnston	9-25-25	4.9
Lost Creek	N. Side Sec. 35-1-7	A. E. Johnston	3-18-25	0.0
Loup River (South)	Pleasanton	A. E. Johnston	5-11-25	198.0
Loup River (Middle)	St. Paul	A. E. Johnston	5-13-25	1236.0

STREAM MEASUREMENTS—(Continued)

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From September 30, 1924 to September 30, 1925

Stream	Location	Hydrographer	Date	Discharge
				Sec. Ft.
Loup River (Middle)	Sec. 11-19-18, Sargent	A. E. Johnston	5-11-25	993.0
Loup River (North)	Sec. 15-15-10, St. Paul	A. E. Johnston	5-13-25	1130.0
Loup River (North)	North of Taylor	A. E. Johnston	5-11-25	553.0
Loup River (North)	Sec. 15-21-16 at Burwell	A. E. Johnston	5-12-25	601.0
Loup River	Columbus	A. E. Johnston	9- 5-25	2507.0
Medicine Creek	NW of Cambridge	A. E. Johnston	3-19-25	60.9
Medicine Creek	do	A. E. Johnston	4-14-25	64.9
Medicine Creek	do	C. E. Franklin	5-21-25	63.5
Medicine Creek	do	C. E. Franklin	6-12-25	431.4
Medicine Creek	do	C. E. Franklin	7-18-25	26.0
Medicine Creek	do	C. E. Franklin	8- 9-25	28.3
Medicine Creek	do	C. E. Franklin	8-21-25	95.1
Medicine Creek	do	C. E. Franklin	9-21-25	20.0
Medicine Creek	Sec. 18-4-25	C. E. Franklin	5-22-25	36.7
Melbeta Seep	Sec. 19-21-53 W. of Melbeta	A. E. Johnston	10-16-24	5.4
Melbeta Seep	do	A. E. Johnston	10-28-24	5.0
Melbeta Seep	do	A. E. Johnston	11-19-24	4.1
Melbeta Seep	do	A. E. Johnston	12-17-24	3.3
Melbeta Seep	A	A. E. Johnston	1- 7-25	4.6
Melbeta Seep	do	A. E. Johnston	2- 2-25	4.6
Melbeta Seep	do	A. E. Johnston	3- 2-25	3.9
Melbeta Seep	do	A. E. Johnston	3-31-25	3.2
Melbeta Seep	do	Johnston- Franklin	4-20-25	1.0
Melbeta Seep	do	A. W. Hall	5- 5-25	1.0
Melbeta Seep	do	A. W. Hall	6- 6-25	0.8
Melbeta Seep	do	A. W. Hall	6-21-25	2.2
Melbeta Seep	do	A. E. Johnston	9-28-25	0.0
McGuire's Slough	Sec. 22-6-40	C. E. Franklin	6- 8-25	3.2

STREAM MEASUREMENTS—(Continued)

From September 30, 1924 to September 30, 1925

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Stream	Location	Hydrographer	Date	Discharge
				Sec. Ft.
McGuire's Slough.....	Sec. 22-6-40.....	C. E. Franklin.....	6-23-25.....	2.8
McGuire's Slough.....	do.....	C. E. Franklin.....	7-12-25.....	1.1
McGuire's Slough.....	do.....	C. E. Franklin.....	8- 7-25.....	1.5
McGuire's Slough.....	do.....	C. E. Franklin.....	8-19-25.....	1.9
McGuire's Slough.....	do.....	C. E. Franklin.....	9- 2-25.....	1.3
McGuire's Slough.....	do.....	C. E. Franklin.....	9-17-25.....	1.7
Minnechuduzza Creek.....	1½ Mi. West of Valentine.....	J. D. Heywood.....	9-25-25.....	24.6
Morrill Drain.....	Section 14-23-57.....	A. E. Johnston.....	10-15-24.....	2.5
Morrill Drain.....	do.....	A. E. Johnston.....	10-30-24.....	4.4
Morrill Drain.....	do.....	A. E. Johnston.....	11-20-24.....	1.6
Morrill Drain.....	do.....	A. E. Johnston.....	12-16-24.....	1.7
Morrill Drain.....	do.....	A. E. Johnston.....	3, 4-25.....	0.4
Morrill Drain.....	do.....	A. E. Johnston.....	4- 2-25.....	0.5
Morrill Drain.....	do.....	A. W. Hall.....	6- 5-25.....	2.0
Morrill Drain.....	do.....	A. W. Hall.....	7-22-25.....	1.2
Morrill Drain.....	do.....	A. W. Hall.....	7-31-25.....	2.5
Morrill Drain.....	do.....	A. W. Hall.....	9- 3-25.....	3.0
Morrill Drain.....	do.....	A. E. Johnston.....	9-29-25.....	4.5
Muddy Creek.....	South of Arapahoe.....	A. E. Johnston.....	3-19-25.....	9.6
Muddy Creek.....	do.....	A. E. Johnston.....	4-14-25.....	3.8
Muddy Creek.....	do.....	C. E. Franklin.....	6-12-25.....	561.0
Muddy Creek.....	do.....	C. E. Franklin.....	7-19-25.....	1.3
Muddy Creek.....	do.....	C. E. Franklin.....	8- 9-25.....	4.0
Muddy Creek.....	do.....	C. E. Franklin.....	8-21-25.....	25.8
Muddy Creek.....	do.....	C. E. Franklin.....	9-21-25.....	1.0
Muddy Creek.....	Below Dam at Mason City.....	A. E. Johnston.....	5-11-25.....	18.8
Muddy Creek.....	South of Hazard.....	A. E. Johnston.....	5-11-25.....	45.6

STREAM MEASUREMENTS—(Continued)

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From September 30, 1924 to September 30, 1925

Stream	Location	Hydrographer	Date	Discharge Sec. Ft.
Niobrara River.....	Marsland .....	A. E. Johnston.....	10- 1-24	28.9
Niobrara River.....	do.....	J. F. Heywood.....	10-15-24	30.5
Niobrara River.....	do.....	A. E. Johnston.....	11- 6-24	30.4
Niobrara River.....	do.....	A. E. Johnston.....	11-24-24	31.0
Niobrara River.....	do.....	A. E. Johnston.....	1-27-25	49.0
Niobrara River.....	do.....	A. E. Johnston.....	2-24-25	52.0
Niobrara River.....	do.....	A. E. Johnston.....	3-25-25	43.0
Niobrara River.....	do.....	A. E. Johnston.....	4-27-25	33.0
Niobrara River.....	do.....	A. E. Johnston.....	5-25-25	22.0
Niobrara River.....	do.....	A. E. Johnston.....	6-18-25	26.0
Niobrara River.....	do.....	A. E. Johnston.....	7-27-25	6.0
Niobrara River.....	do.....	A. E. Johnston.....	7-28-25	41.0
Niobrara River.....	do.....	A. E. Johnston.....	8-18-25	19.6
Niobrara River.....	do.....	A. E. Johnston.....	9-11-25	10.5
Niobrara River.....	Dunlap .....	A. E. Johnston.....	10- 2-24	44.8
Niobrara River.....	do.....	J. D. Heywood.....	10-15-24	54.8
Niobrara River.....	do.....	A. E. Johnston.....	11- 4-24	48.7
Niobrara River.....	do.....	A. E. Johnston.....	11-25-24	70.3
Niobrara River.....	do.....	A. E. Johnston.....	1-28-25	53.0
Niobrara River.....	do.....	A. E. Johnston.....	2-25-25	83.0
Niobrara River.....	do.....	A. E. Johnston.....	3-27-25	80.0
Niobrara River.....	do.....	A. E. Johnston.....	4-30-25	44.0
Niobrara River.....	do.....	A. E. Johnston.....	5-28-25	43.0
Niobrara River.....	do.....	A. E. Johnston.....	6-22-25	24.0
Niobrara River.....	do.....	A. E. Johnston.....	7-29-25	67.0
Niobrara River.....	do.....	A. E. Johnston.....	8-14-25	40.2
Niobrara River.....	do.....	A. E. Johnston.....	9- 8-25	14.7
Niobrara River.....	State Line .....	J. D. Heywood.....	10-16-24	6.6
Niobrara River.....	do.....	J. D. Heywood.....	10-29-24	8.6
Niobrara River.....	do.....	A. E. Johnston.....	4-29-25	8.0

STREAM MEASUREMENTS—(Continued)

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From September 30, 1924 to September 30, 1925

Stream	Location	Hydrographer	Date	Discharge Sec. Ft.
Niobrara River.....	State Line.....	A. E. Johnston.....	5-27-25	7.2
Niobrara River.....	do.....	A. E. Johnston.....	6-19-25	4.9
Niobrara River.....	South of Harrison.....	A. E. Johnston.....	4-29-25	15.6
Niobrara River.....	do.....	A. E. Johnston.....	5-27-25	14.5
Niobrara River.....	do.....	A. E. Johnston.....	6-19-25	11.0
Niobrara River.....	do.....	J. D. Heywood.....	7-28-25	5.5
Niobrara River.....	do.....	J. D. Heywood.....	8-12-25	4.8
Niobrara River.....	do.....	A. E. Johnston.....	8-18-25	6.7
Niobrara River.....	do.....	A. E. Johnston.....	9-10-25	6.5
Niobrara River.....	Agate.....	J. D. Heywood.....	10-29-24	14.9
Niobrara River.....	do.....	J. D. Heywood.....	11-17-24	19.0
Niobrara River.....	do.....	A. E. Johnston.....	4-29-25	17.8
Niobrara River.....	do.....	A. E. Johnston.....	5-27-25	12.2
Niobrara River.....	do.....	A. E. Johnston.....	6-19-25	14.2
Niobrara River.....	do.....	A. E. Johnston.....	8-18-25	9.8
Niobrara River.....	do.....	A. E. Johnston.....	9-10-25	8.3
Niobrara River.....	Octave Harris Ranch.....	A. E. Johnston.....	4-30-25	16.4
Niobrara River.....	do.....	A. E. Johnston.....	5-27-25	13.7
Niobrara River.....	do.....	A. E. Johnston.....	6-19-25	16.0
Niobrara River.....	do.....	A. E. Johnston.....	8-18-25	12.0
Niobrara River.....	do.....	A. E. Johnston.....	9-10-25	12.0
Niobrara River.....	Mouth of Whistle Creek.....	J. D. Heywood.....	10-17-24	23.5
Niobrara River.....	do.....	J. D. Heywood.....	10-30-24	21.9
Niobrara River.....	do.....	A. E. Johnston.....	4-30-24	19.7
Niobrara River.....	do.....	A. E. Johnston.....	5-27-25	14.0
Niobrara River.....	do.....	A. E. Johnston.....	6-19-25	13.5
Niobrara River.....	do.....	A. E. Johnston.....	8-18-25	12.7
Niobrara River.....	do.....	A. E. Johnston.....	9-10-25	13.8

STREAM MEASUREMENTS—(Continued)

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From September 30, 1924 to September 30, 1925

Stream	Location	Hydrographer	Discharge	
			Date	Sec. Ft.
Niobrara River.....	Section 23-29-56.....	J. D. Heywood.....	10-29-24	13.3
Niobrara River.....	Section 9-29-56.....	J. D. Heywood.....	10-14-24	18.6
Niobrara River.....	do.....	J. D. Heywood.....	10-29-24	7.9
Niobrara River.....	South of Eli.....	A. E. Johnston.....	5-29-25	271.0
Niobrara River.....	Below Ernest Canals.....	A. E. Johnston.....	5-27-25	0.6
Nevins Creek.....	Section 13-14-36.....	A. E. Johnston.....	11-15-24	1.5
Otter Creek.....	Section 9-15-40.....	A. E. Johnston.....	10- 7-24	25.1
Otter Creek.....	do.....	A. E. Johnston.....	10-25-24	24.4
Otter Creek.....	do.....	A. E. Johnston.....	11-17-24	26.5
Otter Creek.....	do.....	A. E. Johnston.....	12- 1-24	25.0
Otter Creek.....	do.....	A. E. Johnston.....	2- 9-25	29.6
Otter Creek.....	do.....	A. E. Johnston.....	3-10-25	25.1
Otter Creek.....	do.....	A. E. Johnston.....	4- 7-25	28.5
Otter Creek.....	do.....	A. W. Hall.....	4-29-25	28.7
Otter Creek.....	do.....	A. E. Johnston.....	5-19-25	18.8
Otter Creek.....	do.....	A. E. Johnston.....	6- 2-25	1.9
Otter Creek.....	do.....	A. E. Johnston.....	6-15-25	24.1
Otter Creek.....	do.....	A. E. Johnston.....	6-26-25	19.2
Otter Creek.....	do.....	A. E. Johnston.....	7- 9-25	25.9
Otter Creek.....	do.....	A. E. Johnston.....	7-15-25	22.0
Otter Creek.....	do.....	A. E. Johnston.....	7-22-25	14.8
Otter Creek.....	do.....	A. E. Johnston.....	8- 4-25	24.2
Otter Creek.....	do.....	A. E. Johnston.....	8-13-25	21.9
Otter Creek.....	do.....	A. E. Johnston.....	8-26-25	24.7
Otter Creek.....	do.....	A. E. Johnston.....	9-16-25	29.5
Otter Creek.....	do.....	A. E. Johnston.....	9-25-25	26.5
Pawnee Creek.....	Section 4-12-27.....	A. E. Johnston.....	10-23-24	7.4
Pawnee Creek.....	do.....	A. E. Johnston.....	11-14-24	7.5
Pawnee Creek.....	do.....	A. E. Johnston.....	12- 3-24	9.0

STREAM MEASUREMENTS—(Continued)

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From September 30, 1924 to September 30, 1925

Stream	Location	Hydrographer	Date	Discharge Sec. Ft.
Pawnee Creek.....	Section 4-12-27.....	A. E. Johnston.....	2-12-25	21.4
Pawnee Creek.....	do.....	A. E. Johnston.....	3-12-25	12.7
Pawnee Creek.....	do.....	A. E. Johnston.....	4- 9-25	15.9
Pawnee Creek.....	do.....	A. E. Johnston.....	5- 8-25	12.0
Pawnee Creek.....	do.....	A. E. Johnston.....	5-16-25	20.3
Pawnee Creek.....	do.....	A. E. Johnston.....	6- 8-25	5.4
Pawnee Creek.....	do.....	A. E. Johnston.....	6-29-25	5.1
Pawnee Creek.....	do.....	A. E. Johnston.....	7- 7-25	4.7
Pawnee Creek.....	do.....	A. E. Johnston.....	8-11-25	3.4
Pawnee Creek.....	do.....	A. E. Johnston.....	8-28-25	6.1
Pawnee Creek.....	do.....	A. E. Johnston.....	9-18-25	6.9
Pine Creek.....	Section 30-30-44.....	J. D. Heywood.....	9-23-25	34.9
Pumpkinseed Creek.....	Section 12-19-50.....	A. E. Johnston.....	10- 4-24	25.7
Pumpkinseed Creek.....	do.....	A. E. Johnston.....	11- 3-24	37.1
Pumpkinseed Creek.....	do.....	A. E. Johnston.....	12-13-24	54.2
Pumpkinseed Creek.....	do.....	A. E. Johnston.....	1-12-25	47.7
Pumpkinseed Creek.....	do.....	A. E. Johnston.....	2- 7-25	65.8
Pumpkinseed Creek.....	do.....	A. E. Johnston.....	3- 9-25	53.0
Pumpkinseed Creek.....	do.....	A. E. Johnston.....	4- 6-25	49.8
Pumpkinseed Creek.....	do.....	Johnston-Half.....	4-18-25	19.7
Pumpkinseed Creek.....	do.....	A. W. Hall.....	5-16-25	13.9
Pumpkinseed Creek.....	do.....	A. W. Hall.....	6-12-25	17.7
Pumpkinseed Creek.....	do.....	A. W. Hall.....	6-25-26	47.1
Pumpkinseed Creek.....	do.....	A. E. Johnston.....	7-11-25	20.1
Pumpkinseed Creek.....	do.....	A. W. Hall.....	7-14-25	17.4
Pumpkinseed Creek.....	do.....	A. W. Hall.....	7-28-25	213.0
Pumpkinseed Creek.....	do.....	A. W. Hall.....	8-17-25	41.6
Pumpkinseed Creek.....	do.....	A. E. Johnston.....	9-12-25	21.6
Pumpkinseed Creek.....	Cering-Kimball Highway.....	A. E. Johnston.....	10- 9-24	6.8

STREAM MEASUREMENTS—(Continued)

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From September 30, 1924 to September 30, 1925

Stream	Location	Hydrographer	Discharge	
			Date	Sec. Ft.
Pumpkinseed Creek.....	Gering-Kimball Highway.....	A. E. Johnston.....	11-21-24	7.7
Pumpkinseed Creek.....	do.....	A. E. Johnston.....	1- 9-25	9.6
Pumpkinseed Creek.....	do.....	A. E. Johnston.....	2- 5-25	11.8
Pumpkinseed Creek.....	do.....	A. E. Johnston.....	3- 5-25	2.1
Pumpkinseed Creek.....	do.....	C. E. Franklin.....	4-28-25	6.7
Pumpkinseed Creek.....	do.....	A. W. Hall.....	5- 6-25	2.2
Pumpkinseed Creek.....	do.....	C. E. Franklin.....	6- 2-25	1.9
Pumpkinseed Creek.....	do.....	C. E. Franklin.....	7- 6-25	2.0
Pumpkinseed Creek.....	do.....	C. E. Franklin.....	8- 3-25	0.6
Pumpkinseed Creek.....	do.....	C. E. Franklin.....	8-14-25	4.4
Pumpkinseed Creek.....	do.....	C. E. Franklin.....	8-29-25	2.4
Pumpkinseed Creek.....	do.....	C. E. Franklin.....	9-12-25	0.7
Pumpkinseed Creek.....	1/2 Mile Above Reservoir of.....	A. W. Hall.....	5- 6-25	2.4
Pumpkinseed Creek.....	Application 711.....	C. E. Franklin.....	7- 6-25	2.3
Pumpkinseed Creek.....	200' below Olsen Dam.....	A. W. Hall.....	5- 6-25	0.3
Pumpkinseed Creek.....	Between Secs. 28 and 29 T. 19, R. 50.....	A. E. Johnston.....	2- 7-25	45.9
Pumpkinseed Creek.....	do.....	A. E. Johnston.....	4-18-25	8.7
Pumpkinseed Creek.....	do.....	A. W. Hall.....	5-16-25	10.7
Pumpkinseed Creek.....	do.....	A. W. Hall.....	6-12-25	7.5
Pumpkinseed Creek.....	do.....	A. W. Hall.....	6-25-25	19.8
Pumpkinseed Creek.....	do.....	A. W. Hall.....	7-20-25	9.9
Pumpkinseed Creek.....	do.....	A. W. Hall.....	7-28-25	41.1
Pumpkinseed Creek.....	do.....	A. W. Hall.....	7-17-25	6.1
Pumpkinseed Creek.....	do.....	A. W. Hall.....	8-27-25	5.1
Pumpkinseed Creek.....	Section 14-19-54.....	C. E. Franklin.....	4-28-25	6.7
Pumpkinseed Creek.....	400' below Airdale Dam.....	C. E. Franklin.....	4-27-25	0.8
Pumpkinseed Creek.....	do.....	C. E. Franklin.....	6- 2-25	0.5
Pumpkinseed Creek.....	Sec. 22-19-53.....	C. E. Franklin.....	4-27-25	4.1

STREAM MEASUREMENTS—(Continued)

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From September 30, 1924 to September 30, 1925

Stream	Location	Hydrographer	Date	Discharge Sec. Ft.
Pumpkinseed Creek.....	Below Court House Rock.....	A. W. Hall.....	5-16-25	2.4
Pumpkinseed Creek.....	Canal Dam.....	A. W. Hall.....	6-12-25	3.7
Rawhide Creek.....	Sec. 20-25-62.....	A. E. Johnston.....	10-14-24	18.6
Rawhide Creek.....	do.....	A. E. Johnston.....	10-29-24	15.7
Rawhide Creek.....	do.....	A. E. Johnston.....	11-20-24	18.2
Rawhide Creek.....	do.....	A. E. Johnston.....	12-16-24	26.0
Rawhide Creek.....	do.....	A. E. Johnston.....	1- 8-25	16.4
Rawhide Creek.....	do.....	A. E. Johnston.....	2- 4-25	19.7
Rawhide Creek.....	do.....	A. E. Johnston.....	3- 3-25	27.1
Rawhide Creek.....	do.....	A. E. Johnston.....	4- 1-25	23.7
Rawhide Creek.....	do.....	Johnston-Franklin.....	4-22-25	12.4
Rawhide Creek.....	do.....	A. W. Hall.....	5-21-25	9.9
Rawhide Creek.....	do.....	A. W. Hall.....	6- 5-25	18.2
Rawhide Creek.....	do.....	A. W. Hall.....	6-20-25	20.5
Rawhide Creek.....	do.....	A. W. Hall.....	7- 2-25	11.1
Rawhide Creek.....	do.....	A. W. Hall.....	8-1-25	51.2
Rawhide Creek.....	do.....	A. W. Hall.....	9- 4-25	23.5
Red Willow Creek.....	East of McCook.....	A. E. Johnston.....	3-19-25	41.7
Red Willow Creek.....	do.....	A. E. Johnston.....	4-14-25	33.2
Red Willow Creek.....	do.....	C. E. Franklin.....	5-21-25	33.1
Red Willow Creek.....	do.....	C. E. Franklin.....	6-12-25	34.5
Red Willow Creek.....	do.....	C. E. Franklin.....	7-18-25	10.2
Red Willow Creek.....	do.....	C. E. Franklin.....	8- 9-25	14.4
Red Willow Creek.....	do.....	C. E. Franklin.....	8-21-25	254.2
Red Willow Creek.....	do.....	C. E. Franklin.....	9-21-25	7.9
Red Willow Creek.....	Section 12-20-51.....	A. E. Johnston.....	10-16-24	68.8
Red Willow Creek.....	do.....	A. E. Johnston.....	10-31-24	72.2
Red Willow Creek.....	do.....	A. E. Johnston.....	11-18-24	74.9
Red Willow Creek.....	do.....	A. E. Johnston.....	12-13-24	60.8

STREAM MEASUREMENTS—(Continued)

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From September 30, 1924 to September 30, 1925

Stream	Location	Hydrographer	Date	Discharge Sec. Ft.
Red Willow Creek.....	Section 12-20-51.....	A. E. Johnston.....	1- 6-25	48.0
Red Willow Creek.....	do.....	A. E. Johnston.....	2- 2-25	49.9
Red Willow Creek.....	do.....	A. E. Johnston.....	3- 2-25	43.7
Red Willow Creek.....	do.....	A. E. Johnston.....	3-31-25	50.3
Red Willow Creek.....	do.....	Johnston-Franklin.....	4-24-25	27.9
Red Willow Creek.....	do.....	A. W. Hall.....	5-18-25	165.0
Red Willow Creek.....	do.....	A. W. Hall.....	6- 3-25	8.4
Red Willow Creek.....	do.....	A. W. Hall.....	6-17-25	76.8
Red Willow Creek.....	do.....	A. W. Hall.....	6-29-25	33.0
Red Willow Creek.....	do.....	A. W. Hall.....	7-22-25	40.5
Red Willow Creek.....	do.....	A. W. Hall.....	7-29-25	77.5
Red Willow Creek.....	do.....	A. W. Hall.....	8-31-25	44.1
Red Willow Creek.....	do.....	A. E. Johnston.....	9-28-25	200.0
Republican River S. F.....	Benkleman.....	A. E. Johnston.....	2-17-25	118.0
Republican River S. F.....	do.....	A. E. Johnston.....	3-20-25	173.0
Republican River S. F.....	do.....	A. E. Johnston.....	4-15-25	73.0
Republican River S. F.....	do.....	Franklin-Whitehead.....	6-10-25	31.0
Republican River S. F.....	do.....	C. E. Franklin.....	7-20-25	18.5
Republican River S. F.....	do.....	C. E. Franklin.....	7-20-25	0.0
Republican River S. F.....	do.....	C. E. Franklin.....	8-10-25	2.1
Republican River S. F.....	do.....	C. E. Franklin.....	8-22-25	58.4
Republican River S. F.....	do.....	C. E. Franklin.....	9- 5-25	3.7
Republican River S. F.....	do.....	C. E. Franklin.....	9-24-25	56.8
Republican River.....	Benkleman.....	A. E. Johnston.....	2-18-25	222.0
Republican River.....	do.....	A. E. Johnston.....	3-20-25	199.0
Republican River.....	do.....	A. E. Johnston.....	4-15-25	84.0
Republican River.....	do.....	Franklin-Whitehead.....	6-10-25	107.0
Republican River.....	do.....	C. E. Franklin.....	7-20-25	18.0
Republican River.....	do.....	C. E. Franklin.....	8-10-25	23.8
Republican River.....	do.....	C. E. Franklin.....	8-22-25	95.5

STREAM MEASUREMENTS—(Continued)

From September 30, 1924 to September 30, 1925

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Stream	Location	Hydrographer	Date	Discharge Sec. Ft.
Republican River	Benkleman	C. E. Franklin	9-6-25	14.5
Republican River	do	C. E. Franklin	9-24-25	70.3
Republican River	Below Meeker Diversion	C. E. Franklin	7-18-25	0.6
Republican River	Below Arapahoe Mill Div	A. E. Johnston	3-19-25	844.0
Republican River	do	A. E. Johnston	4-13-25	545.0
Republican River	do	C. E. Franklin	6-12-25	292.3
Republican River	do	C. E. Franklin	7-19-25	0.5
Republican River	do	C. E. Franklin	8-9-25	71.6
Republican River	do	C. E. Franklin	8-21-25	1948.0
Republican River	do	C. E. Franklin	9-21-25	195.2
Republican River	Oxford	A. E. Johnston	3-18-25	849.0
Republican River	do	A. E. Johnston	4-13-25	618.0
Republican River	Below Superior Mill	A. E. Johnston	3-18-25	576.0
Republican River	McCook	A. E. Johnston	2-17-25	711.0
Republican River	do	A. E. Johnston	3-19-25	815.0
Republican River	do	A. E. Johnston	4-14-25	480.0
Republican River	do	C. E. Franklin	6-11-25	192.0
Republican River	do	C. E. Franklin	8-9-25	32.8
Republican River	do	C. E. Franklin	8-22-25	321.0
Republican River	do	C. E. Franklin	9-4-25	20.1
Republican River	do	C. E. Franklin	9-19-25	221.0
Republican River	Culbertson	A. E. Johnston	2-17-25	490.0
Republican River	do	A. E. Johnston	3-19-25	374.0
Republican River	do	A. E. Johnston	4-14-25	184.0
Republican River	do	C. E. Franklin	6-9-25	98.0
Republican River	do	C. E. Franklin	8-8-25	27.6
Republican River	do	C. E. Franklin	8-20-25	310.0

STREAM MEASUREMENTS—(Continued)

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From September 30, 1924 to September 30, 1925

Stream	Location	Hydrographer	Date	Discharge Sec. Ft.
Republican River.....	Culbertson.....	C. E. Franklin.....	9- 4-25	3.0
Republican River.....	do.....	C. E. Franklin.....	9-19-25	172.0
Republican River.....	Sanborn.....	A. E. Johnston.....	1-14-25	11.7
Republican River.....	do.....	A. E. Johnston.....	2-18-25	87.5
Republican River.....	do.....	A. E. Johnston.....	3-20-25	88.2
Republican River.....	do.....	A. E. Johnston.....	4-15-25	73.5
Republican River.....	do.....	Franklin-Whitehead.....	6-10-25	45.8
Republican River.....	do.....	C. E. Franklin.....	7-20-25	16.3
Republican River.....	do.....	C. E. Franklin.....	8-10-25	21.0
Republican River.....	do.....	C. E. Franklin.....	8-24-25	22.6
Republican River.....	do.....	C. E. Franklin.....	9- 7-25	30.2
Republican River.....	do.....	C. E. Franklin.....	9-25-25	44.9
Republican River.....	Wray, Colorado.....	A. E. Johnston.....	1-14-25	51.8
Republican River.....	do.....	Franklin-Whitehead.....	6-10-25	36.2
Republican River.....	do.....	C. E. Franklin.....	7-20-25	12.4
Republican River.....	do.....	C. E. Franklin.....	8-10-25	25.0
Republican River.....	do.....	C. E. Franklin.....	8-24-25	22.0
Republican River.....	do.....	C. E. Franklin.....	9- 7-25	19.9
Republican River.....	do.....	C. E. Franklin.....	9-25-25	35.1
Rock Creek.....	Parks.....	A. E. Johnston.....	1-14-25	22.1
Rock Creek.....	do.....	A. E. Johnston.....	2-18-25	20.3
Rock Creek.....	do.....	A. E. Johnston.....	3-20-25	22.9
Rock Creek.....	do.....	A. E. Johnston.....	4-15-25	14.9
Rock Creek.....	do.....	C. E. Franklin.....	5-26-25	11.3
Rock Creek.....	do.....	Franklin-Whitehead.....	6-10-25	16.8
Rock Creek.....	do.....	C. E. Franklin.....	7-20-25	15.7
Rock Creek.....	do.....	C. E. Franklin.....	8-10-25	11.6
Rock Creek.....	do.....	C. E. Franklin.....	8-24-25	8.9
Rock Creek.....	do.....	C. E. Franklin.....	9- 7-25	10.1

STREAM MEASUREMENTS—(Continued)

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From September 30, 1924 to September 30, 1925

Stream	Location	Hydrographer	Date	Discharge Sec. Ft.
Rock Creek.....	Parks .....	C. E. Franklin.....	9-25-25	13.0
Rock Creek.....	Below Phelan Canal.....	C. E. Franklin.....	5-26-25	13.2
Sand Creek.....	Section 15-15-40.....	A. E. Johnston.....	10- 7-24	4.3
Sand Creek.....	do.....	A. E. Johnston.....	10-25-24	2.6
Sand Creek.....	do.....	A. E. Johnston.....	11-17-25	4.6
Sand Creek.....	do.....	A. E. Johnston.....	12- 1-25	6.4
Sand Creek.....	do.....	A. E. Johnston.....	2- 9-25	5.8
Sand Creek.....	do.....	A. E. Johnston.....	3-10-25	6.6
Sand Creek.....	do.....	A. E. Johnston.....	4- 7-25	5.6
Sand Creek.....	do.....	A. E. Johnston.....	5-19-25	7.8
Sand Creek.....	do.....	A. E. Johnston.....	6- 2-25	5.3
Sand Creek.....	do.....	A. E. Johnston.....	6-15-25	4.8
Sand Creek.....	do.....	A. E. Johnston.....	6-26-25	1.8
Sand Creek.....	do.....	A. E. Johnston.....	7- 9-25	2.9
Sand Creek.....	do.....	A. E. Johnston.....	7-15-25	0.2
Sand Creek.....	do.....	A. E. Johnston.....	7-22-25	4.5
Sand Creek.....	do.....	A. E. Johnston.....	8- 4-25	4.2
Sand Creek.....	do.....	A. E. Johnston.....	8-13-25	5.2
Sand Creek.....	do.....	A. E. Johnston.....	8-26-25	5.0
Sand Creek.....	do.....	A. E. Johnston.....	9-16-25	3.9
Sand Creek.....	do.....	A. E. Johnston.....	9-25-25	3.7
Sappa Creek.....	NE Corner Sec. 30-2-19.....	A. E. Johnston.....	3-18-25	63.6
Scottsbluff Drain.....	Section 25-22-53.....	A. E. Johnston.....	10-15-24	19.8
Scottsbluff Drain.....	do.....	A. E. Johnston.....	10-31-24	18.5
Scottsbluff Drain.....	do.....	A. E. Johnston.....	11-19-24	16.8
Scottsbluff Drain.....	do.....	A. E. Johnston.....	12-17-24	11.6
Scottsbluff Drain.....	do.....	A. E. Johnston.....	1- 9-25	10.8
Scottsbluff Drain.....	do.....	A. E. Johnston.....	2- 5-25	7.9

STREAM MEASUREMENTS—(Continued)

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From September 30, 1924 to September 30, 1925

Stream	Location	Hydrographer	Date	Discharge Sec. Ft.
Scottsbluff Drain	Section 25-22-53	A. E. Johnston	3- 5-25	9.1
Scottsbluff Drain	do	A. E. Johnston	4- 3-25	8.2
Scottsbluff Drain	do	Johnston-Franklin	4-24-25	5.6
Scottsbluff Drain	do	A. W. Hall	5- 5-25	52.1
Scottsbluff Drain	do	A. W. Hall	5-19-25	8.6
Scottsbluff Drain	do	A. W. Hall	6- 4-25	13.0
Scottsbluff Drain	do	A. W. Hall	6-19-25	14.7
Scottsbluff Drain	do	A. W. Hall	6-30-25	25.0
Scottsbluff Drain	do	A. W. Hall	7-22-25	11.6
Scottsbluff Drain	do	A. W. Hall	7-30-25	20.0
Scottsbluff Drain	do	A. E. Johnston	9-30-25	38.9
Sheep Creek	Section 8-23-57	A. E. Johnston	10-15-24	119.9
Sheep Creek	do	A. E. Johnston	10-30-24	140.4
Sheep Creek	do	A. E. Johnston	11-21-24	94.0
Sheep Creek	do	A. E. Johnston	12-16-24	59.7
Sheep Creek	do	A. E. Johnston	1- 7-25	85.8
Sheep Creek	do	A. E. Johnston	2- 4-25	99.9
Sheep Creek	do	A. E. Johnston	3- 4-25	77.9
Sheep Creek	do	A. E. Johnston	4- 2-25	105.5
Sheep Creek	do	Johnston-Franklin	4-24-25	58.5
Sheep Creek	do	A. W. Hall	5-20-25	4.1
Sheep Creek	do	A. W. Hall	6- 5-25	0.4
Sheep Creek	do	A. W. Hall	6-20-25	4.0
Sheep Creek	do	A. W. Hall	7- 2-25	3.4
Sheep Creek	do	A. W. Hall	7-31-25	3.9
Sheep Creek	do	A. W. Hall	9- 3-25	2.0
Sheep Creek	do	A. E. Johnston	9-29-25	110.9
Silvernail Drain	Above Union Pacific R. R.	A. E. Johnston	3-27-25	2.3
Silvernail Drain	do	A. E. Johnston	3-30-25	1.8
Silvernail Drain	do	A. E. Johnston	5-21-25	3.7

STREAM MEASUREMENTS—(Continued)

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From September 30, 1924 to September 30, 1925

Stream	Location	Hydrographer	Discharge	
			Date	Sec. Ft.
Silvernail Drain	Above Union Pacific R. R.	A. E. Johnston	6-17-25	4.7
Silvernail Drain	do.	A. E. Johnston	7-11-25	4.4
Silvernail Drain	do.	A. E. Johnston	7-25-25	5.0
Silvernail Drain	do.	A. E. Johnston	8-3-25	4.9
Silvernail Drain	do.	A. E. Johnston	8-24-25	16.3
Silvernail Drain	do.	A. E. Johnston	9-15-25	14.2
Skunk Creek	Sec. 1-14-27	A. E. Johnston	10-7-24	3.7
Skunk Creek	do.	A. E. Johnston	11-15-24	3.0
Skunk Creek	do.	A. E. Johnston	6-5-25	1.0
Skunk Creek	do.	A. E. Johnston	6-26-25	0.2
Skunk Creek	do.	A. E. Johnston	8-5-25	1.4
Snake Creek	Section 6-24-51	A. E. Johnston	10-1-24	1.0
Snake Creek	do.	A. E. Johnston	11-24-24	0.2
Snake Creek	do.	A. E. Johnston	3-25-25	1.4
Snake Creek	do.	A. E. Johnston	4-27-25	1.8
Snake Creek	do.	A. E. Johnston	5-25-25	0.7
Snake Creek	do.	A. E. Johnston	6-18-25	0.8
Snake Creek	do.	A. E. Johnston	7-27-25	0.5
Snake Creek	do.	A. E. Johnston	8-19-25	0.3
Snake Creek	do.	A. E. Johnston	9-11-25	0.1
Snake Creek	Bridgeport-Alliance	A. E. Johnston	10-3-24	0.0
Snake Creek	do.	A. E. Johnston	11-6-24	0.0
Snake Creek	do.	A. E. Johnston	11-26-24	0.0
Snake Creek	do.	A. E. Johnston	1-29-25	0.0
Snake Creek	do.	A. E. Johnston	2-23-25	0.8
Snake Creek	do.	A. E. Johnston	5-2-25	0.0
Snake Creek	do.	A. E. Johnston	5-30-25	0.0
Snake Creek	do.	A. E. Johnston	7-30-25	0.0
Snake Creek	do.	A. E. Johnston	8-14-25	0.0

STREAM MEASUREMENTS—(Continued)

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From September 30, 1924 to September 30, 1925

Stream	Location	Hydrographer	Date	Discharge Sec. Ft.
Snake Creek	Bridgeport-Alliance	A. E. Johnston	9- 8-25	0.0
Snell-Nine Mile Dr.	Sec. 23-21-53	A. E. Johnston	10-16-24	181.0
Snell-Nine Mile Dr.	do	A. E. Johnston	10-31-24	163.0
Snell-Nine Mile Dr.	do	A. E. Johnston	11-19-24	150.6
Snell-Nine Mile Dr.	do	A. E. Johnston	12-17-24	147.3
Snell-Nine Mile Dr.	do	A. E. Johnston	1- 7-25	150.1
Snell-Nine Mile Dr.	do	A. E. Johnston	2- 2-25	122.5
Snell-Nine Mile Dr.	do	A. E. Johnston	3- 2-25	111.0
Snell-Nine Mile Dr.	do	A. E. Johnston	3-31-25	92.6
Snell-Nine Mile Dr.	do	Johnston-Franklin	4-20-25	73.8
Snell-Nine Mile Dr.	do	A. W. Hall	5-18-25	128.2
Snell-Nine Mile Dr.	do	A. W. Hall	6- 4-25	155.0
Snell-Nine Mile Dr.	do	A. W. Hall	6-18-25	137.0
Snell-Nine Mile Dr.	do	A. W. Hall	6-30-25	88.6
Snell-Nine Mile Dr.	do	A. W. Hall	7-22-25	201.0
Snell-Nine Mile Dr.	do	A. W. Hall	7-30-25	206.0
Snell-Nine Mile Dr.	do	A. E. Johnston	8-20-25	267.0
Snell-Nine Mile Dr.	do	A. W. Hall	9- 1-25	183.0
Snell-Nine Mile Dr.	do	A. E. Johnston	9-28-25	236.3
Soldier Creek	Ft. Robison	J. D. Heywood	10-10-24	1.2
Soldier Creek	do	A. E. Johnston	2-24-25	4.5
Soldier Creek	do	A. E. Johnston	3-26-25	2.2
Soldier Creek	do	A. E. Johnston	4-29-25	3.9
Soldier Creek	do	A. E. Johnston	5-26-25	1.4
Soldier Creek	do	A. E. Johnston	8-18-25	0.0
Soldier Creek	do	A. E. Johnston	9-10-25	0.0
Spotted Tail (Dry)	Sec. 21-23-56 W. Mitchell	A. E. Johnston	10-15-24	41.7
Spotted Tail (Dry)	do	A. E. Johnston	10-30-24	57.9
Spotted Tail (Dry)	do	A. E. Johnston	11-20-24	20.0

## STREAM MEASUREMENTS—(Continued)

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From September 30, 1924 to September 30, 1925

Stream	Location	Hydrographer	Date	Discharge Sec. Ft.
Spotted Tail (Dry)	Sec. 21-23-56 W. Mitchell	A. E. Johnston	12-16-24	27.4
Spotted Tail (Dry)	do.	A. E. Johnston	1- 8-25	47.0
Spotted Tail (Dry)	do.	A. E. Johnston	2- 3-25	36.8
Spotted Tail (Dry)	do.	A. E. Johnston	3- 4-25	32.0
Spotted Tail (Dry)	do.	A. E. Johnston	4- 2-25	31.8
Spotted Tail (Dry)	do.	Johnston-Franklin	4-23-25	14.9
Spotted Tail (Dry)	do.	A. W. Hall	6- 5-25	27.6
Spotted Tail (Dry)	do.	A. W. Hall	5-20-25	21.4
Spotted Tail (Dry)	do.	A. W. Hall	6-19-25	35.1
Spotted Tail (Dry)	do.	A. W. Hall	7- 1-25	19.4
Spotted Tail (Dry)	do.	A. W. Hall	7-22-25	74.5
Spotted Tail (Dry)	do.	A. W. Hall	7-31-25	85.7
Spotted Tail (Dry)	do.	A. E. Johnston	8-21-25	96.9
Spotted Tail (Dry)	do.	A. W. Hall	9- 3-25	36.5
Spotted Tail (Dry)	do.	A. E. Johnston	9-30-25	56.9
Spotted Tail (Wet)	Above Tri-State Canal	A. E. Johnston	10-15-24	32.6
Spotted Tail (Wet)	do.	A. E. Johnston	10-30-24	29.6
Spotted Tail (Wet)	do.	A. E. Johnston	2- 3-25	12.2
Spotted Tail (Wet)	do.	A. E. Johnston	3- 4-25	15.5
Spotted Tail (Wet)	do.	A. E. Johnston	4- 2-25	15.2
Spotted Tail (Wet)	do.	Johnston-Franklin	4-21-25	10.2
Spotted Tail (Wet)	do.	A. W. Hall	5-20-25	13.7
Spotted Tail (Wet)	do.	A. W. Hall	6- 5-25	17.4
Spotted Tail (Wet)	do.	A. W. Hall	6-19-25	8.6
Spotted Tail (Wet)	do.	A. W. Hall	7- 1-25	12.1
Spotted Tail (Wet)	do.	Hall - Finley	7-10-25	18.8
Spotted Tail (Wet)	do.	A. W. Hall	7-31-25	19.5
Spotted Tail (Wet)	do.	A. W. Hall	9- 3-25	27.4
Spotted Tail (Wet)	do.	A. E. Johnston	9-30-25	36.4
Spotted Tail (Wet)	Section 24-22-55	A. W. Hall	6- 5-25	2.8

STREAM MEASUREMENTS—(Continued)

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From September 30, 1924 to September 30, 1925

Stream	Location	Hydrographer	Date	Discharge Sec. Ft.
Spotted Tail (Wet)	Section 24-22-55	A. W. Hall	6-19-25	3.2
Spotted Tail (Wet)	do	Hall - Finley	7-10-25	3.7
Spotted Tail (Wet)	do	A. W. Hall	7-22-25	6.1
Spotted Tail (Wet)	do	A. W. Hall	7-31-25	3.5
Spotted Tail (Wet)	do	A. W. Hall	9- 2-25	4.0
Spotted Tail-Kronberg	Section 6-22-55	A. E. Johnston	10-15-24	9.6
Spotted Tail-Kronberg	do	A. E. Johnston	10-30-24	12.6
Spotted Tail-Kronberg	do	A. E. Johnston	11-19-24	11.3
Spotted Tail-Kronberg	do	A. E. Johnston	12-17-25	13.9
Spotted Tail-Kronberg	do	A. E. Johnston	1- 8-25	10.4
Spotted Tail-Kronberg	do	A. E. Johnston	2- 3-25	11.8
Spotted Tail-Kronberg	do	A. E. Johnston	3- 4-25	10.2
Spotted Tail-Kronberg	do	A. E. Johnston	4- 3-25	11.3
Spotted Tail-Kronberg	do	Johnston-Franklin	4-21-25	6.9
Spotted Tail-Kronberg 6	do	A. W. Hall	5-20-25	2.7
Spotted Tail-Kronberg 6	do	A. W. Hall	6- 6-25	4.4
Spotted Tail-Kronberg	do	A. W. Hall	6-19-25	2.7
Spotted Tail-Kronberg	do	A. W. Hall	7- 3-25	3.6
Spotted Tail-Kronberg	do	A. W. Hall	7-22-25	4.9
Spotted Tail-Kronberg	do	A. W. Hall	7-31-25	6.9
Spotted Tail-Kronberg	do	A. E. Johnston	9-30-25	11.1
Spring Creek	Sec. 1-8-20	A. E. Johnston	3-16-25	1.6
Spring Creek	Section 7-32-51	J. D. Heywood	5-21-25	1.5
Spring Creek	do	A. E. Johnston	5-25-25	0.4
Spring Creek	do	A. E. Johnston	9- 9-25	0.7
Sow Belly Creek	Section 34-33-55	J. D. Heywood	5-22-25	2.5
Sow Belly Creek	do	J. D. Heywood	8-15-25	1.8
Stewart's Drain	Section 24-23-57	A. E. Johnston	10-15-24	1.0

STREAM MEASUREMENTS—(Continued)

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Stream	Location	Hydrographer	Discharge	
			Date	Sec. Ft.
Stewart's Drain.....	Section 24-23-57.....	A. E. Johnston.....	10-30-24	1.8
Stewart's Drain.....	do.....	A. E. Johnston.....	11-20-24	1.8
Stewart's Drain.....	do.....	A. E. Johnston.....	12-16-24	1.2
Stewart's Drain.....	do.....	A. E. Johnston.....	1- 8-25	2.7
Stewart's Drain.....	do.....	A. E. Johnston.....	2- 4-25	1.7
Stewart's Drain.....	do.....	A. E. Johnston.....	3- 4-25	0.6
Stewart's Drain.....	do.....	A. E. Johnston.....	4- 2-25	1.3
Stewart's Drain.....	do.....	Johnston-Franklin.....	4-23-25	0.5
Stewart's Drain.....	do.....	A. W. Hall.....	5-20-25	1.0
Stewart's Drain.....	do.....	A. W. Hall.....	6-19-25	2.1
Stewart's Drain.....	do.....	A. W. Hall.....	7- 1-25	0.0
Stewart's Drain.....	do.....	A. W. Hall.....	7-22-25	0.0
Stewart's Drain.....	do.....	A. W. Hall.....	7-31-25	0.5
Stewart's Drain.....	do.....	A. W. Hall.....	9- 3-25	0.0
Stewart's Drain.....	do.....	A. E. Johnston.....	9-29-25	1.3
Stinking Water Cr.....	North of Palisade.....	A. E. Johnston.....	2-17-25	60.7
Stinking Water Cr.....	do.....	A. E. Johnston.....	3-20-25	59.1
Stinking Water Cr.....	do.....	A. E. Johnston.....	4-15-25	43.4
Stinking Water Cr.....	do.....	C. E. Franklin.....	5-16-25	25.4
Stinking Water Cr.....	do.....	C. E. Franklin.....	5-16-25	7.9
Stinking Water Cr.....	do.....	C. E. Franklin.....	5-20-25	52.4
Stinking Water Cr.....	do.....	C. E. Franklin.....	6- 9-25	25.4
Stinking Water Cr.....	do.....	C. E. Franklin.....	6-24-25	44.3
Stinking Water Cr.....	do.....	Franklin-Whitehead.....	7-13-25	14.9
Stinking Water Cr.....	do.....	C. E. Franklin.....	7-17-25	13.9
Stinking Water Cr.....	do.....	C. E. Franklin.....	7-22-25	19.4
Stinking Water Cr.....	do.....	C. E. Franklin.....	7-25-25	17.7
Stinking Water Cr.....	do.....	C. E. Franklin.....	7-29-25	30.5
Stinking Water Cr.....	do.....	C. E. Franklin.....	7-30-25	42.5
Stinking Water Cr.....	do.....	C. E. Franklin.....	8- 8-25	20.5
Stinking Water Cr.....	do.....	C. E. Franklin.....	8-20-25	60.6

STREAM MEASUREMENTS—(Continued)

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From September 30, 1924 to September 30, 1925

Stream	Location	Hydrographer	Discharge	
			Date	Sec. Ft.
Stinking Water Cr.	North of Palisade	C. E. Franklin	9- 2-25	19.6
Stinking Water Cr.	do.	C. E. Franklin	9-18-25	25.0
Thompson Creek	Section 2-1-13-Riverton	A. E. Johnston	3-18-25	26.4
Toohey Drain	Section 20-23-56	A. E. Johnston	10-15-24	4.9
Toohey Drain	do.	A. E. Johnston	10-30-24	6.8
Toohey Drain	do.	A. E. Johnston	11-20-24	5.9
Toohey Drain	do.	A. E. Johnston	1- 8-25	3.4
Toohey Drain	do.	A. E. Johnston	2- 3-25	3.9
Toohey Drain	do.	A. E. Johnston	3- 4-25	2.3
Toohey Drain	do.	A. E. Johnston	4- 2-25	4.3
Toohey Drain	do.	Johnston-Franklin	4-23-25	1.2
Toohey Drain	do.	A. W. Hall	6- 5-25	2.3
Toohey Drain	do.	A. W. Hall	7- 0-25	5.5
Toohey Drain	do.	A. W. Hall	7-22-25	3.9
Toohey Drain	do.	A. W. Hall	9- 3-25	3.9
Toohey Drain	do.	A. E. Johnston	9-29-25	6.4
Tub Springs	Section 5-22-55	A. E. Johnston	10-15-24	85.4
Tub Springs	do.	A. E. Johnston	10-30-24	76.7
Tub Springs	do.	A. E. Johnston	11-19-24	58.7
Tub Springs	do.	A. E. Johnston	1- 8-25	38.6
Tub Springs	do.	A. E. Johnston	2- 3-25	38.2
Tub Springs	do.	A. E. Johnston	3- 4-25	35.0
Tub Springs	do.	A. E. Johnston	4- 3-25	35.4
Tub Springs	do.	Johnston-Franklin	4-21-25	29.5
Tub Springs	do.	A. W. Hall	5- 5-25	22.1
Tub Springs	do.	A. W. Hall	5-20-25	56.2
Tub Springs	do.	A. W. Hall	6- 4-25	20.7
Tub Springs	do.	A. W. Hall	6-19-25	29.6
Tub Springs	do.	A. W. Hall	7- 1-25	6.5

STREAM MEASUREMENTS—(Continued)

517

From September 30, 1924 to September 30, 1925

Stream	Location	Hydrographer	Date	Discharge Sec. Ft.
Tub Springs.....	Section 5-22-55.....	Hall-Finley.....	7-11-25	39.7
Tub Springs.....	do.....	A. W. Hall.....	7-22-25	55.5
Tub Springs.....	do.....	A. W. Hall.....	7-31-25	47.9
Tub Springs.....	do.....	A. W. Hall.....	9- 2-25	37.8
Tub Springs.....	do.....	A. E. Johnston.....	9-30-25	110.0
Tub Springs.....	Above Enterprise Canal.....	A. W. Hall.....	5-20-25	44.2
Tub Springs.....	do.....	A. W. Hall.....	6- 4-25	22.1
Tub Springs.....	do.....	A. W. Hall.....	6-19-25	23.8
Tub Springs.....	Below Tri-State Canal.....	A. W. Hall.....	6- 4-25	0.6
Turkey Creek.....	Below Mill at Naponee.....	A. E. Johnston.....	3-18-25	14.9
Turkey Creek.....	5 Mi. West of Oxford.....	A. E. Johnston.....	3-19-25	4.6
Turkey Creek.....	do.....	A. E. Johnston.....	4-13-25	4.2
Turtle Creek.....	Section 31-20-14.....	A. E. Johnston.....	5-12-25	3.2
Warbonnet Creek.....	John Anderson Ranch.....	J. D. Heywood.....	8-15-25	0.5
Whistle Creek.....	Section 12-28-54.....	A. E. Johnston.....	4-20-25	0.4
Whistle Creek.....	do.....	A. E. Johnston.....	5-27-25	0.5
Whistle Creek.....	do.....	A. E. Johnston.....	6-19-25	0.0
Whistle Creek.....	do.....	A. E. Johnston.....	8-18-25	0.0
Whistle Creek.....	do.....	A. E. Johnston.....	9-10-25	0.0
White Clay Creek.....	East of Crawford.....	A. E. Johnston.....	10- 2-24	2.3
White Clay Creek.....	do.....	J. D. Heywood.....	10- 9-24	3.4
White Clay Creek.....	do.....	A. E. Johnston.....	11- 6-24	3.7
White Clay Creek.....	do.....	A. E. Johnston.....	11-25-24	2.2
White Clay Creek.....	do.....	A. E. Johnston.....	1-27-25	2.9
White Clay Creek.....	do.....	A. E. Johnston.....	2-24-25	4.4

STREAM MEASUREMENTS—(Continued)

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From September 30, 1924 to September 30, 1925

Stream	Location	Hydrographer	Date	Discharge Sec. Ft.
White Clay Creek.....	East of Crawford.....	A. E. Johnston.....	3-26-25	2.8
White Clay Creek.....	do.....	A. E. Johnston.....	4-28-25	3.5
White Clay Creek.....	do.....	A. E. Johnston.....	5-25-25	2.8
White Clay Creek.....	do.....	A. E. Johnston.....	6-20-25	2.0
White Clay Creek.....	do.....	A. E. Johnston.....	7-28-25	4.9
White Clay Creek.....	do.....	A. E. Johnston.....	8-17-25	1.0
White Clay Creek.....	do.....	A. E. Johnston.....	9-10-25	1.1
White Horse Creek.....	Section 5-13-29.....	A. E. Johnston.....	11-14-24	9.6
White Horse Creek.....	do.....	A. E. Johnston.....	12- 3-24	13.0
White Horse Creek.....	do.....	A. E. Johnston.....	2-12-25	51.8
White Horse Creek.....	do.....	A. E. Johnston.....	3-12-25	27.1
White Horse Creek.....	do.....	A. E. Johnston.....	4- 9-25	27.3
White Horse Creek.....	do.....	A. E. Johnston.....	5- 8-25	18.1
White Horse Creek.....	do.....	A. E. Johnston.....	5-16-25	39.6
White Horse Creek.....	do.....	A. E. Johnston.....	6- 8-25	5.5
White Horse Creek.....	do.....	A. E. Johnston.....	6-29-25	1.9
White Horse Creek.....	do.....	A. E. Johnston.....	7- 7-25	3.3
White Horse Creek.....	do.....	A. E. Johnston.....	8- 6-25	3.7
White Horse Creek.....	do.....	A. E. Johnston.....	9-18-25	6.1
Whiteman's Fork.....	North of Champion.....	A. E. Johnston.....	1-20-25	1.8
Whiteman's Fork.....	do.....	A. E. Johnston.....	2-16-25	2.4
Whiteman's Fork.....	do.....	A. E. Johnston.....	3-21-25	1.7
Whiteman's Fork.....	do.....	A. E. Johnston.....	4-16-25	1.2
Whiteman's Fork.....	do.....	C. E. Franklin.....	5-14-25	3.8
Whiteman's Fork.....	do.....	C. E. Franklin.....	6- 8-25	2.0
Whiteman's Fork.....	do.....	C. E. Franklin.....	6-24-25	4.6
Whiteman's Fork.....	do.....	C. E. Franklin.....	7-12-25	0.5
Whiteman's Fork.....	do.....	C. E. Franklin.....	8- 7-25	0.0
Whiteman's Fork.....	do.....	C. E. Franklin.....	8-19-25	0.3
Whiteman's Fork.....	do.....	C. E. Franklin.....	9- 3-25	0.9

STREAM MEASUREMENTS—(Continued)

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From September 30, 1924 to September 30, 1925

Stream	Location	Hydrographer	Date	Discharge Sec. Ft.
Whiteman's Fork.....	North of Champion.....	C. E. Franklin.....	9-18-25	1.3
White River.....	North of Crawford.....	A. E. Johnston.....	10- 2-24	14.2
White River.....	do.....	J. D. Heywood.....	10- 9-24	15.8
White River.....	do.....	J. D. Heywood.....	10-27-24	22.8
White River.....	do.....	A. E. Johnston.....	11- 5-24	17.7
White River.....	do.....	A. E. Johnston.....	11-25-24	17.0
White River.....	do.....	A. E. Johnston.....	1-27-25	61.7
White River.....	do.....	A. E. Johnston.....	2-24-25	23.3
White River.....	do.....	A. E. Johnston.....	3-26-25	28.0
White River.....	do.....	A. E. Johnston.....	4-28-25	0.6
White River.....	do.....	A. E. Johnston.....	5-26-25	8.0
White River.....	do.....	A. E. Johnston.....	6-20-25	23.8
White River.....	do.....	A. E. Johnston.....	7-28-25	48.1
White River.....	do.....	A. E. Johnston.....	8-17-25	9.5
White River.....	do.....	A. E. Johnston.....	9- 9-25	1.5
White River.....	Military Road.....	A. E. Johnston.....	10- 2-24	14.4
White River.....	do.....	A. E. Johnston.....	11- 6-24	29.0
White River.....	do.....	J. D. Heywood.....	11-17-24	23.0
White River.....	do.....	A. E. Johnston.....	11-25-24	12.1
White River.....	do.....	J. D. Heywood.....	11-28-24	29.0
White River.....	do.....	J. D. Heywood.....	11-29-24	31.0
White River.....	do.....	A. E. Johnston.....	1-27-25	25.5
White River.....	do.....	A. E. Johnston.....	2-24-25	31.7
White River.....	do.....	A. E. Johnston.....	3-26-25	25.2
White River.....	do.....	A. E. Johnston.....	4-29-25	27.1
White River.....	do.....	A. E. Johnston.....	5-26-25	23.5
White River.....	do.....	A. E. Johnston.....	6-20-25	18.0
White River.....	do.....	A. E. Johnston.....	7-28-25	47.6
White River.....	do.....	J. D. Heywood.....	8-10-25	9.4
White River.....	do.....	A. E. Johnston.....	8-17-25	11.5

STREAM MEASUREMENTS—(Continued)

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From September 30, 1924 to September 30, 1925

Stream	Location	Hydrographer	Date	Discharge Sec. Ft.
White River.....	Military Road.....	J. D. Heywood.....	8-27-25	10.3
White River.....	do.....	J. D. Heywood.....	9- 2-25	8.4
White River.....	do.....	A. E. Johnston.....	9-10-25	10.9
White River.....	West of Chadron.....	A. E. Johnston.....	10- 2-24	3.3
White River.....	do.....	A. E. Johnston.....	11- 5-24	5.5
White River.....	do.....	A. E. Johnston.....	11-25-24	8.7
White River.....	do.....	A. E. Johnston.....	1-28-25	1.9
White River.....	do.....	A. E. Johnston.....	2-25-25	12.2
White River.....	do.....	A. E. Johnston.....	3-26-25	12.3
White River.....	do.....	A. E. Johnston.....	5- 1-25	7.0
White River.....	do.....	A. E. Johnston.....	5-28-25	11.5
White River.....	do.....	A. E. Johnston.....	6-20-25	14.5
White River.....	do.....	A. E. Johnston.....	7-28-25	268.8
White River.....	do.....	A. E. Johnston.....	7-17-25	6.7
White River.....	do.....	A. E. Johnston.....	9- 9-25	6.4
White River.....	Below Whitney Diversion.....	A. E. Johnston.....	10- 2-24	0.0
White River.....	do.....	A. E. Johnston.....	11- 5-24	0.0
White River.....	do.....	A. E. Johnston.....	11-25-24	0.0
White River.....	do.....	A. E. Johnston.....	1-28-25	0.8
White River.....	do.....	A. E. Johnston.....	2-25-25	0.0
White River.....	do.....	A. E. Johnston.....	3-26-25	0.0
White River.....	do.....	A. E. Johnston.....	4-28-25	0.0
White River.....	do.....	A. E. Johnston.....	5-26-25	0.0
White River.....	do.....	A. E. Johnston.....	7-28-25	9.4
White River.....	do.....	A. E. Johnston.....	8-17-25	0.0
White River.....	do.....	A. E. Johnston.....	9- 9-25	0.7
White River.....	Below Pinney Headgate.....	A. E. Johnston.....	6-20-25	14.0
White River.....	do.....	A. E. Johnston.....	7-28-25	51.1
White River.....	do.....	A. E. Johnston.....	8-17-25	0.1

STREAM MEASUREMENTS—(Continued)

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From September 30, 1924 to September 30, 1925

Stream	Location	Hydrographer	Date	Discharge Sec. Ft.
White River.....	Below Pinney Headgate.....	A. E. Johnston.....	9- 8-25	0.1
White River.....	Below Harris-Cooper Canal.....	A. E. Johnston.....	4-28-25	1.7
White River.....	do.....	A. E. Johnston.....	5-26-25	2.1
White River.....	Whitney.....	A. E. Johnston.....	2-25-25	5.1
White River.....	do.....	A. E. Johnston.....	3-26-25	3.2
White River.....	do.....	A. E. Johnston.....	5- 1-25	1.3
White River.....	do.....	A. E. Johnston.....	5-26-25	2.3
White River.....	do.....	A. E. Johnston.....	6-20-25	3.2
White River.....	do.....	A. E. Johnston.....	7-28-25	86.3
White River.....	do.....	A. E. Johnston.....	8-17-25	3.0
White River.....	do.....	A. E. Johnston.....	9- 9-25	2.4
White Tail Creek.....	Section 36-15-38.....	A. E. Johnston.....	10- 7-24	20.6
White Tail Creek.....	do.....	A. E. Johnston.....	10-24-24	33.4
White Tail Creek.....	do.....	A. E. Johnston.....	11-15-24	32.9
White Tail Creek.....	do.....	A. E. Johnston.....	12- 2-24	32.0
White Tail Creek.....	do.....	A. E. Johnston.....	2-10-25	31.0
White Tail Creek.....	do.....	A. E. Johnston.....	3-10-25	36.1
White Tail Creek.....	do.....	A. E. Johnston.....	4- 8-25	36.2
White Tail Creek.....	do.....	A. E. Johnston.....	5-19-25	31.4
White Tail Creek.....	do.....	A. E. Johnston.....	6- 5-25	18.9
White Tail Creek.....	do.....	A. E. Johnston.....	6-26-25	15.8
White Tail Creek.....	do.....	A. E. Johnston.....	7- 9-25	13.1
White Tail Creek.....	do.....	A. E. Johnston.....	7-15-25	17.8
White Tail Creek.....	do.....	A. E. Johnston.....	7-22-25	12.6
White Tail Creek.....	do.....	A. E. Johnston.....	8- 5-25	19.5
White Tail Creek.....	do.....	A. E. Johnston.....	8-26-25	27.0
White Tail Creek.....	do.....	A. E. Johnston.....	9-24-25	22.7
Wild Horse Drain.....	Section 12-20-52.....	A. E. Johnston.....	10-16-24	85.0
Wild Horse Drain.....	do.....	A. E. Johnston.....	10-31-24	75.9

STREAM MEASUREMENTS—(Continued)

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From September 30, 1924 to September 30, 1925

Stream	Location	Hydrographer	Date	Discharge Sec. Ft.
Wild Horse Drain.....	Section 12-20-52.....	A. E. Johnston.....	11-18-24.....	56.4
Wild Horse Drain.....	do.....	A. E. Johnston.....	12-13-24.....	53.3
Wild Horse Drain.....	do.....	A. E. Johnston.....	1- 6-25.....	47.4
Wild Horse Drain.....	do.....	A. E. Johnston.....	2- 2-25.....	48.5
Wild Horse Drain.....	do.....	A. E. Johnston.....	3- 2-25.....	50.0
Wild Horse Drain.....	do.....	A. E. Johnston.....	3-31-25.....	42.1
Wild Horse Drain.....	do.....	Johnston-Franklin.....	4-24-25.....	22.6
Wild Horse Drain.....	do.....	A. W. Hall.....	6- 3-25.....	32.4
Wild Horse Drain.....	do.....	A. W. Hall.....	6-17-25.....	47.6
Wild Horse Drain.....	do.....	A. W. Hall.....	6-29-25.....	94.7
Wild Horse Drain.....	do.....	A. W. Hall.....	7-22-25.....	79.7
Wild Horse Drain.....	do.....	A. W. Hall.....	7-29-25.....	85.0
Wild Horse Drain.....	do.....	A. W. Hall.....	8-31-25.....	72.4
Wild Horse Drain.....	do.....	A. E. Johnston.....	9-28-25.....	135.4
Willow Creek.....	Section 10-1-10 Lester.....	A. E. Johnston.....	3-18-25.....	13.7
Willow Creek.....	Section 15-14-35.....	A. E. Johnston.....	6-27-25.....	1.0
Willow Creek.....	do.....	A. E. Johnston.....	8-27-25.....	1.2
Willow Creek.....	do.....	A. E. Johnston.....	9-24-25.....	1.0
Winter's Creek.....	Section 19-22-54.....	A. E. Johnston.....	10-15-24.....	108.8
Winter's Creek.....	do.....	A. E. Johnston.....	10-31-24.....	80.0
Winter's Creek.....	do.....	A. E. Johnston.....	11-19-24.....	74.7
Winter's Creek.....	do.....	A. E. Johnston.....	12-17-24.....	65.2
Winter's Creek.....	do.....	A. E. Johnston.....	1- 9-25.....	61.3
Winter's Creek.....	do.....	A. E. Johnston.....	2- 5-25.....	64.7
Winter's Creek.....	do.....	A. E. Johnston.....	3- 5-25.....	62.9
Winter's Creek.....	do.....	A. E. Johnston.....	4- 3-25.....	51.9
Winter's Creek.....	do.....	Johnston-Franklin.....	4-24-25.....	49.1
Winter's Creek.....	do.....	A. W. Hall.....	5- 5-25.....	52.1
Winter's Creek.....	do.....	A. W. Hall.....	5-19-25.....	29.1
Winter's Creek.....	do.....	A. W. Hall.....	6- 4-25.....	19.2

STREAM MEASUREMENTS—(Continued)

From September 30, 1924 to September 30, 1925

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Stream	Location	Hydrographer	Date	Discharge Sec. Ft.
Winter's Creek	Section 19-22-54	A. W. Hall	6-18-25	49.4
Winter's Creek	do	A. W. Hall	6-30-25	34.8
Winter's Creek	do	A. W. Hall	7-22-25	70.3
Winter's Creek	do	A. W. Hall	7-30-25	53.4
Winter's Creek	do	A. W. Hall	9- 2-25	41.5
Winter's Creek	do	A. E. Johnston	9-30-25	150.0
Winter's Creek	Above Winter's Cr. Canal	A. W. Hall	5-19-25	49.5
Winter's Creek	do	A. W. Hall	6- 4-25	55.4
Winter's Creek	do	A. W. Hall	6-19-25	85.9
Winter's Creek	do	A. W. Hall	6-30-25	54.4
Winter's Creek	do	Hall - Finley	7-12-25	87.3
Winter's Creek	do	A. W. Hall	7-22-25	97.4
Winter's Creek	do	A. W. Hall	7-30-25	86.3
Winter's Creek	do	A. W. Hall	9- 2-25	104.8
Wood River	Sec. 13-13-8 S. of Chapman	A. E. Johnston	3-17-25	77.0
Wood River	do	A. E. Johnston	4-11-25	80.0
Wood River	do	A. E. Johnston	5-14-25	40.0
Wood River	do	A. E. Johnston	6-10-25	20.0
Wood River	do	A. E. Johnston	7- 2-25	26.0
Wood River	do	A. E. Johnston	8- 8-25	7.3
Wood River	do	A. E. Johnston	8-31-25	12.1
Wood River	do	A. E. Johnston	9-21-25	3.8
Wood River	South of Alda	A. E. Johnston	4-13-25	17.4
Wood River	do	A. E. Johnston	5-14-25	13.7
Wood River	do	A. E. Johnston	6-10-25	3.7
Wood River	do	A. E. Johnston	8- 8-25	1.9
Wood River	do	A. E. Johnston	8-31-25	4.0

STREAM MEASUREMENTS—(Continued)

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From September 30, 1925 to September 30, 1926

Stream	Location	Hydrographer	Date	Discharge Sec. Ft.
Arickaree River.....	West of Haigler.....	A. E. Johnston.....	10-13-25	22.5
Arickaree River.....	do.....	A. E. Johnston.....	11-19-25	13.2
Arickaree River.....	do.....	C. E. Franklin.....	3- 6-26	16.8
Arickaree River.....	do.....	C. E. Franklin.....	3-22-26	17.3
Arickaree River.....	do.....	C. E. Franklin.....	4- 5-26	22.5
Arickaree River.....	do.....	C. E. Franklin.....	4-20-26	11.0
Arickaree River.....	do.....	C. E. Franklin.....	5- 5-26	6.4
Arickaree River.....	do.....	C. E. Franklin.....	5-18-26	16.6
Arickaree River.....	do.....	C. E. Franklin.....	5-27-26	4.5
Arickaree River.....	do.....	C. E. Franklin.....	6-16-26	16.9
Arickaree River.....	do.....	C. E. Franklin.....	6-28-26	0.5
Arickaree River.....	do.....	C. E. Franklin.....	7-15-26	20.1
Arickaree River.....	do.....	C. E. Franklin.....	8-20-26	0.5
Arnold Drain.....	Between Torrington-Lingle, Wyo.....	A. E. Johnston.....	10-21-25	17.6
Arnold Drain.....	do.....	A. E. Johnston.....	12- 2-25	13.3
Arnold Drain.....	do.....	A. E. Johnston.....	1-28-26	8.1
Arnold Drain.....	do.....	A. E. Johnston.....	2-24-26	11.0
Arnold Drain.....	do.....	A. W. Hall.....	3-18-26	5.5
Arnold Drain.....	do.....	A. W. Hall.....	4- 9-26	6.8
Arnold Drain.....	do.....	A. W. Hall.....	5- 6-26	0.8
Arnold Drain.....	do.....	A. W. Hall.....	5-20-26	11.5
Arnold Drain.....	do.....	A. W. Hall.....	6- 2-26	6.0
Arnold Drain.....	do.....	A. W. Hall.....	6-23-26	13.4
Arnold Drain.....	do.....	A. W. Hall.....	7- 9-26	26.9
Arnold Drain.....	do.....	A. W. Hall.....	7-22-26	4.7
Arnold Drain.....	do.....	A. W. Hall.....	8-13-26	18.8
Arnold Drain.....	do.....	A. W. Hall.....	8-27-26	22.5
Arnold Drain.....	do.....	A. W. Hall.....	9-15-26	17.9
Ash Creek.....	Sec. 7-32-50.....	A. E. Johnston.....	3-23-26	3.5
Ash Creek.....	do.....	A. E. Johnston.....	4-14-26	2.4

STREAM MEASUREMENTS—(Continued)

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From September 30, 1925 to September 30, 1926

Stream	Location	Hydrographer	Discharge	
			Date	Sec. Ft.
Ash Creek.....	Sec. 7-32-50.....	A. E. Johnston.....	7-29-26	1.6
Ash Creek.....	do.....	A. E. Johnston.....	9-13-26	1.9
Bayard Sug. Fact. Dr.....	Section 34-21-52.....	A. E. Johnston.....	10-19-25	75.5
Bayard Sug. Fact. Dr.....	do.....	A. E. Johnston.....	12- 4-25	54.8
Bayard Sug. Fact. Dr.....	do.....	A. E. Johnston.....	1-25-26	47.2
Bayard Sug. Fact. Dr.....	do.....	A. E. Johnston.....	2-23-26	44.3
Bayard Sug. Fact. Dr.....	do.....	A. W. Hall.....	3-16-26	37.9
Bayard Sug. Fact. Dr.....	do.....	A. W. Hall.....	4- 9-26	32.5
Bayard Sug. Fact. Dr.....	do.....	A. W. Hall.....	5- 4-26	28.5
Bayard Sug. Fact. Dr.....	do.....	A. W. Hall.....	5-17-26	32.9
Bayard Sug. Fact. Dr.....	do.....	A. W. Hall.....	6- 6-26	48.2
Bayard Sug. Fact. Dr.....	do.....	A. W. Hall.....	6-21-26	34.1
Bayard Sug. Fact. Dr.....	do.....	A. W. Hall.....	7- 7-26	67.7
Bayard Sug. Fact. Dr.....	do.....	A. W. Hall.....	7-23-26	47.6
Bayard Sug. Fact. Dr.....	do.....	A. W. Hall.....	8-10-26	61.4
Bayard Sug. Fact. Dr.....	do.....	A. W. Hall.....	8-23-26	64.7
Bayard Sug. Fact. Dr.....	do.....	A. W. Hall.....	9-13-26	69.9
Bear Creek.....	Section 25-34-36.....	A. E. Johnston.....	3- 3-26	63.0
Bear Creek.....	do.....	A. E. Johnston.....	3-24-26	30.0
Bear Creek.....	do.....	A. E. Johnston.....	4-15-26	34.0
Bear Creek.....	do.....	A. E. Johnston.....	5- 7-26	45.0
Bear Creek.....	do.....	A. E. Johnston.....	5-28-26	18.0
Bear Creek.....	do.....	A. E. Johnston.....	7- 8-26	30.0
Bear Creek.....	do.....	A. E. Johnston.....	9-14-26	13.5
Beaver Creek.....	Section 16-20-6.....	A. E. Johnston.....	3- 6-26	72.7
Beaver Creek.....	do.....	A. E. Johnston.....	3-29-26	93.5
Beaver Creek.....	do.....	A. E. Johnston.....	4-19-26	69.7
Beaver Creek.....	do.....	A. E. Johnston.....	5-11-26	69.3
Beaver Creek.....	do.....	A. E. Johnston.....	6- 3-26	54.1

STREAM MEASUREMENTS—(Continued)

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From September 30, 1925 to September 30, 1926

Stream	Location	Hydrographer	Date	Discharge Sec. Ft.
Beaver Creek	Section 16-20-6	A. E. Johnston	7-13-26	48.8
Beaver Creek	do.	A. E. Johnston	8-17-26	82.1
Birdwood Creek	Section 2-14-33	A. E. Johnston	11- 5-25	196.5
Birdwood Creek	do.	A. E. Johnston	1-22-26	210.0
Birdwood Creek	do.	A. E. Johnston	2-10-26	214.9
Birdwood Creek	do.	A. E. Johnston	3-17-26	229.7
Birdwood Creek	do.	A. E. Johnston	4- 8-26	228.0
Birdwood Creek	do.	A. E. Johnston	4-28-26	172.8
Birdwood Creek	do.	A. E. Johnston	5-19-26	180.2
Birdwood Creek	do.	A. E. Johnston	6-12-26	166.8
Birdwood Creek	do.	A. E. Johnston	6-26-26	201.1
Birdwood Creek	do.	A. E. Johnston	7-22-26	150.4
Birdwood Creek	do.	A. E. Johnston	7-31-26	175.3
Birdwood Creek	do.	A. E. Johnston	8- 2-26	167.2
Birdwood Creek	do.	A. E. Johnston	8-21-26	162.6
Birdwood Creek	do.	A. E. Johnston	9- 1-26	170.5
Birdwood Creek	do.	A. E. Johnston	9-28-26	191.6
Blue Creek	Section 30-16-42	A. E. Johnston	10-16-25	91.8
Blue Creek	do.	A. E. Johnston	11- 3-25	108.4
Blue Creek	do.	A. E. Johnston	12- 8-25	106.6
Blue Creek	do.	A. E. Johnston	1-19-26	111.9
Blue Creek	do.	A. E. Johnston	2- 9-26	127.0
Blue Creek	do.	A. E. Johnston	3-19-26	103.6
Blue Creek	do.	A. E. Johnston	4- 9-26	113.0
Blue Creek	do.	A. E. Johnston	4-30-26	101.8
Blue Creek	do.	A. E. Johnston	5-21-26	49.6
Blue Creek	do.	A. E. Johnston	6-15-26	72.8
Blue Creek	do.	A. E. Johnston	6-18-26	27.3
Blue Creek	do.	A. E. Johnston	6-29-26	1.7
Blue Creek	do.	A. E. Johnston	7-24-26	2.1

STREAM MEASUREMENTS—(Continued)

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From September 30, 1925 to September 30, 1926

Stream	Location	Hydrographer	Date	Sec. Ft. Discharge
Blue Creek.....	Section 30-16-42.....	A. E. Johnston.....	7-28-26	0.7
Blue Creek.....	do.....	A. E. Johnston.....	8-9-26	1.3
Blue Creek.....	do.....	A. E. Johnston.....	8-19-26	14.6
Blue Creek.....	do.....	A. E. Johnston.....	9-3-26	2.9
Blue Creek.....	do.....	A. E. Johnston.....	9-30-26	83.2
Blue River (Big).....	Beatrice.....	A. E. Johnston.....	3-11-26	241.0
Blue River (Big).....	do.....	A. E. Johnston.....	4-1-26	356.0
Blue River (Big).....	do.....	A. E. Johnston.....	4-21-26	232.0
Blue River (Big).....	do.....	A. E. Johnston.....	5-14-26	312.0
Blue River (Big).....	do.....	A. E. Johnston.....	6-7-26	232.0
Blue River (Big).....	do.....	A. E. Johnston.....	7-16-26	267.0
Blue River (Big).....	do.....	A. E. Johnston.....	9-22-26	604.0
Blue River (Big).....	Below Seward Power Plant.....	A. E. Johnston.....	4-1-26	81.6
Blue River (Big).....	do.....	A. E. Johnston.....	4-21-26	56.0
Blue River (Big).....	do.....	A. E. Johnston.....	5-13-26	121.0
Blue River (Big).....	do.....	A. E. Johnston.....	6-5-25	86.5
Blue River (Big).....	do.....	A. E. Johnston.....	7-15-26	70.6
Blue River (Big).....	do.....	A. E. Johnston.....	9-21-26	89.4
Blue River (Big).....	Ulysses.....	A. E. Johnston.....	8-27-26	111.4
Blue River (Big).....	do.....	A. E. Johnston.....	9-20-26	26.3
Blue River (Little).....	Fairbury.....	A. E. Johnston.....	3-11-26	134.0
Blue River (Little).....	do.....	A. E. Johnston.....	4-2-26	210.0
Blue River (Little).....	do.....	A. E. Johnston.....	4-22-26	137.0
Blue River (Little).....	do.....	A. E. Johnston.....	5-14-26	228.0
Blue River (Little).....	do.....	A. E. Johnston.....	6-7-26	151.0
Blue River (Little).....	do.....	A. E. Johnston.....	7-17-26	122.0
Blue River (Little).....	do.....	A. E. Johnston.....	9-22-26	553.0

STREAM MEASUREMENTS—(Continued)

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From September 30, 1925 to September 30, 1926

Stream	Location	Hydrographer	Date	Discharge Sec. Ft.
Bordeaux Creek (Big)	East of Chadron	A. E. Johnston	3- 3-26	6.2
Bordeaux Creek (Big)	do	A. E. Johnston	3-24-26	4.0
Bordeaux Creek (Big)	do	A. E. Johnston	4-14-26	5.2
Bordeaux Creek (Big)	do	A. E. Johnston	5- 6-26	5.2
Bordeaux Creek (Big)	do	A. E. Johnston	5-27-26	6.6
Bordeaux Creek (Big)	do	A. E. Johnston	7- 8-26	4.8
Bordeaux Creek (Big)	do	A. E. Johnston	9-14-26	3.9
Bordeaux Creek (Little)	East of Chadron	A. E. Johnston	3- 3-26	4.4
Bordeaux Creek (Little)	do	A. E. Johnston	3-24-26	4.1
Bordeaux Creek (Little)	do	A. E. Johnston	4-14-26	4.9
Bordeaux Creek (Little)	do	A. E. Johnston	5- 6-26	0.7
Bordeaux Creek (Little)	do	A. E. Johnston	5-27-26	3.3
Bordeaux Creek (Little)	do	A. E. Johnston	7- 8-26	2.8
Bordeaux Creek (Little)	do	A. E. Johnston	9-14-26	1.5
Buffalo Creek	South of Elm Creek	A. E. Johnston	2-12-26	3.7
Buffalo Creek	do	A. E. Johnston	3-15-26	1.8
Buffalo Creek	do	A. E. Johnston	4- 5-26	2.0
Buffalo Creek	do	A. E. Johnston	4-26-26	1.0
Buffalo Creek	do	A. E. Johnston	5-17-26	67.6
Buffalo Creek	do	A. E. Johnston	6- 9-26	38.9
Buffalo Creek	do	A. E. Johnston	6-23-26	88.5
Buffalo Creek	do	A. E. Johnston	7-19-26	94.8
Buffalo Creek	do	A. E. Johnston	8- 4-26	26.6
Buffalo Creek	do	A. E. Johnston	8-28-26	100.1
Buffalo Creek	Section 17-1-40	C. E. Franklin	3- 6-26	13.4
Buffalo Creek	do	C. E. Franklin	3-22-26	8.7
Buffalo Creek	do	C. E. Franklin	4- 5-26	17.4
Buffalo Creek	do	C. E. Franklin	4-19-26	11.4
Buffalo Creek	do	C. E. Franklin	5- 5-25	1.0

STREAM MEASUREMENTS—(Continued)

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From September 30, 1925 to September 30, 1926

Stream	Location	Hydrographer	Date	Discharge Sec. Ft.
Buffalo Creek.....	Section 17-1-40.....	C. E. Franklin.....	5-18-26	9.8
Buffalo Creek.....	do.....	C. E. Franklin.....	5-27-26	8.2
Buffalo Creek.....	do.....	C. E. Franklin.....	6-16-26	4.9
Buffalo Creek.....	do.....	C. E. Franklin.....	6-28-26	5.9
Buffalo Creek.....	do.....	C. E. Franklin.....	7-15-26	18.0
Buffalo Creek.....	do.....	C. E. Franklin.....	8- 9-26	1.0
Buffalo Creek.....	do.....	C. E. Franklin.....	8-20-26	9.7
Burton Creek.....	Section 19-34-19.....	A. E. Johnston.....	3-26-26	4.1
Burton Creek.....	do.....	A. E. Johnston.....	4-16-26	3.2
Burton Creek.....	do.....	A. E. Johnston.....	5- 8-26	2.7
Burton Creek.....	do.....	A. E. Johnston.....	6- 1-26	0.8
Burton Creek.....	do.....	A. E. Johnston.....	7-10-26	1.2
Burton Creek.....	do.....	A. E. Johnston.....	9-16-26	0.9
Camp Clark Seep.....	Section 4-20-51.....	A. E. Johnston.....	10-19-25	9.8
Camp Clark Seep.....	do.....	A. E. Johnston.....	12- 1-25	7.1
Camp Clark Seep.....	do.....	A. E. Johnston.....	1-25-26	6.0
Camp Clark Seep.....	do.....	A. E. Johnston.....	2-23-26	2.7
Camp Clark Seep.....	do.....	A. W. Hall.....	3-16-26	1.9
Camp Clark Seep.....	do.....	A. W. Hall.....	4-10-26	2.5
Camp Clark Seep.....	do.....	A. W. Hall.....	5- 3-26	1.8
Camp Clark Seep.....	do.....	A. W. Hall.....	5-17-26	2.0
Camp Clark Seep.....	do.....	A. W. Hall.....	6- 6-26	1.8
Camp Clark Seep.....	do.....	A. W. Hall.....	6-19-26	2.2
Camp Clark Seep.....	do.....	A. W. Hall.....	7- 5-26	1.8
Camp Clark Seep.....	do.....	A. W. Hall.....	7-19-26	9.1
Camp Clark Seep.....	do.....	A. W. Hall.....	8-14-26	15.0
Camp Clark Seep.....	do.....	A. W. Hall.....	8-23-26	12.4
Cedar Creek.....	Section 11-18-48.....	A. E. Johnston.....	11- 3-25	18.0
Cedar Creek.....	do.....	A. E. Johnston.....	12- 8-25	16.1

STREAM MEASUREMENTS—(Continued)

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Stream	Location	Hydrographer	Discharge	
			Date	Sec. Ft.
Cedar Creek	Section 11-18-48	A. E. Johnston	1-19-26	20.1
Cedar Creek	do	A. E. Johnston	2-8-26	21.5
Cedar Creek	do	A. E. Johnston	3-19-26	17.7
Cedar Creek	do	A. E. Johnston	4-10-26	17.0
Cedar Creek	do	A. E. Johnston	5-22-26	15.8
Cedar Creek	do	A. E. Johnston	6-16-26	17.1
Cedar Creek	do	A. E. Johnston	6-30-26	5.6
Cedar Creek	do	A. E. Johnston	7-27-26	21.0
Cedar Creek	do	A. E. Johnston	8-18-26	18.9
Cedar Creek	do	A. E. Johnston	9-7-26	8.6
Cedar River	Sec. 11-16-6 at Fullerton	A. E. Johnston	3-8-26	178.0
Cedar River	do	A. E. Johnston	3-29-26	295.0
Cedar River	do	A. E. Johnston	4-19-26	287.0
Cedar River	do	A. E. Johnston	5-11-26	327.0
Cedar River	do	A. E. Johnston	6-3-26	25.1
Cedar River	do	A. E. Johnston	7-13-26	231.9
Cedar River	do	A. E. Johnston	9-18-26	310.6
Cedar Branch Creek	Section 19-14-35	A. E. Johnston	4-28-26	1.4
Cedar Branch Creek	do	A. E. Johnston	5-19-26	1.7
Cedar Branch Creek	do	A. E. Johnston	6-12-26	1.9
Cedar Branch Creek	do	A. E. Johnston	6-26-26	1.7
Cedar Branch Creek	do	A. E. Johnston	7-22-26	1.5
Cedar Branch Creek	do	A. E. Johnston	7-31-26	2.8
Cedar Branch Creek	do	A. E. Johnston	8-21-26	2.0
Cedar Branch Creek	do	A. E. Johnston	9-1-26	2.5
Cedar Branch Creek	do	A. E. Johnston	9-28-26	2.0
Center Creek	West of Franklin	A. E. Johnston	10-9-25	4.5
Chadron Creek No. 1	Above Reservoir	A. E. Johnston	10-27-25	2.1

STREAM MEASUREMENTS—(Continued)

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From September 30, 1925 to September 30, 1926

Stream	Location	Hydrographer	Date	Discharge Sec. Ft.
Chadron Creek No. 1	Above Reservoir	A. E. Johnston	11-24-25	3.1
Chadron Creek No. 1	do	A. E. Johnston	3- 3-26	2.8
Chadron Creek No. 1	do	A. E. Johnston	3-23-26	4.4
Chadron Creek No. 1	do	A. E. Johnston	4-14-26	5.0
Chadron Creek No. 1	do	A. E. Johnston	5- 6-26	5.4
Chadron Creek No. 1	do	A. E. Johnston	5-27-26	3.7
Chadron Creek No. 1	do	A. E. Johnston	7- 8-26	6.4
Chadron Creek No. 1	do	A. E. Johnston	8-14-26	3.6
Chadron Creek No. 1	do	A. E. Johnston	9-13-26	2.9
Chadron Creek No. 2	Below Reservoir	A. E. Johnston	10-27-25	0.7
Chadron Creek No. 2	do	A. E. Johnston	11-24-25	1.3
Chadron Creek No. 2	do	A. E. Johnston	3- 3-26	0.9
Chadron Creek No. 2	do	A. E. Johnston	3-23-26	0.9
Chadron Creek No. 2	do	A. E. Johnston	4-14-26	2.8
Chadron Creek No. 2	do	A. E. Johnston	5- 6-26	1.0
Chadron Creek No. 2	do	A. E. Johnston	5-27-26	0.7
Chadron Creek No. 2	do	A. E. Johnston	7- 8-26	0.8
Chadron Creek No. 2	do	A. E. Johnston	8-14-26	0.7
Chadron Creek No. 2	do	A. E. Johnston	9-13-26	0.4
Chadron Creek No. 3	Below Pipe Line	A. E. Johnston	10-27-25	0.8
Chadron Creek No. 3	do	A. E. Johnston	11-24-25	1.2
Chadron Creek No. 3	do	A. E. Johnston	3- 3-26	1.4
Chadron Creek No. 3	do	A. E. Johnston	3-23-26	1.9
Chadron Creek No. 3	do	A. E. Johnston	4-14-26	2.6
Chadron Creek No. 3	do	A. E. Johnston	5- 6-26	1.9
Chadron Creek No. 3	do	A. E. Johnston	5-27-26	0.9
Chadron Creek No. 3	do	A. E. Johnston	7- 8-26	2.1
Chadron Creek No. 3	do	A. E. Johnston	8-14-26	3.6
Chadron Creek No. 3	do	A. E. Johnston	9-13-26	0.2

STREAM MEASUREMENTS—(Continued)

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From September 30, 1925 to September 30, 1926

Stream	Location	Hydrographer	Date	Discharge Sec. Ft.
Chadron Creek No. 4.....	Section 15-33-49.....	A. E. Johnston.....	10-27-25	1.5
Chadron Creek No. 4.....	do.....	A. E. Johnston.....	11-24-25	3.2
Chadron Creek No. 4.....	do.....	A. E. Johnston.....	3- 2-26	3.7
Chadron Creek No. 4.....	do.....	A. E. Johnston.....	3-23-26	4.1
Chadron Creek No. 4.....	do.....	A. E. Johnston.....	4-14-26	3.4
Chadron Creek No. 4.....	do.....	A. E. Johnston.....	5- 5-26	2.1
Chadron Creek No. 4.....	do.....	A. E. Johnston.....	5-26-26	3.0
Chadron Creek No. 4.....	do.....	A. E. Johnston.....	7- 7-26	4.5
Chadron Creek No. 4.....	do.....	A. E. Johnston.....	8-14-26	3.2
Chadron Creek No. 4.....	do.....	A. E. Johnston.....	9-13-26	0.7
Cherry Creek Drain.....	South of Torrington, Wyo.....	A. W. Hall.....	3-18-26	3.5
Cherry Creek Drain.....	do.....	A. W. Hall.....	4- 9-26	3.5
Cherry Creek Drain.....	do.....	A. W. Hall.....	5- 6-26	18.6
Cherry Creek Drain.....	do.....	A. W. Hall.....	5-20-26	10.9
Cherry Creek Drain.....	do.....	A. W. Hall.....	6- 2-26	46.1
Cherry Creek Drain.....	do.....	A. W. Hall.....	6-23-26	8.1
Cherry Creek Drain.....	do.....	A. W. Hall.....	7- 9-26	33.5
Cherry Creek Drain.....	do.....	A. W. Hall.....	7-22-26	42.4
Cherry Creek Drain.....	do.....	A. W. Hall.....	8-13-26	41.3
Cherry Creek Drain.....	do.....	A. W. Hall.....	8-27-26	49.2
Cherry Creek Drain.....	do.....	A. W. Hall.....	9-15-26	50.2
Clear Creek.....	Section 5-15-51.....	A. E. Johnston.....	10-15-25	10.3
Clear Creek.....	do.....	A. E. Johnston.....	11- 4-25	10.4
Clear Creek.....	do.....	A. E. Johnston.....	12- 7-25	11.3
Clear Creek.....	do.....	A. E. Johnston.....	1-20-26	11.6
Clear Creek.....	do.....	A. E. Johnston.....	2- 9-26	10.0
Clear Creek.....	do.....	A. E. Johnston.....	3-18-26	10.4
Clear Creek.....	do.....	A. E. Johnston.....	4- 9-26	10.1
Clear Creek.....	do.....	A. E. Johnston.....	4-29-26	8.9
Clear Creek.....	do.....	A. E. Johnston.....	5-20-26	9.5

STREAM MEASUREMENTS—(Continued)

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From September 30, 1925 to September 30, 1926

Stream	Location	Hydrographer	Date	Discharge Sec. Ft.
Clear Creek	Section 5-15-51	A. E. Johnston	6-14-26	12.1
Clear Creek	do	A. E. Johnston	6-18-26	9.6
Clear Creek	do	A. E. Johnston	6-28-26	0.4
Clear Creek	do	A. E. Johnston	7-23-26	0.2
Clear Creek	do	A. E. Johnston	8-19-26	0.7
Clear Creek	do	A. E. Johnston	8-26-26	0.0
Clear Creek	do	A. E. Johnston	9- 2-26	1.7
Clear Creek	do	A. E. Johnston	9-30-26	10.6
Clear Water Creek	Section 6-25-7	A. E. Johnston	3- 5-26	48.7
Clear Water Creek	do	A. E. Johnston	3-27-26	36.3
Clear Water Creek	do	A. E. Johnston	4-17-26	39.5
Clear Water Creek	do	A. E. Johnston	5-10-26	49.4
Clear Water Creek	do	A. E. Johnston	6- 2-26	27.1
Clear Water Creek	do	A. E. Johnston	7-12-26	24.4
Clear Water Creek	do	A. E. Johnston	9-17-26	99.7
Cold Water Creek	Section 34-18-46	A. E. Johnston	10-16-25	0.3
Cold Water Creek	do	A. E. Johnston	11- 3-25	0.5
Cold Water Creek	do	A. E. Johnston	12- 8-25	0.1
Cold Water Creek	do	A. E. Johnston	1-19-26	3.4
Cold Water Creek	do	A. E. Johnston	2- 8-26	3.7
Cold Water Creek	do	A. E. Johnston	3-19-26	0.1
Cold Water Creek	do	A. E. Johnston	4-10-26	4.9
Cold Water Creek	do	A. E. Johnston	4-30-26	0.7
Cold Water Creek	do	A. E. Johnston	5-21-26	0.2
Cold Water Creek	do	A. E. Johnston	6-16-26	0.4
Cold Water Creek	do	A. E. Johnston	6-30-26	0.2
Cold Water Creek	do	A. E. Johnston	7-24-26	0.0
Cold Water Creek	do	A. E. Johnston	7-30-26	0.6
Cold Water Creek	do	A. E. Johnston	8-10-26	0.3
Cold Water Creek	do	A. E. Johnston	8-18-26	5.3

STREAM MEASUREMENTS—(Continued)  
From September 30, 1925 to September 30, 1926

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Stream	Location	Hydrographer	Date	Discharge Sec. Ft.
Cold Water Creek.....	Section 34-18-46.....	A. E. Johnston.....	9- 3-26	0.4
Cottonwood Creek.....	North of Dunlap.....	A. E. Johnston.....	3- 1-26	3.0
Cottonwood Creek.....	do.....	A. E. Johnston.....	3-22-26	1.8
Cottonwood Creek.....	do.....	A. E. Johnston.....	4-13-26	1.7
Cottonwood Creek.....	do.....	A. E. Johnston.....	5- 4-26	1.2
Cottonwood Creek.....	do.....	A. E. Johnston.....	5-25-26	1.3
Cottonwood Creek.....	do.....	A. E. Johnston.....	7- 6-26	5.4
Cottonwood Creek.....	do.....	A. E. Johnston.....	8-14-26	1.0
Cottonwood Cr. (Little).....	Whitney Pipe line.....	A. E. Johnston.....	3- 2-26	4.0
Cottonwood Cr. (Little).....	do.....	A. E. Johnston.....	3-23-26	2.3
Cottonwood Cr. (Little).....	do.....	A. E. Johnston.....	4-14-26	1.5
Cottonwood Cr. (Little).....	do.....	A. E. Johnston.....	5- 5-26	0.4
Cottonwood Cr. (Little).....	do.....	A. E. Johnston.....	5-26-26	1.5
Cottonwood Cr. (Little).....	do.....	A. E. Johnston.....	7- 7-26	3.1
Cottonwood Cr. (Little).....	do.....	A. E. Johnston.....	8-13-26	3.5
Cottonwood Cr. (Little).....	do.....	A. E. Johnston.....	9-13-26	2.4
Cottonwood Creek.....	Below Golden Canal.....	A. E. Johnston.....	4-13-26	0.4
Crooked Creek.....	Section 19-34-19.....	A. E. Johnston.....	3-26-26	1.2
Crooked Creek.....	do.....	A. E. Johnston.....	4-16-26	1.3
Crooked Creek.....	do.....	A. E. Johnston.....	6- 1-26	0.5
Crooked Creek.....	do.....	A. E. Johnston.....	7-10-26	0.9
Crooked Creek.....	do.....	A. E. Johnston.....	9-16-26	0.5
Dead Horse Creek.....	Section 32-33-49.....	A. E. Johnston.....	3-23-26	1.7
Dead Horse Creek.....	do.....	A. E. Johnston.....	4-14-26	3.5
Dead Horse Creek.....	do.....	A. E. Johnston.....	5- 5-26	3.7
Dead Horse Creek.....	do.....	A. E. Johnston.....	5-26-26	3.7
Dead Horse Creek.....	do.....	A. E. Johnston.....	7- 7-26	1.6

STREAM MEASUREMENTS—(Continued)

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From September 30, 1925 to September 30, 1926

Stream	Location	Hydrographer	Date	Discharge Sec. Ft.
Deer Creek	Holbrook	C. E. Franklin	3- 5-26	0.4
Driftwood Creek	Section 13-2-30	A. E. Johnston	2-16-26	0.5
Driftwood Creek	do.	C. E. Franklin	3- 4-26	0.0
Dugout (Lower)	Gauging Station	A. E. Johnston	7- 1-26	0.2
Dugout (Lower)	do.	A. E. Johnston	7-27-26	0.3
Dugout (Upper)	Sinclair Oil Station	A. W. Hall	7-20-26	30.6
Dugout (Upper)	do.	A. W. Hall	9- 1-26	0.9
Dugout (Upper)	do.	A. W. Hall	8-23-26	8.0
Elk Creek	East of Arapahoe	A. E. Johnston	2-16-26	0.3
Elkhorn River	Elk City	A. E. Johnston	10- 5-25	830.0
Elkhorn River	Neligh, Nebraska	A. E. Johnston	3- 6-26	307.0
Elkhorn River	do.	A. E. Johnston	3-29-26	230.0
Elkhorn River	do.	A. E. Johnston	4-17-26	222.0
Elkhorn River	do.	A. E. Johnston	5-11-26	259.0
Elkhorn River	do.	A. E. Johnston	6- 2-26	160.0
Elkhorn River	do.	A. E. Johnston	7-12-26	118.0
Elkhorn River	do.	A. E. Johnston	9-17-26	276.0
Elm Creek	Section 33-9-18	A. E. Johnston	2-12-26	.0
Fairfield Seep	Section 18-21-53	A. E. Johnston	10-23-25	2.5
Fairfield Seep	do.	A. E. Johnston	12- 1-25	3.2
Fairfield Seep	do.	A. E. Johnston	1-28-26	4.8
Fairfield Seep	do.	A. E. Johnston	2-23-26	3.8
Fairfield Seep	do.	A. W. Hall	4- 9-26	3.1

STREAM MEASUREMENTS—(Continued)

From September 30, 1925 to September 30, 1926

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Stream	Location	Hydrographer	Date	Discharge Sec. Ft.
Fairfield Seep.....	Section 18-21-53.....	A. W. Hall.....	5- 6-26	3.2
Fairfield Seep.....	do.....	A. W. Hall.....	5-18-26	0.8
Fairfield Seep.....	do.....	A. W. Hall.....	6- 4-26	5.5
Fairfield Seep.....	do.....	A. W. Hall.....	6-24-26	3.1
Fairfield Seep.....	do.....	A. W. Hall.....	7-10-26	16.5
Fairfield Seep.....	do.....	A. W. Hall.....	7-23-26	4.0
Fairfield Seep.....	do.....	A. W. Hall.....	8-14-26	13.7
Fairfield Seep.....	do.....	A. W. Hall.....	9-16-26	5.5
Fanning Seep.....	Section 29-23-56.....	A. E. Johnston.....	2- 5-26	9.0
Fanning Seep.....	do.....	A. E. Johnston.....	2-25-26	5.6
Fanning Seep.....	do.....	A. W. Hall.....	3-18-26	8.1
Fanning Seep.....	do.....	A. W. Hall.....	4- 8-26	8.0
Fanning Seep.....	do.....	A. W. Hall.....	5- 5-26	5.0
Fanning Seep.....	do.....	A. W. Hall.....	5-19-26	4.6
Fanning Seep.....	do.....	A. W. Hall.....	6- 3-26	9.8
Fanning Seep.....	do.....	A. W. Hall.....	7- 8-26	6.5
Fanning Seep.....	do.....	A. W. Hall.....	7-21-26	7.9
Fanning Seep.....	do.....	A. W. Hall.....	8-13-26	19.5
Fanning Seep.....	do.....	A. W. Hall.....	8-26-26	9.2
Fanning Seep.....	do.....	A. W. Hall.....	9-14-26	6.7
Farmers Creek.....	Section 5-1-12.....	A. E. Johnston.....	10- 9-25	1.4
Farmers Creek.....	do.....	A. E. Johnston.....	3-12-26	2.8
Farmers Creek.....	do.....	A. E. Johnston.....	6- 8-26	0.3
Frenchman River.....	Above Maranville.....	A. E. Johnston.....	1-12-26	7.3
Frenchman River.....	do.....	C. E. Franklin.....	3- 2-26	4.2
Frenchman River.....	do.....	C. E. Franklin.....	3-18-26	3.9
Frenchman River.....	do.....	C. E. Franklin.....	3-31-26	3.8
Frenchman River.....	do.....	C. E. Franklin.....	4-16-26	3.7
Frenchman River.....	do.....	C. E. Franklin.....	4-29-26	3.1

STREAM MEASUREMENTS—(Continued)

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From September 30, 1925 to September 30, 1926

Stream	Location	Hydrographer <sup>c</sup>	Date	Discharge
				Sec. Ft.
Frenchman River.....	Above Maranville.....	C. E. Franklin.....	5-14-26	3.9
Frenchman River.....	do.....	C. E. Franklin.....	5-31-26	3.6
Frenchman River.....	do.....	C. E. Franklin.....	6-14-26	3.3
Frenchman River.....	do.....	C. E. Franklin.....	6-15-26	3.5
Frenchman River.....	do.....	C. E. Franklin.....	6-26-26	4.1
Frenchman River.....	Above Maranville Res.....	C. E. Franklin.....	7-13-26	4.1
Frenchman River.....	do.....	C. E. Franklin.....	8-7-26	2.8
Frenchman River.....	do.....	C. E. Franklin.....	8-23-26	3.4
Frenchman River.....	Below Maranville Canal.....	A. E. Johnston.....	10-14-25	14.8
Frenchman River.....	do.....	A. E. Johnston.....	11-17-25	10.3
Frenchman River.....	do.....	A. E. Johnston.....	1-12-26	7.8
Frenchman River.....	do.....	A. E. Johnston.....	2-17-26	4.3
Frenchman River.....	do.....	C. E. Franklin.....	3-2-26	5.6
Frenchman River.....	do.....	C. E. Franklin.....	3-18-26	5.2
Frenchman River.....	do.....	C. E. Franklin.....	3-31-26	3.5
Frenchman River.....	do.....	C. E. Franklin.....	4-16-26	4.4
Frenchman River.....	do.....	G. E. Franklin.....	4-29-26	0.3
Frenchman River.....	do.....	C. E. Franklin.....	5-14-26	0.1
Frenchman River.....	do.....	C. E. Franklin.....	5-31-26	0.3
Frenchman River.....	do.....	C. E. Franklin.....	6-14-26	0.1
Frenchman River.....	do.....	C. E. Franklin.....	6-26-26	0.4
Frenchman River.....	do.....	C. E. Franklin.....	7-13-26	0.3
Frenchman River.....	do.....	C. E. Franklin.....	8-7-26	0.2
Frenchman River.....	do.....	C. E. Franklin.....	8-23-26	0.3
Frenchman River.....	Below Inman Canal.....	A. E. Johnston.....	10-14-25	15.0
Frenchman River.....	do.....	A. E. Johnston.....	11-17-25	22.0
Frenchman River.....	do.....	A. E. Johnston.....	2-17-26	29.4
Frenchman River.....	do.....	C. E. Franklin.....	3-2-26	26.2
Frenchman River.....	do.....	C. E. Franklin.....	3-18-26	18.8

STREAM MEASUREMENTS—(Continued)

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From September 30, 1925 to September 30, 1926

Stream	Location	Hydrographer	Discharge	
			Date	Sec. Ft.
Frenchman River	Below Inman Canal	C. E. Franklin	3-31-26	19.5
Frenchman River	do.	C. E. Franklin	4-16-26	8.0
Frenchman River	do.	C. E. Franklin	4-29-26	4.0
Frenchman River	do.	C. E. Franklin	5-14-26	12.7
Frenchman River	do.	C. E. Franklin	5-21-26	12.4
Frenchman River	do.	C. E. Franklin	6-14-26	12.1
Frenchman River	do.	C. E. Franklin	6-26-26	6.9
Frenchman River	do.	C. E. Franklin	7-13-26	9.7
Frenchman River	do.	G. E. Franklin	8-7-26	9.7
Frenchman River	do.	C. E. Franklin	8-23-26	5.0
Frenchman River	Above Kilpatrick Diversion	A. E. Johnston	1-12-26	35.5
Frenchman River	do.	C. E. Franklin	3-2-26	26.4
Frenchman River	do.	C. E. Franklin	3-18-26	23.9
Frenchman River	do.	C. E. Franklin	3-31-26	22.7
Frenchman River	do.	C. E. Franklin	4-16-26	15.5
Frenchman River	do.	C. E. Franklin	4-30-26	11.3
Frenchman River	do.	C. E. Franklin	5-14-26	21.2
Frenchman River	do.	C. E. Franklin	5-31-26	17.4
Frenchman River	do.	C. E. Franklin	6-14-26	18.5
Frenchman River	do.	C. E. Franklin	6-26-26	14.8
Frenchman River	do.	C. E. Franklin	7-13-26	17.7
Frenchman River	do.	C. E. Franklin	8-7-26	15.6
Frenchman River	do.	C. E. Franklin	8-23-26	13.2
Frenchman River	Below Kilpatrick Diversion	A. E. Johnston	1-12-26	40.7
Frenchman River	do.	A. E. Johnston	2-17-26	38.5
Frenchman River	do.	C. E. Franklin	3-2-26	27.3
Frenchman River	do.	C. E. Franklin	3-18-26	25.3
Frenchman River	do.	C. E. Franklin	3-31-26	14.7
Frenchman River	do.	C. E. Franklin	4-16-26	2.5
Frenchman River	do.	C. E. Franklin	4-30-26	4.0

STREAM MEASUREMENTS—(Continued)

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From September 30, 1925 to September 30, 1926

Stream	Location	Hydrographer	Discharge	
			Date	Sec. Ft.
Frenchman River.....	Below Kilpatrick Diversion.....	C. E. Franklin.....	5-14-26	4.3
Frenchman River.....	do.....	C. E. Franklin.....	5-31-26	9.7
Frenchman River.....	do.....	C. E. Franklin.....	6-14-26	25.2
Frenchman River.....	do.....	C. E. Franklin.....	6-26-26	4.2
Frenchman River.....	do.....	C. E. Franklin.....	7-13-26	17.3
Frenchman River.....	do.....	C. E. Franklin.....	8- 7-26	8.9
Frenchman River.....	do.....	C. E. Franklin.....	8-23-26	11.3
Frenchman River.....	Below Champion Mill.....	A. E. Johnston.....	10-14-25	20.0
Frenchman River.....	do.....	A. E. Johnston.....	11-17-25	25.0
Frenchman River.....	do.....	A. E. Johnston.....	1-12-26	68.8
Frenchman River.....	do.....	A. E. Johnston.....	2-17-26	61.8
Frenchman River.....	do.....	C. E. Franklin.....	3- 2-26	52.3
Frenchman River.....	do.....	C. E. Franklin.....	3-18-25	41.7
Frenchman River.....	do.....	C. E. Franklin.....	3-31-26	32.7
Frenchman River.....	do.....	C. E. Franklin.....	4-16-26	53.2
Frenchman River.....	do.....	C. E. Franklin.....	4-30-26	32.2
Frenchman River.....	do.....	C. E. Franklin.....	5-14-26	32.7
Frenchman River.....	do.....	C. E. Franklin.....	5-31-26	24.4
Frenchman River.....	do.....	C. E. Franklin.....	6-14-26	42.6
Frenchman River.....	do.....	C. E. Franklin.....	6-26-26	13.3
Frenchman River.....	do.....	C. E. Franklin.....	7-13-26	38.1
Frenchman River.....	do.....	C. E. Franklin.....	8- 7-26	19.5
Frenchman River.....	do.....	C. E. Franklin.....	8-23-26	52.2
Frenchman River.....	South of Imperial.....	A. E. Johnston.....	10-13-25	70.1
Frenchman River.....	do.....	A. E. Johnston.....	11-17-25	66.0
Frenchman River.....	do.....	A. E. Johnston.....	1-12-26	96.1
Frenchman River.....	do.....	C. E. Franklin.....	3- 2-26	73.7
Frenchman River.....	do.....	C. E. Franklin.....	3-18-26	61.4
Frenchman River.....	do.....	C. E. Franklin.....	3-31-26	64.6
Frenchman River.....	do.....	C. E. Franklin.....	4-16-26	52.1

STREAM MEASUREMENTS—(Continued)

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From September 30, 1925 to September 30, 1926

Stream	Location	Hydrographer	Date	Discharge Sec. Ft.
Frenchman River.....	South of Imperial.....	C. E. Franklin.....	4-30-26	54.9
Frenchman River.....	do.....	C. E. Franklin.....	5-13-26	6.5
Frenchman River.....	do.....	C. E. Franklin.....	5-31-26	56.6
Frenchman River.....	do.....	C. E. Franklin.....	6-14-26	55.3
Frenchman River.....	do.....	C. E. Franklin.....	6-26-26	57.9
Frenchman River.....	do.....	C. E. Franklin.....	7-13-26	57.8
Frenchman River.....	do.....	C. E. Franklin.....	8-28-26	51.8
Frenchman River.....	Wauneta.....	A. E. Johnston.....	10-12-25	95.4
Frenchman River.....	do.....	A. E. Johnston.....	11-18-25	96.2
Frenchman River.....	do.....	A. E. Johnston.....	1-13-26	115.2
Frenchman River.....	do.....	A. E. Johnston.....	2-17-26	101.0
Frenchman River.....	do.....	C. E. Franklin.....	3- 3-26	103.1
Frenchman River.....	do.....	C. E. Franklin.....	3-19-26	104.7
Frenchman River.....	do.....	C. E. Franklin.....	3-31-26	92.2
Frenchman River.....	do.....	C. E. Franklin.....	4-16-26	95.3
Frenchman River.....	do.....	C. E. Franklin.....	4-30-26	82.6
Frenchman River.....	do.....	C. E. Franklin.....	5-14-26	94.4
Frenchman River.....	do.....	C. E. Franklin.....	5-31-26	76.1
Frenchman River.....	do.....	C. E. Franklin.....	6-14-26	65.7
Frenchman River.....	do.....	C. E. Franklin.....	6-26-26	90.0
Frenchman River.....	do.....	C. E. Franklin.....	7-13-26	89.4
Frenchman River.....	do.....	C. E. Franklin.....	8- 8-26	57.4
Frenchman River.....	do.....	C. E. Franklin.....	8-22-26	83.2
Frenchman River.....	Palisade.....	A. E. Johnston.....	10-12-25	49.7
Frenchman River.....	do.....	A. E. Johnston.....	11-18-25	145.5
Frenchman River.....	do.....	A. E. Johnston.....	1-13-26	177.8
Frenchman River.....	do.....	A. E. Johnston.....	2-17-26	168.0
Frenchman River.....	do.....	C. E. Franklin.....	3- 3-26	158.0
Frenchman River.....	do.....	C. E. Franklin.....	3-19-26	128.8
Frenchman River.....	do.....	C. E. Franklin.....	3-31-26	57.6

STREAM MEASUREMENTS—(Continued)

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From September 30, 1925 to September 30, 1926

Stream	Location	Hydrographer	Discharge	
			Date	Sec. Ft.
Frenchman River.....	Palisade.....	C. E. Franklin.....	4-17-26	17.3
Frenchman River.....	do.....	C. E. Franklin.....	5- 3-26	7.4
Frenchman River.....	do.....	C. E. Franklin.....	5-15-26	57.0
Frenchman River.....	do.....	C. E. Franklin.....	5-28-26	6.7
Frenchman River.....	do.....	C. E. Franklin.....	6-15-26	6.6
Frenchman River.....	do.....	C. E. Franklin.....	6-27-26	10.3
Frenchman River.....	do.....	C. E. Franklin.....	7-14-26	36.9
Frenchman River.....	do.....	C. E. Franklin.....	8- 8-26	6.1
Frenchman River.....	do.....	C. E. Franklin.....	8-22-26	19.9
Frenchman River.....	Culbertson.....	A. E. Johnston.....	10-12-25	73.3
Frenchman River.....	do.....	A. E. Johnston.....	11-18-25	181.0
Frenchman River.....	do.....	A. E. Johnston.....	1-13-26	188.8
Frenchman River.....	do.....	A. E. Johnston.....	2-17-26	161.3
Frenchman River.....	do.....	C. E. Franklin.....	3- 3-26	149.1
Frenchman River.....	do.....	C. E. Franklin.....	3-19-26	133.4
Frenchman River.....	do.....	C. E. Franklin.....	4- 3-26	129.0
Frenchman River.....	do.....	C. E. Franklin.....	4-17-26	33.8
Frenchman River.....	do.....	C. E. Franklin.....	5- 1-26	36.6
Frenchman River.....	do.....	C. E. Franklin.....	5-15-26	83.9
Frenchman River.....	do.....	C. E. Franklin.....	5-29-26	30.8
Frenchman River.....	do.....	C. E. Franklin.....	6-17-26	489.7
Frenchman River.....	do.....	C. E. Franklin.....	6-29-26	37.4
Frenchman River.....	do.....	C. E. Franklin.....	7-14-26	95.7
Frenchman River.....	do.....	C. E. Franklin.....	8- 8-26	32.6
Frenchman River.....	do.....	C. E. Franklin.....	8-22-26	75.1
Frenchman River.....	Below Culbertson Canal.....	C. E. Franklin.....	5- 3-26	1.6
Frenchman River.....	do.....	C. E. Franklin.....	8- 8-26	0.5
Gering Drain.....	Section 6-21-54.....	A. E. Johnston.....	11-12-25	15.8
Gering Drain.....	do.....	A. E. Johnston.....	12- 2-25	12.0

STREAM MEASUREMENTS—(Continued)

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From September 30, 1925 to September 30, 1926

Stream	Location	Hydrographer	Date	Discharge Sec. Ft.
Gering Drain.....	Section 6-21-54.....	A. E. Johnston.....	1-26-26	11.5
Gering Drain.....	do.....	A. E. Johnston.....	2-24-26	10.7
Gering Drain.....	do.....	A. W. Hall.....	3-19-26	6.4
Gering Drain.....	do.....	A. W. Hall.....	4- 9-26	6.8
Gering Drain.....	do.....	A. W. Hall.....	5- 6-26	80.8
Gering Drain.....	do.....	A. W. Hall.....	5-21-26	30.2
Gering Drain.....	do.....	A. W. Hall.....	6- 4-26	67.7
Gering Drain.....	do.....	A. W. Hall.....	6-24-26	50.3
Gering Drain.....	do.....	A. W. Hall.....	7-10-26	73.9
Gering Drain.....	do.....	A. W. Hall.....	7-23-26	58.7
Gering Drain.....	do.....	A. W. Hall.....	8-14-26	66.9
Gering Drain.....	do.....	A. W. Hall.....	9-16-26	37.9
Golden Creek.....	Meadow Brook.....	A. E. Johnston.....	4- 9-26	3.2
Gordon Creek.....	Section 30-33-28.....	A. E. Johnston.....	5- 7-26	13.9
Gordon Creek.....	do.....	A. E. Johnston.....	5-28-26	9.4
Gordon Creek.....	do.....	A. E. Johnston.....	9-15-26	5.6
Gothenburg Power Waste.....	West 16th Street.....	A. E. Johnston.....	1-21-26	48.1
Gothenburg Power Waste.....	do.....	A. E. Johnston.....	2-12-26	70.1
Gothenburg Power Waste.....	do.....	A. E. Johnston.....	3-16-26	99.4
Gothenburg Power Waste.....	do.....	A. E. Johnston.....	4- 6-26	107.0
Gothenburg Power Waste.....	do.....	A. E. Johnston.....	4-27-26	109.4
Gothenburg Power Waste.....	do.....	A. E. Johnston.....	5-18-26	112.1
Gothenburg Power Waste.....	do.....	A. E. Johnston.....	6-10-26	102.3
Gothenburg Power Waste.....	do.....	A. E. Johnston.....	6-24-26	146.4
Gothenburg Power Waste.....	do.....	A. E. Johnston.....	7-20-26	94.4
Gothenburg Power Waste.....	do.....	A. E. Johnston.....	8- 3-26	124.0
Gothenburg Power Waste.....	do.....	A. E. Johnston.....	8- 7-26	95.7
Gothenburg Power Waste.....	do.....	A. E. Johnston.....	8-23-26	134.9
Gothenburg Power Waste.....	do.....	A. E. Johnston.....	8-30-26	100.6

STREAM MEASUREMENTS—(Continued)

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From September 30, 1925 to September 30, 1926

Stream	Location	Hydrographer	Date	Discharge Sec. Ft.
Gothenburg Power Waste	West 16th Street	A. E. Johnston	9-27-26	134.6
Gravel Creek	Section 9-14-36	A. E. Johnston	2- 9-26	2.6
Gravel Creek	do	A. E. Johnston	3-18-26	2.5
Gravel Creek	do	A. E. Johnston	5-20-26	1.8
Gravel Creek	do	A. E. Johnston	8-20-26	2.1
Greenwood Creek	Bridge above mouth	A. E. Johnston	2-22-26	0.5
Greenwood Creek	do	A. W. Hall	3-19-26	0.0
Greenwood Creek	do	A. W. Hall	4-12-26	0.0
Greenwood Creek	do	A. W. Hall	5- 7-26	13.9
Greenwood Creek	do	A. W. Hall	5-17-26	2.2
Greenwood Creek	do	A. W. Hall	7- 6-26	0.0
Greenwood Creek	do	A. W. Hall	7-19-26	0.0
Greenwood Creek	do	A. W. Hall	8- 9-26	0.0
Greenwood Creek	do	A. W. Hall	9-17-26	0.4
Greenwood Creek	Below Meglemre Canal	A. W. Hall	7-19-26	0.9
Greenwood Creek	do	A. W. Hall	7-29-26	6.2
Horse Creek	East of Parks	A. E. Johnston	10-13-25	1.8
Horse Creek	do	A. E. Johnston	11-19-25	1.4
Horse Creek	do	C. E. Franklin	5-18-26	1.4
Horse Creek	do	C. E. Franklin	5-27-26	0.8
Horse Creek	do	C. E. Franklin	6-28-26	0.0
Horse Creek	do	C. E. Franklin	7-15-26	0.3
Horse Creek	do	C. E. Franklin	8- 9-26	0.0
Horse Creek	do	C. E. Franklin	8-21-26	0.9
Horse Creek	Section 25-23-58	A. E. Johnston	10-21-26	62.1
Horse Creek	do	A. E. Johnston	12- 2-26	50.6

STREAM MEASUREMENTS—(Continued)

544

From September 30, 1925 to September 30, 1926

Stream	Location	Hydrographer	Date	Discharge Sec. Ft.
Horse Creek.....	Section 25-23-58.....	A. E. Johnston.....	1-27-26	60.3
Horse Creek.....	do.....	A. E. Johnston.....	2-24-26	66.6
Horse Creek.....	do.....	A. W. Hall.....	3-19-26	27.9
Horse Creek.....	do.....	A. W. Hall.....	4- 8-26	16.4
Horse Creek.....	do.....	A. W. Hall.....	5- 6-26	80.2
Horse Creek.....	do.....	A. W. Hall.....	5-21-26	132.5
Horse Creek.....	do.....	A. W. Hall.....	6- 3-26	254.9
Horse Creek.....	do.....	A. W. Hall.....	6-22-26	283.5
Horse Creek.....	do.....	A. W. Hall.....	7- 9-26	270.0
Horse Creek.....	do.....	A. W. Hall.....	7-22-26	201.0
Horse Creek.....	do.....	A. W. Hall.....	8-13-26	298.5
Horse Creek.....	do.....	A. W. Hall.....	8-27-26	118.9
Horse Creek.....	do.....	A. W. Hall.....	9-15-26	284.0
Indian Creek.....	Northport, Wye.....	A. E. Johnston.....	10-19-25	11.2
Indian Creek.....	do.....	A. E. Johnston.....	10-31-25	13.2
Indian Creek.....	do.....	A. E. Johnston.....	12-12-25	11.5
Indian Creek.....	do.....	A. E. Johnston.....	1-18-26	9.1
Indian Creek.....	do.....	A. W. Hall.....	3-16-26	6.3
Indian Creek.....	do.....	A. W. Hall.....	4-10-26	6.1
Indian Creek.....	do.....	A. W. Hall.....	5- 3-26	4.3
Indian Creek.....	do.....	A. W. Hall.....	5-17-26	24.9
Indian Creek.....	do.....	A. W. Hall.....	6- 6-26	24.4
Indian Creek.....	do.....	A. W. Hall.....	6-19-26	12.7
Indian Creek.....	do.....	A. W. Hall.....	7- 5-26	12.4
Indian Creek.....	do.....	A. W. Hall.....	7-19-26	22.8
Indian Creek.....	do.....	A. W. Hall.....	8-14-26	20.1
Indian Creek.....	do.....	A. W. Hall.....	8-23-26	48.6
Indian Creek.....	do.....	A. W. Hall.....	9-16-26	48.6
Indian Creek.....	2 Miles East of Max.....	C. E. Franklin.....	3- 6-26	4.6
Indian Creek.....	do.....	C. E. Franklin.....	3-22-26	2.2

## STREAM MEASUREMENTS—(Continued)

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From September 30, 1925 to September 30, 1926

Stream	Location	Hydrographer.	Discharge	
			Date	Sec. Ft.
Indian Creek.....	2 Miles East of Max.....	C. E. Franklin.....	4- 5-26	3.0
Indian Creek.....	do.....	C. E. Franklin.....	4-19-26	4.2
Indian Creek.....	do.....	C. E. Franklin.....	5- 5-26	2.4
Indian Creek.....	do.....	C. E. Franklin.....	5-18-26	7.7
Indian Creek.....	do.....	C. E. Franklin.....	5-27-26	3.1
Indian Creek.....	do.....	C. E. Franklin.....	6-16-26	3.8
Indian Creek.....	do.....	C. E. Franklin.....	6-27-26	1.3
Indian Creek.....	do.....	C. E. Franklin.....	8-10-26	4.8
Indian Creek.....	do.....	C. E. Franklin.....	8-21-26	0.9
Katzer Drain.....	Section 10-23-60.....	A. W. Hall.....	3-18-26	3.6
Katzer Drain.....	do.....	A. W. Hall.....	4- 9-26	4.7
Katzer Drain.....	do.....	A. W. Hall.....	5- 5-26	25.9
Katzer Drain.....	do.....	A. W. Hall.....	5-20-26	16.2
Katzer Drain.....	do.....	A. W. Hall.....	6- 2-26	16.5
Katzer Drain.....	do.....	A. W. Hall.....	6-23-26	17.9
Katzer Drain.....	do.....	A. W. Hall.....	7- 9-26	21.9
Katzer Drain.....	do.....	A. W. Hall.....	7-22-26	22.0
Katzer Drain.....	do.....	A. W. Hall.....	8-13-26	37.6
Katzer Drain.....	do.....	A. W. Hall.....	8-27-26	28.6
Katzer Drain.....	do.....	A. W. Hall.....	9-15-26	35.9
Keya Paha River.....	Section 20-34-15.....	A. E. Johnston.....	3- 5-26	149.0
Keya Paha River.....	do.....	A. E. Johnston.....	3-26-26	98.7
Keya Paha River.....	do.....	A. E. Johnston.....	4-16-26	108.1
Keya Paha River.....	do.....	A. E. Johnston.....	5- 8-26	77.1
Keya Paha River.....	do.....	A. E. Johnston.....	6- 1-26	122.5
Keya Paha River.....	do.....	A. E. Johnston.....	7-10-26	67.9
Keya Paha River.....	do.....	A. E. Johnston.....	9-16-26	42.1
Lane Drain.....	Section 30-23-57.....	A. W. Hall.....	4- 8-26	1.9
Lane Drain.....	do.....	A. W. Hall.....	6- 3-26	1.4

STREAM MEASUREMENTS—(Continued)

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From September 30, 1925 to September 30, 1926

Stream	Location	Hydrographer	Discharge	
			Date	Sec. Ft.
Leander Creek.....	Section 32-34-37.....	A. E. Johnston.....	3- 3-26	15.7
Leander Creek.....	do.....	A. E. Johnston.....	3-23-26	6.0
Leander Creek.....	do.....	A. E. Johnston.....	4-15-26	5.7
Leander Creek.....	do.....	A. E. Johnston.....	5- 7-26	16.1
Leander Creek.....	do.....	A. E. Johnston.....	5-28-26	1.4
Leander Creek.....	do.....	A. E. Johnston.....	7- 8-26	15.3
Leander Creek.....	do.....	A. E. Johnston.....	9-14-26	.0
Lincoln County Drain.....	Section 30-14-30.....	A. E. Johnston.....	10- 2-25	66.7
Lincoln County Drain.....	do.....	A. E. Johnston.....	11- 5-25	51.7
Lincoln County Drain.....	do.....	A. E. Johnston.....	1-20-26	55.5
Lincoln County Drain.....	do.....	A. E. Johnston.....	2-10-26	31.3
Lincoln County Drain.....	do.....	A. E. Johnston.....	3-17-26	43.9
Lincoln County Drain.....	do.....	A. E. Johnston.....	4- 8-26	42.8
Lincoln County Drain.....	do.....	A. E. Johnston.....	4-28-26	45.3
Lincoln County Drain.....	do.....	A. E. Johnston.....	5-19-26	59.3
Lincoln County Drain.....	do.....	A. E. Johnston.....	6-12-26	80.3
Lincoln County Drain.....	do.....	A. E. Johnston.....	6-26-26	78.5
Lincoln County Drain.....	do.....	A. E. Johnston.....	7-22-26	83.7
Lincoln County Drain.....	do.....	A. E. Johnston.....	8- 2-26	107.6
Lincoln County Drain.....	do.....	A. E. Johnston.....	8- 8-26	114.5
Lincoln County Drain.....	do.....	A. E. Johnston.....	8-21-26	105.0
Lincoln County Drain.....	do.....	A. E. Johnston.....	8-31-26	100.5
Lincoln County Drain.....	do.....	A. E. Johnston.....	9-28-26	77.8
Lodgepole Creek.....	Wyoming-Nebraska Line.....	A. E. Johnston.....	2- 3-26	16.2
Lodgepole Creek.....	do.....	A. E. Johnston.....	2-26-26	19.4
Lodgepole Creek.....	do.....	C. E. Franklin.....	3-11-26	5.7
Lodgepole Creek.....	do.....	C. E. Franklin.....	3-25-26	5.7
Lodgepole Creek.....	do.....	C. E. Franklin.....	4- 9-26	6.1
Lodgepole Creek.....	do.....	C. E. Franklin.....	4-22-26	4.2
Lodgepole Creek.....	do.....	Franklin-Hanna.....	5-11-26	3.0

STREAM MEASUREMENTS—(Continued)

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From September 30, 1925 to September 30, 1926

Stream	Location	Hydrographer	Date	Discharge Sec. Ft.
Lodgepole Creek	Wyoming-Nebraska Line	C. E. Franklin	5-24-26	3.0
Lodgepole Creek	do	C. E. Franklin	6- 6-26	3.2
Lodgepole Creek	do	C. E. Franklin	7- 3-26	2.7
Lodgepole Creek	do	C. E. Franklin	7-30-26	4.4
Lodgepole Creek	do	Franklin-Hanna	8-14-26	3.9
Lodgepole Creek	do	C. E. Franklin	8-28-26	3.7
Lodgepole Creek	Above Kimball Reservoir	A. E. Johnston	11-20-25	13.0
Lodgepole Creek	do	A. E. Johnston	2- 3-26	16.9
Lodgepole Creek	do	A. E. Johnston	2-26-26	21.3
Lodgepole Creek	do	C. E. Franklin	3-11-26	18.9
Lodgepole Creek	do	C. E. Franklin	3-26-26	14.9
Lodgepole Creek	do	C. E. Franklin	4- 9-26	15.4
Lodgepole Creek	do	C. E. Franklin	4-22-26	13.9
Lodgepole Creek	do	Franklin-Hanna	5-11-26	11.9
Lodgepole Creek	do	C. E. Franklin	5-24-26	10.1
Lodgepole Creek	do	Franklin-Hanna	6- 7-26	10.1
Lodgepole Creek	do	C. E. Franklin	7- 3-26	11.1
Lodgepole Creek	do	C. E. Franklin	7-30-26	9.9
Lodgepole Creek	do	Franklin-Hanna	8-14-26	11.8
Lodgepole Creek	do	C. E. Franklin	8-28-26	10.4
Lodgepole Creek	Below Kimball Reservoir	A. E. Johnston	11-20-25	2.7
Lodgepole Creek	do	A. E. Johnston	2- 3-26	4.8
Lodgepole Creek	do	A. E. Johnston	2-26-26	3.8
Lodgepole Creek	do	C. E. Franklin	3-11-26	2.1
Lodgepole Creek	do	C. E. Franklin	3-26-26	2.1
Lodgepole Creek	do	C. E. Franklin	4- 9-26	2.7
Lodgepole Creek	do	C. E. Franklin	4-22-26	2.3
Lodgepole Creek	do	Franklin-Hanna	5-11-26	4.5
Lodgepole Creek	do	C. E. Franklin	5-24-26	4.1
Lodgepole Creek	do	C. E. Franklin	6- 6-26	3.6

STREAM MEASUREMENTS—(Continued)

From September 30, 1925 to September 30, 1926

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Stream	Location	Hydrographer	Date	Discharge Sec. Ft.
Lodgepole Creek	Below Kimball Reservoir	C. E. Franklin	7- 3-26	2.9
Lodgepole Creek	do	C. E. Franklin	7-30-26	2.9
Lodgepole Creek	do	Franklin-Hanna	8-14-26	2.7
Lodgepole Creek	do	C. E. Franklin	8-28-26	2.8
Lodgepole Creek	North of Kimball	A. E. Johnston	11-20-25	11.8
Lodgepole Creek	do	A. E. Johnston	2- 3-26	10.6
Lodgepole Creek	do	A. E. Johnston	2-26-26	16.1
Lodgepole Creek	do	C. E. Franklin	3-11-26	11.8
Lodgepole Creek	do	C. E. Franklin	3-25-26	8.7
Lodgepole Creek	do	C. E. Franklin	4- 9-26	8.9
Lodgepole Creek	do	C. E. Franklin	4-23-26	2.1
Lodgepole Creek	do	C. E. Franklin	5-10-26	4.5
Lodgepole Creek	do	C. E. Franklin	6- 7-26	9.2
Lodgepole Creek	do	C. E. Franklin	7- 3-26	4.3
Lodgepole Creek	do	C. E. Franklin	7-30-26	7.0
Lodgepole Creek	do	C. E. Franklin	8-13-26	7.9
Lodgepole Creek	do	C. E. Franklin	8-28-26	3.8
Lodgepole Creek	North of Dix	A. E. Johnston	11-20-25	0.0
Lodgepole Creek	do	A. E. Johnston	2- 2-26	0.0
Lodgepole Creek	do	C. E. Franklin	3-11-25	3.2
Lodgepole Creek	do	C. E. Franklin	3-25-26	0.0
Lodgepole Creek	do	C. E. Franklin	6- 8-26	0.0
Lodgepole Creek	do	C. E. Franklin	7- 2-26	0.0
Lodgepole Creek	do	C. E. Franklin	7-31-26	0.0
Lodgepole Creek	do	C. E. Franklin	8-13-26	0.0
Lodgepole Creek	do	C. E. Franklin	8-27-26	0.0
Lodgepole Creek	Potter	A. E. Johnston	11-20-25	0.0
Lodgepole Creek	do	A. E. Johnston	2- 2-26	0.0

STREAM MEASUREMENTS—(Continued)

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From September 30, 1925 to September 30, 1926

Stream	Location	Hydrographer	Discharge	
			Date	Sec. Ft.
Lodgepole Creek	Potter	A. E. Johnston	2-27-26	0.0
Lodgepole Creek	South of Sidney	A. E. Johnston	10- 1-25	0.6
Lodgepole Creek	do	A. E. Johnston	11-20-25	1.5
Lodgepole Creek	do	A. E. Johnston	2- 1-26	1.9
Lodgepole Creek	do	A. E. Johnston	2-19-26	1.5
Lodgepole Creek	do	A. E. Johnston	2-27-26	2.8
Lodgepole Creek	do	C. E. Franklin	3-11-26	2.7
Lodgepole Creek	do	C. E. Franklin	3-25-26	1.2
Lodgepole Creek	do	C. E. Franklin	4- 7-26	1.7
Lodgepole Creek	do	C. E. Franklin	4-21-26	1.9
Lodgepole Creek	do	C. E. Franklin	5-12-26	1.1
Lodgepole Creek	do	C. E. Franklin	5-25-26	1.0
Lodgepole Creek	do	C. E. Franklin	6- 8-26	1.3
Lodgepole Creek	do	C. E. Franklin	6-23-26	1.4
Lodgepole Creek	do	C. E. Franklin	7- 8-26	2.5
Lodgepole Creek	do	C. E. Franklin	8- 5-26	1.6
Lodgepole Creek	do	C. E. Franklin	8-18-26	1.0
Lodgepole Creek	do	C. E. Franklin	9- 1-26	0.8
Lodgepole Creek	West of Lodgepole	A. E. Johnston	11-20-25	6.2
Lodgepole Creek	do	C. E. Franklin	3-16-26	5.9
Lodgepole Creek	do	C. E. Franklin	3-29-26	10.7
Lodgepole Creek	do	C. E. Franklin	3-30-26	10.5
Lodgepole Creek	do	C. E. Franklin	4-14-26	3.9
Lodgepole Creek	do	C. E. Franklin	4-28-26	1.3
Lodgepole Creek	do	C. E. Franklin	5-12-26	5.6
Lodgepole Creek	do	C. E. Franklin	5-25-26	2.5
Lodgepole Creek	do	C. E. Franklin	6-12-26	1.1
Lodgepole Creek	do	C. E. Franklin	6-24-25	0.8
Lodgepole Creek	do	C. E. Franklin	7- 9-26	0.3
Lodgepole Creek	do	C. E. Franklin	8- 6-26	0.2

STREAM MEASUREMENTS—(Continued)

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From September 30, 1925 to September 30, 1926

Stream	Location	Hydrographer	Date	Discharge Sec. Ft.
Lodgepole Creek.....	West of Lodgepole.....	C. E. Franklin.....	8-18-26	0.5
Lodgepole Creek.....	do.....	C. E. Franklin.....	9- 2-26	2.8
Lodgepole Creek.....	Chappell.....	C. E. Franklin.....	3-16-26	16.4
Lodgepole Creek.....	do.....	C. E. Franklin.....	3-30-26	10.5
Lodgepole Creek.....	do.....	C. E. Franklin.....	4-14-26	14.0
Lodgepole Creek.....	do.....	C. E. Franklin.....	4-28-26	6.3
Lodgepole Creek.....	do.....	C. E. Franklin.....	5-12-26	6.1
Lodgepole Creek.....	do.....	C. E. Franklin.....	5-25-26	0.8
Lodgepole Creek.....	do.....	C. E. Franklin.....	6-25-26	0.7
Lodgepole Creek.....	do.....	C. E. Franklin.....	7-10-26	0.6
Lodgepole Creek.....	do.....	C. E. Franklin.....	9- 2-26	0.6
Lodgepole Creek.....	Interstate Gaging Station.....	A. E. Johnston.....	10- 1-25	0.7
Lodgepole Creek.....	do.....	A. E. Johnston.....	2- 1-26	11.8
Lodgepole Creek.....	do.....	C. E. Franklin.....	3-16-26	17.9
Lodgepole Creek.....	do.....	C. E. Franklin.....	3-23-26	15.5
Lodgepole Creek.....	do.....	C. E. Franklin.....	3-30-26	8.6
Lodgepole Creek.....	do.....	C. E. Franklin.....	4- 6-26	14.1
Lodgepole Creek.....	do.....	C. E. Franklin.....	4-15-26	11.7
Lodgepole Creek.....	do.....	C. E. Franklin.....	4-21-26	6.7
Lodgepole Creek.....	do.....	C. E. Franklin.....	4-28-26	9.6
Lodgepole Creek.....	do.....	C. E. Franklin.....	5- 7-26	17.7
Lodgepole Creek.....	do.....	C. E. Franklin.....	5-13-26	8.5
Lodgepole Creek.....	do.....	C. E. Feetham.....	5-19-26	3.7
Lodgepole Creek.....	do.....	C. E. Franklin.....	5-21-26	4.6
Lodgepole Creek.....	do.....	C. E. Franklin.....	5-25-26	2.7
Lodgepole Creek.....	do.....	C. E. Franklin.....	6- 1-26	2.4
Lodgepole Creek.....	do.....	C. E. Franklin.....	6-13-26	0.4
Lodgepole Creek.....	do.....	C. E. Franklia.....	7- 1-26	0.5
Lodgepole Creek.....	do.....	C. E. Franklin.....	7-12-26	2.1
Lodgepole Creek.....	do.....	C. E. Franklin.....	8- 6-26	0.7

STREAM MEASUREMENTS—(Continued)

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From September 30, 1925 to September 30, 1926

Stream	Location	Hydrographer	Date	Discharge Sec. Ft.
Lodgepole Creek.....	Interstate Gaging Station.....	C. E. Franklin.....	8-19-26	1.0
Lodgepole Creek.....	do.....	C. E. Feetham.....	8-19-26	0.8
Lodgepole Creek.....	do.....	C. E. Franklin.....	9- 3-26	1.8
Lodgepole Creek.....	Ovid, Colorado.....	A. E. Johnston.....	10- 1-25	4.3
Lodgepole Creek.....	do.....	A. E. Johnston.....	11-17-25	7.8
Lodgepole Creek.....	do.....	A. E. Johnston.....	11-20-25	5.9
Lodgepole Creek.....	do.....	A. E. Johnston.....	2- 1-26	12.0
Lodgepole Creek.....	do.....	A. E. Johnston.....	2-19-26	2.8
Lodgepole Creek.....	do.....	Franklin-Bailey.....	3- 8-26	14.9
Lodgepole Creek.....	do.....	C. E. Franklin.....	3-17-26	47.8
Lodgepole Creek.....	do.....	C. E. Franklin.....	3-23-26	19.9
Lodgepole Creek.....	do.....	C. E. Franklin.....	3-30-26	26.0
Lodgepole Creek.....	do.....	C. E. Franklin.....	4- 6-26	27.3
Lodgepole Creek.....	do.....	C. E. Franklin.....	4-15-26	18.4
Lodgepole Creek.....	do.....	C. E. Franklin.....	4-21-26	5.5
Lodgepole Creek.....	do.....	C. E. Franklin.....	4-28-26	16.8
Lodgepole Creek.....	do.....	C. E. Franklin.....	5-13-26	17.2
Lodgepole Creek.....	do.....	C. E. Franklin.....	5-21-26	22.6
Lodgepole Creek.....	do.....	C. E. Franklin.....	5-25-26	8.3
Lodgepole Creek.....	do.....	C. E. Franklin.....	6-13-26	8.9
Lodgepole Creek.....	do.....	C. E. Franklin.....	7-12-26	43.8
Lodgepole Creek.....	do.....	C. E. Franklin.....	8- 6-26	5.4
Lodgepole Creek.....	do.....	C. E. Franklin.....	8-25-26	12.6
Lodgepole Creek.....	do.....	C. E. Franklin.....	9- 4-26	9.6
Loneragan Creek.....	Section 19-15-39.....	A. E. Johnston.....	10-15-25	3.8
Loneragan Creek.....	do.....	A. E. Johnston.....	11- 4-25	6.1
Loneragan Creek.....	do.....	A. E. Johnston.....	1-20-26	6.1
Loneragan Creek.....	do.....	A. E. Johnston.....	2- 9-26	6.4
Loneragan Creek.....	do.....	A. E. Johnston.....	3-18-26	5.2
Loneragan Creek.....	do.....	A. E. Johnston.....	4- 9-26	5.4

STREAM MEASUREMENTS—(Continued)

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From September 30, 1925 to September 30, 1926

Stream	Location	Hydrographer	Discharge	
			Date	Sec. Ft.
Lonergan Creek	Section 19-15-39	A. E. Johnston	4-29-26	0.2
Lonergan Creek	do.	A. E. Johnston	5-20-26	2.9
Lonergan Creek	do.	A. E. Johnston	6-41-26	6.5
Lonergan Creek	do.	A. E. Johnston	6-28-26	0.9
Lonergan Creek	do.	A. E. Johnston	7-23-26	1.8
Lonergan Creek	do.	A. E. Johnston	7-30-26	2.4
Lonergan Creek	do.	A. E. Johnston	8-9-26	0.8
Lonergan Creek	do.	A. E. Johnston	8-20-26	5.1
Lonergan Creek	do.	A. E. Johnston	9-2-26	5.5
Lonergan Creek	do.	A. E. Johnston	9-29-26	4.8
Loup River	Columbus	A. E. Johnston	10-5-25	2507.0
Loup River	South of St. Paul	A. E. Johnston	3-8-26	1141.0
Loup River	do.	A. E. Johnston	3-30-25	1316.0
Loup River	do.	A. E. Johnston	4-19-26	1198.0
Loup River	do.	A. E. Johnston	5-12-26	1379.0
Loup River	do.	A. E. Johnston	6-3-26	947.0
Loup River	do.	A. E. Johnston	7-13-26	1296.0
Loup River	do.	A. E. Johnston	9-18-26	1153.0
Loup River (North)	North of St. Paul	A. E. Johnston	3-8-26	1145.0
Loup River (North)	do.	A. E. Johnston	3-30-26	1024.0
Loup River (North)	do.	A. E. Johnston	4-19-26	999.0
Loup River (North)	do.	A. E. Johnston	5-11-26	1175.0
Loup River (North)	do.	A. E. Johnston	6-3-26	832.0
Loup River (North)	do.	A. E. Johnston	7-13-26	1023.0
Loup River (North)	do.	A. E. Johnston	9-18-26	6619.0
Loup River (South)	Pleasanton	A. E. Johnston	4-24-26	172.0
McGuire's Slough	Above Mouth	C. E. Franklin	3-2-26	4.2

STREAM MEASUREMENTS—(Continued)

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From September 30, 1925 to September 30, 1926

Stream	Location	Hydrographer	Discharge	
			Date	Sec. Ft.
McGuire's Slough.....	Above Mouth.....	C. E. Franklin.....	3-18-26	2.5
McGuire's Slough.....	do.....	C. E. Franklin.....	3-31-26	1.9
McGuire's Slough.....	do.....	C. E. Franklin.....	4-16-26	2.3
McGuire's Slough.....	do.....	C. E. Franklin.....	4-29-26	2.6
McGuire's Slough.....	do.....	C. E. Franklin.....	5-14-26	2.4
McGuire's Slough.....	do.....	C. E. Franklin.....	5-31-26	2.6
McGuire's Slough.....	do.....	C. E. Franklin.....	6-14-26	2.1
McGuire's Slough.....	do.....	C. E. Franklin.....	6-26-26	2.1
McGuire's Slough.....	do.....	C. E. Franklin.....	7-13-26	2.2
McGuire's Slough.....	do.....	C. E. Franklin.....	8- 7-26	1.4
McGuire's Slough.....	do.....	C. E. Franklin.....	8-23-26	1.7
Medicine Creek.....	Northwest of Cambridge.....	A. E. Johnston.....	10-10-25	61.8
Medicine Creek.....	do.....	A. E. Johnston.....	2-16-26	66.5
Medicine Creek.....	do.....	C. E. Franklin.....	3- 5-26	56.7
Medicine Creek.....	do.....	C. E. Franklin.....	3-20-26	46.5
Medicine Creek.....	do.....	C. E. Franklin.....	4- 4-26	49.9
Medicine Creek.....	do.....	C. E. Franklin.....	4-18-26	68.7
Medicine Creek.....	do.....	C. E. Franklin.....	5- 4-26	45.9
Medicine Creek.....	do.....	C. E. Franklin.....	5-16-26	48.8
Medicine Creek.....	do.....	C. E. Franklin.....	5-29-26	38.4
Medicine Creek.....	do.....	C. E. Franklin.....	6-17-26	207.9
Medicine Creek.....	do.....	C. E. Franklin.....	6-29-26	11.0
Medicine Creek.....	do.....	C. E. Franklin.....	7-19-26	43.7
Medicine Creek.....	do.....	C. E. Franklin.....	8-17-26	1580.0
Medicine Creek.....	do.....	C. E. Franklin.....	8-21-26	43.9
Melbeta Seep.....	Section 19-21-53.....	A. E. Johnston.....	10-23-25	7.8
Melbeta Seep.....	do.....	A. E. Johnston.....	12- 1-25	10.0
Melbeta Seep.....	do.....	A. E. Johnston.....	1-28-26	5.0
Melbeta Seep.....	do.....	A. E. Johnston.....	2-23-26	6.3
Melbeta Seep.....	do.....	A. W. Hall.....	3-19-26	3.5

STREAM MEASUREMENTS--(Continued)

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From September 30, 1925 to September 30, 1926

Stream	Location	Hydrographer	Date	Discharge Sec. Ft.
Melbeta Seep.....	Section 19-21-53.....	A. W. Hall.....	4- 9-26	2.6
Melbeta Seep.....	do.....	A. W. Hall.....	5- 6-26	2.0
Melbeta Seep.....	do.....	A. W. Hall.....	5-21-26	0.3
Melbeta Seep.....	do.....	A. W. Hall.....	6- 4-26	0.0
Melbeta Seep.....	do.....	A. W. Hall.....	6-24-26	3.7
Melbeta Seep.....	do.....	A. W. Hall.....	7-10-26	0.9
Melbeta Seep.....	do.....	A. W. Hall.....	7-20-26	0.0
Melbeta Seep.....	do.....	A. W. Hall.....	8-14-26	0.0
Melbeta Seep.....	do.....	A. W. Hall.....	9-16-26	6.3
Minnechuduza Creek.....	Section 28-34-27.....	A. E. Johnston.....	3- 4-26	55.3
Minnechuduza Creek.....	do.....	A. E. Johnston.....	3-25-26	37.2
Minnechuduza Creek.....	do.....	A. E. Johnston.....	4-15-26	35.2
Minnechuduza Creek.....	do.....	A. E. Johnston.....	5- 8-26	11.2
Minnechuduza Creek.....	do.....	A. E. Johnston.....	5-29-26	32.3
Minnechuduza Creek.....	do.....	A. E. Johnston.....	7- 9-26	39.0
Minnechuduza Creek.....	do.....	A. E. Johnston.....	9-16-26	6.5
Mitchell Spillway.....	Section 35-23-56.....	A. E. Johnston.....	2- 5-26	15.3
Mitchell Spillway.....	do.....	A. E. Johnston.....	2-25-26	15.5
Mitchell Spillway.....	do.....	A. W. Hall.....	3-17-26	9.0
Mitchell Spillway.....	do.....	A. W. Hall.....	4- 8-26	12.6
Mitchell Spillway.....	do.....	A. W. Hall.....	5- 5-26	152.5
Mitchell Spillway.....	do.....	A. W. Hall.....	5-19-26	184.2
Mitchell Spillway.....	do.....	A. W. Hall.....	6- 3-26	127.0
Mitchell Spillway.....	do.....	A. W. Hall.....	6-22-26	15.2
Mitchell Spillway.....	do.....	A. W. Hall.....	7- 8-26	0.0
Mitchell Spillway.....	do.....	A. W. Hall.....	7-21-26	113.0
Mitchell Spillway.....	do.....	A. W. Hall.....	9-15-26	240.0
Monroe Creek.....	Section 33-33-56.....	J. D. Heywood.....	8-25-26	0.9

STREAM MEASUREMENTS—(Continued)

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From September 30, 1925 to September 30, 1926

Stream	Location	Hydrographer	Date	Discharge Sec. Ft.
Morrill Drain.....	Section 14-23-57.....	A. E. Johnston.....	10-21-25	1.5
Morrill Drain.....	do.....	A. E. Johnston.....	12- 3-25	1.5
Morrill Drain.....	do.....	A. E. Johnston.....	2-24-26	1.8
Morrill Drain.....	do.....	A. W. Hall.....	3-19-26	3.2
Morrill Drain.....	do.....	A. W. Hall.....	4- 8-26	3.7
Morrill Drain.....	do.....	A. W. Hall.....	5- 5-26	0.5
Morrill Drain.....	do.....	A. W. Hall.....	5-20-26	1.5
Morrill Drain.....	do.....	A. W. Hall.....	6- 3-26	1.6
Morrill Drain.....	do.....	A. W. Hall.....	6-22-26	1.2
Morrill Drain.....	do.....	A. W. Hall.....	7-22-26	1.2
Morrill Drain.....	do.....	A. W. Hall.....	8-13-26	2.6
Muddy Creek.....	Arapahoe.....	A. E. Johnston.....	10-10-25	1.9
Muddy Creek.....	do.....	A. E. Johnston.....	2-16-26	7.0
Muddy Creek.....	do.....	C. E. Franklin.....	3- 5-26	5.6
Muddy Creek.....	do.....	C. E. Franklin.....	3-20-26	4.3
Muddy Creek 5.....	do.....	C. E. Franklin.....	4- 4-26	4.4
Muddy Creek.....	do.....	C. E. Franklin.....	4-18-26	4.8
Muddy Creek.....	do.....	C. E. Franklin.....	5- 4-26	4.0
Muddy Creek.....	do.....	C. E. Franklin.....	5-16-26	4.2
Muddy Creek.....	do.....	C. E. Franklin.....	5-29-26	4.9
Muddy Creek.....	do.....	C. E. Franklin.....	6-17-26	40.6
Muddy Creek.....	do.....	C. E. Franklin.....	6-29-26	1.2
Muddy Creek.....	do.....	C. E. Franklin.....	8-21-26	1.0
Muddy Creek.....	North of Mason City.....	A. E. Johnston.....	4-24-26	14.4
Muddy Creek.....	South of Hazard.....	A. E. Johnston.....	4-24-26	33.8
Niobrara River.....	Mouth of Whistle Creek.....	A. E. Johnston.....	5- 4-26	27.0
Niobrara River.....	do.....	A. E. Johnston.....	5-25-26	21.1
Niobrara River.....	do.....	A. E. Johnston.....	7- 4-26	19.3
Niobrara River.....	do.....	A. E. Johnston.....	9-11-26	18.8

STREAM MEASUREMENTS—(Continued)

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From September 30, 1925 to September 30, 1926

Stream	Location	Hydrographer	Date	Discharge Sec. Ft.
Niobrara River.....	Wyoming-Nebraska Line.....	J. D. Heywood.....	8-26-26	8.5
Niobrara River.....	Section 4-28-54.....	A. E. Johnston.....	5-4-26	14.5
Niobrara River.....	do.....	A. E. Johnston.....	5-25-26	12.4
Niobrara River.....	do.....	A. E. Johnston.....	7-4-26	22.9
Niobrara River.....	do.....	A. E. Johnston.....	9-11-26	17.5
Niobrara River.....	Agate.....	A. E. Johnston.....	5-4-26	10.1
Niobrara River.....	do.....	A. E. Johnston.....	5-25-26	10.1
Niobrara River.....	do.....	A. E. Johnston.....	7-4-26	16.4
Niobrara River.....	do.....	A. E. Johnston.....	9-11-26	18.8
Niobrara River.....	South of Harrison.....	A. E. Johnston.....	5-4-26	11.0
Niobrara River.....	do.....	A. E. Johnston.....	5-25-26	11.4
Niobrara River.....	do.....	A. E. Johnston.....	9-11-26	10.8
Niobrara River.....	South of Gordon.....	J. D. Heywood.....	10-27-25	138.5
Niobrara River.....	Marsland.....	A. E. Johnston.....	10-26-25	38.1
Niobrara River.....	do.....	A. E. Johnston.....	11-23-25	44.0
Niobrara River.....	do.....	A. E. Johnston.....	3-2-26	87.6
Niobrara River.....	do.....	A. E. Johnston.....	3-23-26	57.2
Niobrara River.....	do.....	A. E. Johnston.....	4-13-26	54.8
Niobrara River.....	do.....	A. E. Johnston.....	5-4-26	29.5
Niobrara River.....	do.....	A. E. Johnston.....	5-25-26	22.5
Niobrara River.....	do.....	A. E. Johnston.....	7-6-26	26.3
Niobrara River.....	do.....	A. E. Johnston.....	8-13-26	69.5
Niobrara River.....	do.....	A. E. Johnston.....	9-11-26	31.3
Niobrara River.....	Dunlap.....	A. E. Johnston.....	10-27-25	48.5
Niobrara River.....	do.....	A. E. Johnston.....	11-24-25	56.0
Niobrara River.....	do.....	A. E. Johnston.....	3-1-26	81.6
Niobrara River.....	do.....	A. E. Johnston.....	3-22-26	71.2

STREAM MEASUREMENTS—(Continued)

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From September 30, 1925 to September 30, 1926

Stream	Location	Hydrographer	Discharge	
			Date	Sec. Ft.
Niobrara River.....	Dunlap.....	A. E. Johnston.....	4-13-26	73.4
Niobrara River.....	do.....	A. E. Johnston.....	5- 4-26	43.1
Niobrara River.....	do.....	A. E. Johnston.....	5-25-26	41.5
Niobrara River.....	do.....	A. E. Johnston.....	7- 6-26	47.2
Niobrara River.....	do.....	A. E. Johnston.....	8-14-26	95.6
Niobrara River.....	do.....	A. E. Johnston.....	9-10-26	28.2
Niobrara River.....	South of Eli.....	A. E. Johnston.....	3- 3-26	423.0
Niobrara River.....	do.....	A. E. Johnston.....	3-24-26	394.0
Niobrara River.....	do.....	A. E. Johnston.....	4-15-26	373.0
Niobrara River.....	do.....	A. E. Johnston.....	5- 7-26	504.0
Niobrara River.....	do.....	A. E. Johnston.....	5-28-26	301.0
Niobrara River.....	do.....	A. E. Johnston.....	7- 8-26	457.0
Niobrara River.....	do.....	A. E. Johnston.....	9-14-26	273.0
Niobrara River.....	Valentine Power Plant.....	A. E. Johnston.....	3- 4-26	1368.0
Niobrara River.....	do.....	A. E. Johnston.....	3-25-26	1141.0
Niobrara River.....	do.....	A. E. Johnston.....	4-15-26	1030.0
Niobrara River.....	do.....	A. E. Johnston.....	5- 8-26	1376.0
Niobrara River.....	do.....	A. E. Johnston.....	5-29-26	1361.0
Niobrara River.....	do.....	A. E. Johnston.....	7- 9-26	1295.0
Niobrara River.....	do.....	A. E. Johnston.....	9-16-26	865.0
Niobrara River.....	South of Lynch.....	A. E. Johnston.....	3- 5-26	2347.0
Niobrara River.....	do.....	A. E. Johnston.....	3-27-26	1989.0
Niobrara River.....	do.....	A. E. Johnston.....	4-17-26	1594.0
Niobrara River.....	do.....	A. E. Johnston.....	5-10-26	2109.0
Niobrara River.....	do.....	A. E. Johnston.....	6- 2-26	1406.0
Niobrara River.....	do.....	A. E. Johnston.....	7-12-26	1292.0
Niobrara River.....	do.....	A. E. Johnston.....	9-17-26	1537.0
Otter Creek.....	Section 9-15-40.....	A. E. Johnston.....	10-15-25	28.6

STREAM MEASUREMENTS—(Continued)

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From September 30, 1925 to September 30, 1926

Stream	Location	Hydrographer	Date	Discharge Sec. Ft.
Otter Creek.....	Section 9-15-40.....	A. E. Johnston.....	11- 4-25	24.2
Otter Creek.....	do.....	A. E. Johnston.....	1-20-26	24.0
Otter Creek.....	do.....	A. E. Johnston.....	2- 9-26	27.7
Otter Creek.....	do.....	A. E. Johnston.....	3-18-26	26.4
Otter Creek.....	do.....	A. E. Johnston.....	4- 9-26	23.4
Otter Creek.....	do.....	A. E. Johnston.....	4-29-26	25.8
Otter Creek.....	do.....	A. E. Johnston.....	5-20-26	27.0
Otter Creek.....	do.....	A. E. Johnston.....	6-14-26	0.8
Otter Creek.....	do.....	A. E. Johnston.....	6-28-26	0.0
Otter Creek.....	do.....	A. E. Johnston.....	7-23-26	0.0
Otter Creek.....	do.....	A. E. Johnston.....	7-30-26	6.0
Otter Creek.....	do.....	A. E. Johnston.....	8- 9-26	0.4
Otter Creek.....	do.....	A. E. Johnston.....	8-20-26	21.7
Otter Creek.....	do.....	A. E. Johnston.....	9- 2-26	25.5
Otter Creek.....	do.....	A. E. Johnston.....	9-29-26	23.9
Pawnee Creek.....	Section 4-12-27.....	A. E. Johnston.....	11- 6-25	6.6
Pawnee Creek.....	do.....	A. E. Johnston.....	1-21-26	9.9
Pawnee Creek.....	do.....	A. E. Johnston.....	2-11-26	16.5
Pawnee Creek.....	do.....	A. E. Johnston.....	3-16-26	10.8
Pawnee Creek.....	do.....	A. E. Johnston.....	4- 6-26	8.6
Pawnee Creek.....	do.....	A. E. Johnston.....	4-27-26	7.1
Pawnee Creek.....	do.....	A. E. Johnston.....	5-18-26	4.1
Pawnee Creek.....	do.....	A. E. Johnston.....	6-10-26	2.2
Pawnee Creek.....	do.....	A. E. Johnston.....	6-24-26	5.5
Pawnee Creek.....	do.....	A. E. Johnston.....	7-20-26	5.6
Pawnee Creek.....	do.....	A. E. Johnston.....	8- 3-26	1.2
Pawnee Creek.....	do.....	A. E. Johnston.....	8- 7-26	1.1
Pawnee Creek.....	do.....	A. E. Johnston.....	8-23-26	6.5
Pawnee Creek.....	do.....	A. E. Johnston.....	8-30-26	7.1
Pawnee Creek.....	do.....	A. E. Johnston.....	9-27-26	8.4

STREAM MEASUREMENTS—(Continued)

From September 30, 1925 to September 30, 1926

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Stream	Location	Hydrographer	Date	Discharge Sec. Ft.
Prairie Dog Creek.....	Republican City.....	A. E. Johnston.....	10- 9-25	8.9
Pine Creek.....	Southwest of Long Pine.....	J. D. Heywood.....	10-28-25	25.7
Ponca Creek.....	Section 14-33-10.....	A. E. Johnston.....	3- 5-26	25.8
Ponca Creek.....	do.....	A. E. Johnston.....	3-27-26	7.7
Ponca Creek.....	do.....	A. E. Johnston.....	4-17-26	6.9
Ponca Creek.....	do.....	A. E. Johnston.....	5-10-26	6.2
Ponca Creek.....	do.....	A. E. Johnston.....	6- 2-26	1.2
Ponca Creek.....	do.....	A. E. Johnston.....	7-12-26	0.0
Ponca Creek.....	do.....	A. E. Johnston.....	9-17-26	5.4
Pullen Drain.....	1½ Miles SE of Torrington, Wyo.....	A. W. Hall.....	3-18-26	1.0
Pullen Drain.....	do.....	A. W. Hall.....	4- 9-26	4.9
Pullen Drain.....	do.....	A. W. Hall.....	7-22-26	1.3
Pullen Drain.....	do.....	A. W. Hall.....	8-13-26	2.5
Pumpkinseed Creek.....	Section 12-19-50.....	A. E. Johnston.....	10-31-25	36.2
Pumpkinseed Creek.....	do.....	A. E. Johnston.....	11-12-25	41.1
Pumpkinseed Creek.....	do.....	A. E. Johnston.....	11-28-25	22.5
Pumpkinseed Creek.....	do.....	A. E. Johnston.....	12-12-25	27.8
Pumpkinseed Creek.....	do.....	A. E. Johnston.....	1-18-26	35.4
Pumpkinseed Creek.....	do.....	A. E. Johnston.....	2- 8-26	49.4
Pumpkinseed Creek.....	do.....	A. W. Hall.....	2-10-26	51.5
Pumpkinseed Creek.....	do.....	A. E. Johnston.....	2-22-26	45.4
Pumpkinseed Creek.....	do.....	A. W. Hall.....	3-19-26	57.7
Pumpkinseed Creek.....	Section 12-19-50.....	A. W. Hall.....	4-12-26	49.2
Pumpkinseed Creek.....	do.....	A. W. Hall.....	5- 7-26	54.1
Pumpkinseed Creek.....	do.....	A. W. Hall.....	5-17-26	30.0
Pumpkinseed Creek.....	do.....	A. W. Hall.....	6- 6-26	33.9
Pumpkinseed Creek.....	do.....	A. W. Hall.....	6-20-26	47.1

STREAM MEASUREMENTS—(Continued)

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From September 30, 1925 to September 30, 1926

Stream	Location	Hydrographer	Date	Discharge Sec. Ft.
Pumpkinseed Creek	Section 12-19-50	A. W. Hall	7- 6-26	47.7
Pumpkinseed Creek	do	A. W. Hall	7-19-26	28.1
Pumpkinseed Creek	do	A. W. Hall	8- 9-26	44.6
Pumpkinseed Creek	do	A. W. Hall	9- 3-26	74.3
Pumpkinseed Creek	do	A. E. Johnston	9- 7-26	80.7
Pumpkinseed Creek	do	A. W. Hall	9-17-26	37.6
Pumpkinseed Creek	South of Bridgeport	A. E. Johnston	2-22-26	51.4
Pumpkinseed Creek	do	A. W. Hall	3-19-26	38.9
Pumpkinseed Creek	do	A. W. Hall	4-12-26	32.9
Pumpkinseed Creek	do	A. W. Hall	5- 7-26	23.4
Pumpkinseed Creek	do	A. W. Hall	5-17-26	12.7
Pumpkinseed Creek	do	A. W. Hall	5-25-26	11.2
Pumpkinseed Creek	do	A. W. Hall	7- 6-26	27.6
Pumpkinseed Creek	do	A. W. Hall	7-19-26	7.8
Pumpkinseed Creek	do	A. W. Hall	8- 9-26	16.7
Pumpkinseed Creek	do	A. W. Hall	9-17-26	10.8
Pumpkinseed Creek	Gering-Kimball Highway	A. E. Johnston	2-26-26	12.7
Pumpkinseed Creek	do	C. E. Franklin	3-12-26	11.0
Pumpkinseed Creek	do	C. E. Franklin	3-26-26	12.9
Pumpkinseed Creek	do	C. E. Franklin	4-10-26	5.9
Pumpkinseed Creek	do	C. E. Franklin	4-23-26	12.7
Pumpkinseed Creek	do	C. E. Franklin	5-10-26	4.6
Pumpkinseed Creek	do	C. E. Franklin	5-23-26	3.0
Pumpkinseed Creek	do	C. E. Franklin	6- 5-26	1.9
Pumpkinseed Creek	do	C. E. Franklin	7-29-26	2.5
Pumpkinseed Creek	do	C. E. Franklin	8-15-26	1.5
Pumpkinseed Creek	do	C. E. Franklin	8-29-26	0.4
Rawhide Creek	Section 20-25-62	A. E. Johnston	10-22-25	19.3
Rawhide Creek	do	A. E. Johnston	12- 3-25	20.0

STREAM MEASUREMENTS—(Continued)

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From September 30, 1925 to September 30, 1926

Stream	Location	Hydrographer	Discharge	
			Date	Sec. Ft.
Red Bird Creek.....	Section 11-32-10.....	A. E. Johnston.....	3- 5-26	38.5
Red Bird Creek.....	do.....	A. E. Johnston.....	3-27-26	25.6
Red Bird Creek.....	do.....	A. E. Johnston.....	4-17-26	30.4
Red Bird Creek.....	do.....	A. E. Johnston.....	5-10-26	26.7
Red Bird Creek.....	do.....	A. E. Johnston.....	6- 2-26	17.7
Red Bird Creek.....	do.....	A. E. Johnston.....	7-12-26	11.5
Red Bird Creek.....	do.....	A. E. Johnston.....	9-17-26	13.1
Red Willow Creek.....	Section 12-20-51.....	A. E. Johnston.....	10-19-25	79.9
Red Willow Creek.....	do.....	A. E. Johnston.....	12- 1-25	65.5
Red Willow Creek.....	do.....	A. E. Johnston.....	1-25-26	54.2
Red Willow Creek.....	do.....	A. E. Johnston.....	2-23-26	50.6
Red Willow Creek.....	do.....	A. W. Hall.....	3-16-26	36.2
Red Willow Creek.....	do.....	A. W. Hall.....	4-10-26	34.1
Red Willow Creek.....	do.....	A. W. Hall.....	5- 3-26	29.1
Red Willow Creek.....	do.....	A. W. Hall.....	5-17-26	137.1
Red Willow Creek.....	do.....	A. W. Hall.....	6- 6-26	156.1
Red Willow Creek.....	do.....	A. W. Hall.....	6-19-26	49.4
Red Willow Creek.....	do.....	A. W. Hall.....	7- 5-26	58.0
Red Willow Creek.....	do.....	A. W. Hall.....	7-19-26	82.7
Red Willow Creek.....	do.....	A. W. Hall.....	8-14-26	46.8
Red Willow Creek.....	do.....	A. W. Hall.....	8-23-26	72.9
Red Willow Creek.....	do.....	A. W. Hall.....	9-13-26	180.8
Red Willow Creek.....	Section 17-3-28.....	A. E. Johnston.....	10-10-25	15.5
Red Willow Creek.....	do.....	A. E. Johnston.....	2-16-26	36.9
Red Willow Creek.....	do.....	C. E. Franklin.....	3- 4-26	27.2
Red Willow Creek.....	do.....	C. E. Franklin.....	3-20-26	19.4
Red Willow Creek.....	do.....	C. E. Franklin.....	4- 4-26	25.9
Red Willow Creek.....	do.....	C. E. Franklin.....	4-18-26	20.7
Red Willow Creek.....	do.....	C. E. Franklin.....	5- 4-26	17.0
Red Willow Creek.....	do.....	C. E. Franklin.....	5-15-26	20.6

STREAM MEASUREMENTS—(Continued)

From September 30, 1925 to September 30, 1926

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Stream	Location	Hydrographer	Date	Discharge Sec. Ft.
Red Willow Creek.....	Section 17-3-28.....	C. E. Franklin.....	5-29-26	14.4
Red Willow Creek.....	do.....	C. E. Franklin.....	6-17-26	145.2
Red Willow Creek.....	do.....	C. E. Franklin.....	6-29-26	13.8
Red Willow Creek.....	do.....	C. E. Franklin.....	7-19-26	12.4
Red Willow Creek.....	do.....	C. E. Franklin.....	8-11-26	109.5
Red Willow Creek.....	do.....	C. E. Franklin.....	8-21-26	20.6
Republican River.....	Sanborn.....	A. E. Johnston.....	10-13-25	68.9
Republican River.....	do.....	A. E. Johnston.....	11-19-25	85.1
Republican River.....	do.....	C. E. Franklin.....	3- 6-26	85.9
Republican River.....	do.....	C. E. Franklin.....	3-22-26	72.6
Republican River.....	do.....	C. E. Franklin.....	4- 5-26	72.0
Republican River.....	do.....	C. E. Franklin.....	4-20-26	56.1
Republican River.....	do.....	C. E. Franklin.....	5- 5-26	6.6
Republican River.....	do.....	C. E. Franklin.....	5-18-26	46.2
Republican River.....	do.....	C. E. Franklin.....	5-27-26	16.1
Republican River.....	do.....	C. E. Franklin.....	6-16-26	19.1
Republican River.....	do.....	C. E. Franklin.....	6-28-26	15.7
Republican River.....	do.....	C. E. Franklin.....	7-15-26	53.1
Republican River.....	do.....	C. E. Franklin.....	8- 9-26	8.0
Republican River.....	do.....	C. E. Franklin.....	8-20-26	61.9
Republican River.....	Colorado-Nebraska Line.....	C. E. Franklin.....	3- 6-26	72.9
Republican River.....	do.....	C. E. Franklin.....	3-22-26	65.0
Republican River.....	do.....	C. E. Franklin.....	4- 5-26	66.2
Republican River.....	do.....	C. E. Franklin.....	4-20-26	53.2
Republican River.....	do.....	C. E. Franklin.....	5- 5-26	9.2
Republican River.....	do.....	C. E. Franklin.....	5-18-26	40.1
Republican River.....	do.....	C. E. Franklin.....	5-27-26	14.2
Republican River.....	do.....	C. E. Franklin.....	6-16-26	18.4
Republican River.....	do.....	C. E. Franklin.....	6-28-26	9.1
Republican River.....	do.....	C. E. Franklin.....	7-15-26	31.7

STREAM MEASUREMENTS—(Continued)

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From September 30, 1925 to September 30, 1926

Stream	Location	Hydrographer	Date	Discharge Sec. Ft.
Republican River.....	Colorado-Nebraska Line.....	C. E. Franklin.....	8- 9-26	10.1
Republican River.....	do.....	C. E. Franklin.....	8-20-26	63.7
Republican River.....	Benkleman.....	A. E. Johnston.....	10-12-25	92.0
Republican River.....	do.....	A. E. Johnston.....	11-19-25	118.8
Republican River.....	do.....	C. E. Franklin.....	3- 6-26	109.6
Republican River.....	do.....	C. E. Franklin.....	3-22-26	87.3
Republican River.....	do.....	C. E. Franklin.....	4- 5-26	122.4
Republican River.....	do.....	C. E. Franklin.....	4-19-26	72.1
Republican River.....	do.....	C. E. Franklin.....	5- 5-26	17.4
Republican River.....	do.....	C. E. Franklin.....	5-18-26	54.0
Republican River.....	do.....	C. E. Franklin.....	5-27-26	29.9
Republican River.....	do.....	C. E. Franklin.....	6-16-26	20.5
Republican River.....	do.....	C. E. Franklin.....	6-28-26	15.2
Republican River.....	do.....	C. E. Franklin.....	7-15-26	110.2
Republican River.....	do.....	C. E. Franklin.....	8- 9-26	0.0
Republican River.....	do.....	C. E. Franklin.....	8-21-26	60.9
Republican River S. F.....	Benkleman.....	A. E. Johnston.....	10-12-25	50.7
Republican River S. F.....	do.....	A. E. Johnston.....	11-19-25	43.0
Republican River S. F.....	do.....	C. E. Franklin.....	3- 6-26	39.6
Republican River S. F.....	do.....	C. E. Franklin.....	3-22-26	43.2
Republican River S. F.....	do.....	C. E. Franklin.....	4- 5-26	55.9
Republican River S. F.....	do.....	C. E. Franklin.....	4-19-26	29.1
Republican River S. F.....	do.....	C. E. Franklin.....	5- 5-26	8.7
Republican River S. F.....	do.....	C. E. Franklin.....	5-18-26	13.7
Republican River S. F.....	do.....	C. E. Franklin.....	5-27-26	5.6
Republican River S. F.....	do.....	C. E. Franklin.....	6-16-26	155.0
Republican River S. F.....	do.....	C. E. Franklin.....	6-28-26	5.6
Republican River S. F.....	do.....	C. E. Franklin.....	7-15-26	44.3
Republican River S. F.....	do.....	C. E. Franklin.....	8- 9-26	0.0
Republican River S. F.....	do.....	C. E. Franklin.....	8-21-26	39.3

STREAM MEASUREMENTS—(Continued)

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From September 30, 1925 to September 30, 1926

Stream	Location	Hydrographer	Date	Discharge Sec. Ft.
Republican River.....	Culbertson.....	A. E. Johnston.....	10-12-25	110.0
Republican River.....	do.....	A. E. Johnston.....	11-18-25	166.0
Republican River.....	do.....	A. E. Johnston.....	2-17-26	180.0
Republican River.....	do.....	C. E. Franklin.....	3- 3-26	199.0
Republican River.....	do.....	C. E. Franklin.....	3-19-26	146.0
Republican River.....	do.....	C. E. Franklin.....	4- 3-26	189.0
Republican River.....	do.....	C. E. Franklin.....	4-17-26	117.0
Republican River.....	do.....	C. E. Franklin.....	5- 1-26	35.0
Republican River.....	do.....	C. E. Franklin.....	5-15-26	72.0
Republican River.....	do.....	C. E. Franklin.....	5-29-26	25.0
Republican River.....	do.....	C. E. Franklin.....	6-17-26	3.4
Republican River.....	do.....	C. E. Franklin.....	6-29-26	1.0
Republican River.....	do.....	C. E. Franklin.....	7-14-26	116.9
Republican River.....	do.....	C. E. Franklin.....	8- 8-26	0.0
Republican River.....	do.....	C. E. Franklin.....	8-22-26	37.3
Republican River.....	West of McCook.....	A. E. Johnston.....	10-10-25	233.0
Republican River.....	do.....	A. E. Johnston.....	11-18-25	418.0
Republican River.....	do.....	A. E. Johnston.....	2-16-26	473.0
Republican River.....	do.....	C. E. Franklin.....	3- 4-26	362.0
Republican River.....	do.....	C. E. Franklin.....	3-20-26	304.0
Republican River.....	do.....	C. E. Franklin.....	4- 3-26	334.0
Republican River.....	do.....	C. E. Franklin.....	4-17-26	154.0
Republican River.....	do.....	C. E. Franklin.....	5- 3-26	37.0
Republican River.....	do.....	C. E. Franklin.....	5-15-26	158.0
Republican River.....	do.....	C. E. Franklin.....	5-31-26	106.0
Republican River.....	do.....	C. E. Franklin.....	6-17-26	391.0
Republican River.....	do.....	C. E. Franklin.....	6-20-26	2.0
Republican River.....	do.....	C. E. Franklin.....	7-14-26	257.8
Republican River.....	do.....	Franklin-Whitehead.....	8-11-26	791.8
Republican River.....	do.....	C. E. Franklin.....	8-22-26	95.6

STREAM MEASUREMENTS—(Continued)

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From September 30, 1925 to September 30, 1926

Stream	Location	Hydrographer	Date	Discharge Sec. Ft.
Republican River.....	Below Arapahoe Mill.....	A. E. Johnston.....	10- 9-25	205.5
Republican River.....	do.....	A. E. Johnston.....	2-16-26	476.0
Republican River.....	do.....	C. E. Franklin.....	3- 5-26	469.0
Republican River.....	do.....	C. E. Franklin.....	3-20-26	437.0
Republican River.....	do.....	C. E. Franklin.....	4- 4-26	398.0
Republican River.....	do.....	C. E. Franklin.....	4-18-26	261.0
Republican River.....	do.....	C. E. Franklin.....	5- 4-26	56.0
Republican River.....	do.....	C. E. Franklin.....	5-16-26	210.0
Republican River.....	do.....	C. E. Franklin.....	5-29-26	84.0
Republican River.....	do.....	C. E. Franklin.....	6-17-26	227.0
Republican River.....	do.....	C. E. Franklin.....	6-29-26	29.0
Republican River.....	do.....	C. E. Franklin.....	8-21-26	188.3
Republican River.....	Oxford.....	A. E. Johnston.....	10- 9-25	273.0
Republican River.....	do.....	A. E. Johnston.....	2-15-26	528.0
Republican River.....	do.....	C. E. Franklin.....	7-21-26	123.1
Republican River.....	Superior.....	A. E. Johnston.....	10- 8-25	204.0
Republican River.....	do.....	A. E. Johnston.....	3-12-26	511.0
Republican River.....	do.....	A. E. Johnston.....	4- 2-26	520.0
Republican River.....	do.....	A. E. Johnston.....	4-22-26	315.0
Republican River.....	do.....	A. E. Johnston.....	5-15-26	243.0
Republican River.....	do.....	A. E. Johnston.....	6- 8-26	117.0
Republican River.....	do.....	A. E. Johnston.....	7-17-26	1007.0
Republican River.....	do.....	C. E. Franklin.....	7-22-26	41.9
Republican River.....	do.....	A. E. Johnston.....	9-23-26	1047.0
Republican River.....	Franklin.....	A. E. Johnston.....	10- 9-25	175.5
Republican River.....	do.....	A. E. Johnston.....	3-13-26	602.0
Rock Creek.....	Parks.....	A. E. Johnston.....	10-13-25	14.6
Rock Creek.....	do.....	A. E. Johnston.....	11-19-25	17.5

STREAM MEASUREMENTS—(Continued)

From September 30, 1925 to September 30, 1926

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Stream	Location	Hydrographer	Date	Discharge Sec. Ft.
Rock Creek	Parks	C. E. Franklin	3- 6-26	16.2
Rock Creek	do	C. E. Franklin	3-22-26	12.3
Rock Creek	do	C. E. Franklin	4- 5-26	15.5
Rock Creek	do	C. E. Franklin	4-19-26	12.5
Rock Creek	do	C. E. Franklin	5- 5-26	12.3
Rock Creek	do	C. E. Franklin	5-18-26	12.3
Rock Creek	do	C. E. Franklin	5-27-26	13.3
Rock Creek	do	C. E. Franklin	6-16-26	10.6
Rock Creek	do	C. E. Franklin	6-28-26	12.9
Rock Creek	do	C. E. Franklin	7-15-26	15.1
Rock Creek	do	C. E. Franklin	8- 9-26	10.5
Rush Creek	do	C. E. Franklin	8-20-26	14.3
Rush Creek	½ Mile Above Mouth	A. E. Johnston	2- 8-26	10.1
Rush Creek	do	A. E. Johnston	3-19-26	2.2
Rush Creek	do	A. E. Johnston	4-10-26	3.1
Rush Creek	do	A. E. Johnston	5-22-26	0.6
Sand Creek	Section 15-15-40	A. E. Johnston	10-15-25	4.2
Sand Creek	do	A. E. Johnston	11- 4-25	3.9
Sand Creek	do	A. E. Johnston	1-20-26	3.4
Sand Creek	do	A. E. Johnston	2- 9-26	4.5
Sand Creek	do	A. E. Johnston	3-18-26	4.7
Sand Creek	do	A. E. Johnston	4- 9-26	4.4
Sand Creek	do	A. E. Johnston	4-29-26	3.3
Sand Creek	do	A. E. Johnston	5-20-26	5.5
Sand Creek	do	A. E. Johnston	6-14-26	0.2
Sand Creek	do	A. E. Johnston	6-28-26	3.1
Sand Creek	do	A. E. Johnston	7-23-26	7.6
Sand Creek	do	A. E. Johnston	7-30-26	4.1
Sand Creek	do	A. E. Johnston	8- 9-28	5.0
Sand Creek	do	A. E. Johnston	8-20-26	6.2

STREAM MEASUREMENTS—(Continued)

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From September 30, 1915 to September 30, 1926

Stream	Location	Hydrographer	Date	Discharge Sec. Ft.
Sand Creek.....	Section 15-15-40.....	A. E. Johnston.....	9- 2-26	2.8
Sand Creek.....	do.....	A. E. Johnston.....	9-29-26	2.4
Sappa Creek.....	Section 30-2-19.....	A. E. Johnston.....	10- 9-25	2.8
Salt Creek.....	Section 3-9-6.....	A. E. Johnston.....	7-16-26	7.6
Salt Creek.....	do.....	A. E. Johnston.....	7-16-26	5.7
Salt Creek.....	do.....	A. E. Johnston.....	9-21-26	117.2
Scottsbluff Drain.....	Section 25-22-55.....	A. E. Johnston.....	10-20-25	15.6
Scottsbluff Drain.....	do.....	A. E. Johnston.....	11-14-25	15.6
Scottsbluff Drain.....	do.....	A. E. Johnston.....	12- 4-25	11.5
Scottsbluff Drain.....	do.....	A. E. Johnston.....	1-26-26	10.2
Scottsbluff Drain.....	do.....	A. E. Johnston.....	2-25-26	9.5
Scottsbluff Drain.....	do.....	A. W. Hall.....	3-17-26	7.8
Scottsbluff Drain.....	do.....	A. W. Hall.....	4- 7-26	12.2
Scottsbluff Drain.....	do.....	A. W. Hall.....	5- 4-25	5.9
Scottsbluff Drain.....	do.....	A. W. Hall.....	5-19-26	13.4
Scottsbluff Drain.....	do.....	A. W. Hall.....	6- 4-26	21.8
Scottsbluff Drain.....	do.....	A. W. Hall.....	6-21-26	11.2
Scottsbluff Drain.....	do.....	A. W. Hall.....	7-10-26	25.1
Scottsbluff Drain.....	do.....	A. W. Hall.....	7-21-26	17.8
Scottsbluff Drain.....	do.....	A. W. Hall.....	8-12-26	20.9
Scottsbluff Drain.....	do.....	A. W. Hall.....	8-27-26	19.8
Scottsbluff Drain.....	do.....	A. W. Hall.....	9-14-26	19.0
Sheep Creek.....	Section 16-23-57.....	A. E. Johnston.....	10-21-25	101.0
Sheep Creek.....	do.....	A. E. Johnston.....	12- 3-25	90.1
Sheep Creek.....	do.....	A. E. Johnston.....	1-27-26	79.5
Sheep Creek.....	do.....	A. E. Johnston.....	2-25-26	70.4
Sheep Creek.....	do.....	A. W. Hall.....	3-19-26	47.7
Sheep Creek.....	do.....	A. W. Hall.....	4- 9-26	76.4

STREAM MEASUREMENTS—(Continued)

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From September 30, 1925 to September 30, 1926

Stream	Location	Hydrographer	Date	Discharge Sec. Ft.
Sheep Creek.....	Section 16-23-57.....	A. W. Hall.....	5- 5-26.....	65.4
Sheep Creek.....	do.....	A. W. Hall.....	5-20-26.....	86.0
Sheep Creek.....	do.....	A. W. Hall.....	6- 3-26.....	6.1
Sheep Creek.....	do.....	A. W. Hall.....	6-23-26.....	69.0
Sheep Creek.....	do.....	A. W. Hall.....	7-10-26.....	23.5
Sheep Creek.....	do.....	A. W. Hall.....	7-22-26.....	10.3
Silvernail Drain.....	Section 7-19-49.....	A. E. Johnston.....	10-29-25.....	5.8
Silvernail Drain.....	do.....	A. E. Johnston.....	11-12-25.....	6.1
Silvernail Drain.....	do.....	A. E. Johnston.....	11-28-25.....	6.6
Silvernail Drain.....	do.....	A. E. Johnston.....	1-29-26.....	5.9
Silvernail Drain.....	do.....	A. W. Hall.....	3-16-26.....	5.5
Silvernail Drain.....	do.....	A. W. Hall.....	4-10-26.....	3.5
Silvernail Drain.....	do.....	A. E. Johnston.....	4-10-26.....	4.6
Silvernail Drain.....	do.....	A. W. Hall.....	5- 3-26.....	3.5
Silvernail Drain.....	do.....	A. W. Hall.....	5-18-26.....	3.9
Silvernail Drain.....	do.....	A. E. Johnston.....	5-22-26.....	4.0
Silvernail Drain.....	do.....	A. W. Hall.....	6- 7-26.....	20.5
Silvernail Drain.....	do.....	A. W. Hall.....	6-19-26.....	5.2
Silvernail Drain.....	do.....	A. E. Johnston.....	7- 1-26.....	3.4
Silvernail Drain.....	do.....	A. W. Hall.....	7-20-26.....	19.0
Silvernail Drain.....	do.....	A. E. Johnston.....	7-27-26.....	12.6
Silvernail Drain.....	do.....	A. E. Johnston.....	8-14-26.....	5.4
Silvernail Drain.....	do.....	A. E. Johnston.....	8-18-26.....	9.1
Silvernail Drain.....	do.....	A. W. Hall.....	9- 1-26.....	5.9
Silvernail Drain.....	do.....	A. E. Johnston.....	9- 7-26.....	7.6
Skunk Creek.....	Section 1-14-37.....	A. E. Johnston.....	2- 9-26.....	3.0
Skunk Creek.....	do.....	A. E. Johnston.....	3-18-26.....	2.5
Skunk Creek.....	do.....	A. E. Johnston.....	5-20-26.....	2.8
Skunk Creek.....	do.....	A. E. Johnston.....	8-20-26.....	2.1

STREAM MEASUREMENTS—(Continued)

From September 30, 1925 to September 30, 1926

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Stream	Location	Hydrographer	Date	Discharge Sec. Ft.
Snake Creek.....	Bridgeport-Alliance Highway.....	A. E. Johnston.....	10-26-25	0.0
Snake Creek.....	do.....	A. E. Johnston.....	11-23-26	0.0
Snake Creek.....	do.....	A. E. Johnston.....	3- 1-26	6.6
Snake Creek.....	do.....	A. E. Johnston.....	3-22-26	8.8
Snake Creek.....	do.....	A. E. Johnston.....	4-12-26	5.3
Snake Creek.....	do.....	A. E. Johnston.....	5- 3-26	0.0
Snake Creek.....	do.....	A. E. Johnston.....	5-24-26	0.0
Snake Creek.....	do.....	A. E. Johnston.....	7- 6-26	0.0
Snake Creek.....	do.....	A. E. Johnston.....	8-12-26	0.0
Snake River.....	Above Falls.....	A. E. Johnston.....	5- 7-26	399.0
Snake River.....	do.....	A. E. Johnston.....	5-28-26	336.0
Snake River.....	do.....	A. E. Johnston.....	9-15-26	340.0
Snell-Nine Mile Drain.....	Section 23-21-53.....	A. E. Johnston.....	10-19-25	211.4
Snell-Nine Mile Drain.....	do.....	A. E. Johnston.....	12- 1-25	149.5
Snell-Nine Mile Drain.....	do.....	A. E. Johnston.....	1-25-26	110.7
Snell-Nine Mile Drain.....	do.....	A. E. Johnston.....	2-23-26	115.5
Snell-Nine Mile Drain.....	do.....	A. W. Hall.....	3-17-26	83.0
Snell-Nine Mile Drain.....	do.....	A. W. Hall.....	4- 7-26	105.4
Snell-Nine Mile Drain.....	do.....	A. W. Hall.....	5- 4-26	89.3
Snell-Nine Mile Drain.....	do.....	A. W. Hall.....	5-18-26	101.7
Snell-Nine Mile Drain.....	do.....	A. W. Hall.....	6- 4-26	131.9
Snell-Nine Mile Drain.....	do.....	A. W. Hall.....	6-21-26	131.7
Snell-Nine Mile Drain.....	do.....	A. W. Hall.....	7- 7-26	179.2
Snell-Nine Mile Drain.....	do.....	A. W. Hall.....	7-22-26	171.7
Snell-Nine Mile Drain.....	do.....	A. W. Hall.....	8-10-26	193.0
Snell-Nine Mile Drain.....	do.....	A. W. Hall.....	8-23-26	212.1
Snell-Nine Mile Drain.....	do.....	A. W. Hall.....	9-14-26	223.8
Soldier Creek.....	Below Soldier Cr. Canal.....	A. E. Johnston.....	4-13-26	4.3
Soldier Creek.....	do.....	A. E. Johnston.....	5- 5-26	1.4

STREAM MEASUREMENTS—(Continued)

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From September 30, 1925 to September 30, 1926

Stream	Location	Hydrographer	Date	Discharge Sec. Ft.
Soldier Creek.....	Below Soldier Cr. Canal.....	A. E. Johnston.....	5-26-26	1.0
Soldier Creek.....	do.....	A. E. Johnston.....	7- 7-26	0.6
Soldier Creek.....	do.....	A. E. Johnston.....	8-13-26	4.4
Spotted Tail (Dry).....	Section 21-23-56.....	A. E. Johnston.....	10-21-25	33.2
Spotted Tail (Dry).....	do.....	A. E. Johnston.....	11-14-25	43.7
Spotted Tail (Dry).....	do.....	A. E. Johnston.....	12- 3-25	30.1
Spotted Tail (Dry).....	do.....	A. E. Johnston.....	1-26-26	18.1
Spotted Tail (Dry).....	do.....	A. E. Johnston.....	2-24-26	28.5
Spotted Tail (Dry).....	do.....	A. W. Hall.....	3-18-26	15.4
Spotted Tail (Dry).....	do.....	A. W. Hall.....	4- 8-26	21.1
Spotted Tail (Dry).....	do.....	A. W. Hall.....	5- 5-26	22.6
Spotted Tail (Dry).....	do.....	A. W. Hall.....	5-20-26	31.9
Spotted Tail (Dry).....	do.....	A. W. Hall.....	6- 3-26	53.5
Spotted Tail (Dry).....	do.....	A. W. Hall.....	6-22-26	37.2
Spotted Tail (Dry).....	do.....	A. W. Hall.....	7- 8-26	60.5
Spotted Tail (Dry).....	do.....	A. W. Hall.....	7-22-26	56.0
Spotted Tail (Dry).....	do.....	A. W. Hall.....	8-13-26	109.3
Spotted Tail (Dry).....	do.....	A. W. Hall.....	8-26-26	88.1
Spotted Tail (Dry).....	do.....	A. W. Hall.....	9-15-26	77.6
Spot. Tail-Kronberg.....	Section 6-22-55.....	A. E. Johnston.....	10-20-25	15.2
Spot. Tail-Kronberg.....	do.....	A. E. Johnston.....	12- 2-25	13.4
Spot. Tail-Kronberg.....	do.....	A. E. Johnston.....	1-26-26	13.0
Spot. Tail-Kronberg.....	do.....	A. E. Johnston.....	2-25-26	11.9
Spot. Tail-Kronberg.....	do.....	A. W. Hall.....	3-17-26	12.2
Spot. Tail-Kronberg.....	do.....	A. W. Hall.....	4- 8-26	9.3
Spot. Tail-Kronberg.....	do.....	A. W. Hall.....	5- 5-26	9.2
Spot. Tail-Kronberg.....	do.....	A. W. Hall.....	5-19-26	10.7
Spot. Tail-Kronberg.....	do.....	A. W. Hall.....	6-22-26	12.5
Spot. Tail-Kronberg.....	do.....	A. W. Hall.....	7- 8-26	10.5
Spot. Tail-Kronberg.....	do.....	A. W. Hall.....	7-21-26	11.8

STREAM MEASUREMENTS—(Continued)

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From September 30, 1925 to September 30, 1926.

Stream	Location	Hydrographer	Date	Discharge Sec. Ft.
Spot. Tail-Kronberg.....	Section 6-22-55.....	A. W. Hall.....	8-13-26	15.6
Spot. Tail-Kronberg.....	do.....	A. W. Hall.....	8-26-26	11.4
Spot. Tail-Kronberg.....	do.....	A. W. Hall.....	9-14-26	9.6
Spotted Tail (Wet).....	Above Tri-State Canal.....	A. E. Johnston.....	10-20-25	32.3
Spotted Tail (Wet).....	Above Enterprise Canal.....	A. W. Hall.....	5-19-26	5.1
Spring Creek.....	At Mills.....	A. E. Johnston.....	5- 8-26	12.4
Spring Creek.....	do.....	A. E. Johnston.....	6- 1-26	6.6
Spring Creek.....	do.....	A. E. Johnston.....	7-10-26	8.0
Spring Creek.....	do.....	A. E. Johnston.....	9-16-26	10.9
Stewart's Drain.....	Section 24-23-57.....	A. E. Johnston.....	10-21-25	0.7
Stewart's Drain.....	do.....	A. E. Johnston.....	12- 3-25	1.9
Stewart's Drain.....	do.....	A. E. Johnston.....	1-27-26	1.2
Stewart's Drain.....	do.....	A. E. Johnston.....	2-24-26	0.9
Stewart's Drain.....	do.....	A. W. Hall.....	3-19-26	0.8
Stewart's Drain.....	do.....	A. W. Hall.....	4- 8-26	1.5
Stewart's Drain.....	do.....	A. W. Hall.....	5- 5-26	0.8
Stewart's Drain.....	do.....	A. W. Hall.....	5-20-26	1.5
Stewart's Drain.....	do.....	A. W. Hall.....	6- 3-26	1.6
Stewart's Drain.....	do.....	A. W. Hall.....	6-22-26	1.6
Stewart's Drain.....	do.....	A. W. Hall.....	7-22-26	0.3
Stewart's Drain.....	do.....	A. W. Hall.....	8-13-26	0.8
Stewart's Drain.....	do.....	A. W. Hall.....	9-15-26	2.5
Stinking Water Creek.....	North of Palisade.....	A. E. Johnston.....	10-12-25	32.4
Stinking Water Creek.....	do.....	A. E. Johnston.....	11-18-25	33.9
Stinking Water Creek.....	do.....	A. E. Johnston.....	2-17-26	39.4
Stinking Water Creek.....	do.....	C. E. Franklin.....	3- 3-26	32.7
Stinking Water Creek.....	do.....	C. E. Franklin.....	3-19-26	30.2

STREAM MEASUREMENTS—(Continued)

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From September 30, 1925 to September 30, 1926

Stream	Location	Hydrographer	Date	Discharge Sec. Ft.
Stinking Water Creek	North of Palisade	C. E. Franklin	3-31-26	27.3
Stinking Water Creek	do	C. E. Franklin	4-17-26	27.8
Stinking Water Creek	do	C. E. Franklin	5- 3-26	27.1
Stinking Water Creek	do	C. E. Franklin	5-15-26	32.0
Stinking Water Creek	do	C. E. Franklin	5-28-26	20.6
Stinking Water Creek	do	C. E. Franklin	6-15-26	16.3
Stinking Water Creek	do	C. E. Franklin	6-27-26	26.9
Stinking Water Creek	do	C. E. Franklin	7-14-26	23.5
Stinking Water Creek	do	C. E. Franklin	8- 8-26	10.8
Stinking Water Creek	do	C. E. Franklin	8-22-26	23.8
Stinking Water Creek	Shipley's Ranch	C. E. Franklin	5-28-26	23.2
Stinking Water Creek	do	C. E. Franklin	6-15-26	22.5
Stinking Water Creek	do	C. E. Franklin	6-27-26	18.2
Stinking Water Creek	do	C. E. Franklin	7-14-26	17.3
Stinking Water Creek	do	C. E. Franklin	8- 8-26	8.9
Stinking Water Creek	do	C. E. Franklin	8-22-26	16.5
Thompson Creek	Section 2-1-13	A. E. Johnston	10- 9-25	23.3
Thompson Creek	do	A. E. Johnston	3-12-26	17.0
Thompson Creek	do	A. E. Johnston	6- 8-26	16.0
Timber Creek (Big)	South of Benkleman	C. E. Franklin	5-18-26	0.7
Timber Creek (Big)	do	C. E. Franklin	5-27-26	0.8
Timber Creek (Big)	do	C. E. Franklin	6-16-26	0.5
Timber Creek (Big)	do	C. E. Franklin	7-15-26	0.6
Timber Creek (Big)	do	C. E. Franklin	8- 9-26	0.4
Timber Creek (Big)	do	C. E. Franklin	8-21-26	0.3
Toohey Drain	Section 20-23-56	A. E. Johnston	10-21-25	4.5
Toohey Drain	do	A. E. Johnston	12- 3-25	3.2
Toohey Drain	do	A. E. Johnston	1-27-26	4.3

STREAM MEASUREMENTS—(Continued)

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From September 30, 1925 to September 30, 1926

Stream	Location	Hydrographer	Date	Discharge Sec. Ft.
Toohey Drain	Section 20-23-56	A. E. Johnston	2-24-26	3.9
Toohey Drain	do	A. W. Hall	3-18-26	2.9
Toohey Drain	do	A. W. Hall	4- 8-26	2.7
Toohey Drain	do	A. W. Hall	5- 5-26	1.5
Toohey Drain	do	A. W. Hall	5-20-26	2.2
Toohey Drain	do	A. W. Hall	6- 3-26	0.8
Toohey Drain	do	A. W. Hall	6-22-26	1.8
Toohey Drain	do	A. W. Hall	7- 8-26	3.8
Toohey Drain	do	A. W. Hall	7-22-26	6.1
Toohey Drain	do	A. W. Hall	8-13-26	7.4
Toohey Drain	do	A. W. Hall	8-26-26	10.4
Toohey Drain	do	A. W. Hall	9-15-26	6.0
Toohey Spillway	From Tri-State Canal	A. E. Johnston	1-27-26	19.0
Toohey Spillway	do	A. E. Johnston	2-24-26	13.8
Toohey Spillway	do	A. W. Hall	3-18-26	18.3
Toohey Spillway	do	A. W. Hall	4- 8-26	13.5
Toohey Spillway	do	A. W. Hall	5- 5-26	0.0
Toohey Spillway	do	A. W. Hall	5-20-26	25.9
Toohey Spillway	do	A. W. Hall	6- 3-26	0.0
Toohey Spillway	do	A. W. Hall	6-22-26	20.3
Toohey Spillway	do	A. W. Hall	7-22-26	0.0
Toohey Spillway	do	A. W. Hall	8-26-26	0.0
Trunk Butte Creek	Section 25-33-50	A. E. Johnston	3-23-26	1.3
Trunk Butte Creek	do	A. E. Johnston	4-14-26	1.0
Trunk Butte Creek	do	A. E. Johnston	5- 5-26	1.1
Trunk Butte Creek	do	A. E. Johnston	5-26-26	0.5
Trunk Butte Creek	do	A. E. Johnston	7- 7-26	2.7
Tub Springs	Section 5-22-55	A. E. Johnston	10-20-25	82.1
Tub Springs	do	A. E. Johnston	11-14-25	65.7

STREAM MEASUREMENTS—(Continued)

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From September 30, 1925 to September 30, 1926

Stream	Location	Hydrographer	Date	Discharge Sec. Ft.
Tub Springs	Section 5-22-55	A. E. Johnston	12- 2-25	58.6
Tub Springs	do	A. E. Johnston	1-26-26	41.0
Tub Springs	do	A. E. Johnston	2-25-26	35.4
Tub Springs	do	A. W. Hall	3-17-26	27.9
Tub Springs	do	A. W. Hall	4- 8-26	29.9
Tub Springs	do	A. W. Hall	5- 5-26	29.8
Tub Springs	do	A. W. Hall	5-19-26	25.5
Tub Springs	do	A. W. Hall	6- 4-26	72.3
Tub Springs	do	A. W. Hall	6-22-26	48.1
Tub Springs	do	A. W. Hall	7- 8-26	13.2
Tub Springs 6	do	A. W. Hall	7-21-26	32.8
Tub Springs	do	A. W. Hall	8-12-26	19.4
Tub Springs	do	A. W. Hall	8-26-26	18.3
Tub Springs	do	A. W. Hall	9-14-26	40.7
Tub Springs	Above Enterprise Canal	A. W. Hall	5-19-26	39.0
Tub Springs	do	A. W. Hall	6- 4-26	38.5
Tub Springs	do	A. W. Hall	7-10-26	59.1
Tub Springs	do	A. W. Hall	7-21-26	31.6
Tub Springs	do	A. W. Hall	8-26-26	34.4
Turkey Creek	Below Mill at Naponee	A. E. Johnston	10- 9-25	15.4
Turkey Creek	5 Miles West of Oxford	A. E. Johnston	10- 9-25	2.0
Turkey Creek	do	A. E. Johnston	2-16-26	4.3
Warbonnet Creek	Section 20-33-56	J. D. Heywood	8-25-26	1.4
Whistle Creek	Mouth	A. E. Johnston	7- 4-26	1.0
Whistle Creek	do	A. E. Johnston	9-11-26	0.0
White Clay Creek	Section 2-31-52	A. E. Johnston	11-24-25	2.8

STREAM MEASUREMENTS—(Continued)

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From September 30, 1925 to September 30, 1926

Stream	Location	Hydrographer	Date	Discharge Sec. Ft.
White Clay Creek	Section 2-31-52	A. E. Johnston	3- 2-26	3.9
White Clay Creek	do	A. E. Johnston	3-23-26	3.5
White Clay Creek	do	A. E. Johnston	4-13-26	4.4
White Clay Creek	do	A. E. Johnston	5- 5-26	3.5
White Clay Creek	do	A. E. Johnston	5-26-26	2.2
White Clay Creek	do	A. E. Johnston	7- 7-26	1.9
White Clay Creek	do	A. E. Johnston	8- 3-26	5.4
White Clay Creek	do	A. E. Johnston	9-13-26	2.3
White Horse Creek	Section 5-13-20	A. E. Johnston	11- 6-25	11.6
White Horse Creek	do	A. E. Johnston	1-21-26	16.9
White Horse Creek	do	A. E. Johnston	2-11-26	27.4
White Horse Creek	do	A. E. Johnston	3-16-26	25.2
White Horse Creek	do	A. E. Johnston	4- 6-26	19.9
White Horse Creek	do	A. E. Johnston	4-27-26	13.6
White Horse Creek	do	A. E. Johnston	5-18-26	14.9
White Horse Creek	do	A. E. Johnston	6-10-26	5.6
White Horse Creek	do	A. E. Johnston	6-24-26	12.3
White Horse Creek	do	A. E. Johnston	7-20-26	9.1
White Horse Creek	do	A. E. Johnston	8- 3-26	4.0
White Horse Creek	do	A. E. Johnston	8-23-26	6.1
White Horse Creek	do	A. E. Johnston	8-30-26	5.8
White Horse Creek	do	A. E. Johnston	9-27-26	11.8
Whiteman's Fork	North of Champion	A. E. Johnston	10-14-25	1.1
Whiteman's Fork	do	A. E. Johnston	11-17-25	0.8
Whiteman's Fork	do	A. E. Johnston	1-12-26	1.6
Whiteman's Fork	do	A. E. Johnston	2-17-26	1.3
Whiteman's Fork	do	C. E. Franklin	3-18-26	1.3
Whiteman's Fork	do	C. E. Franklin	3-31-26	0.7
Whiteman's Fork	do	C. E. Franklin	4-16-26	2.1
Whiteman's Fork	do	C. E. Franklin	6-26-26	0.5

STREAM MEASUREMENTS—(Continued)

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From September 30, 1925 to September 30, 1926

Stream	Location	Hydrographer	Date	Discharge Sec. Ft.
Whiteman's Fork.....	North of Champion.....	C. E. Franklin.....	7-13-26	0.4
Whiteman's Fork.....	do.....	C. E. Franklin.....	8- 7-26	1.5
White River.....	Military Road.....	A. E. Johnston.....	10-27-25	21.5
White River.....	do.....	A. E. Johnston.....	11-24-25	22.6
White River.....	do.....	A. E. Johnston.....	3- 2-26	29.5
White River.....	do.....	A. E. Johnston.....	3-23-26	27.7
White River.....	do.....	A. E. Johnston.....	4-13-26	28.5
White River.....	do.....	A. E. Johnston.....	5- 5-26	27.0
White River.....	do.....	A. E. Johnston.....	5-26-26	20.6
White River.....	do.....	A. E. Johnston.....	7- 7-26	20.4
White River.....	do.....	A. E. Johnston.....	8-13-26	49.7
White River.....	do.....	A. E. Johnston.....	9-13-26	18.9
White River.....	North of Crawford.....	A. E. Johnston.....	10- 2-25	14.2
White River.....	do.....	J. D. Heywood.....	10- 9-25	15.9
White River.....	do.....	J. D. Heywood.....	10-27-25	22.8
White River.....	do.....	A. E. Johnston.....	11- 5-25	17.7
White River.....	do.....	A. E. Johnston.....	11-25-25	17.0
White River.....	do.....	A. E. Johnston.....	3- 2-26	30.5
White River.....	West of Chadron.....	A. E. Johnston.....	10-27-25	28.2
White River.....	do.....	A. E. Johnston.....	11-24-25	14.5
White River.....	do.....	A. E. Johnston.....	3- 2-26	105.6
White River.....	do.....	A. E. Johnston.....	3-23-26	59.2
White River.....	do.....	A. E. Johnston.....	4-14-26	50.4
White River.....	do.....	A. E. Johnston.....	5- 5-26	10.3
White River.....	do.....	A. E. Johnston.....	7- 7-26	38.2
White River.....	do.....	A. E. Johnston.....	8-14-26	97.8
White River.....	do.....	A. E. Johnston.....	9-13-26	7.0
White River.....	Above Whitney Diversion.....	A. E. Johnston.....	3- 2-26	29.8

## STREAM MEASUREMENTS—(Continued)

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From September 30, 1925 to September 30, 1926

Stream	Location	Hydrographer	Date	Discharge Sec. Ft.
White River.....	Above Whitney Diversion.....	A. E. Johnston.....	3-23-26	29.3
White River.....	do.....	A. E. Johnston.....	4-14-26	32.4
White River.....	do.....	A. E. Johnston.....	5- 5-26	28.2
White River.....	do.....	A. E. Johnston.....	5-26-26	8.6
White River.....	do.....	A. E. Johnston.....	7- 7-26	8.5
White River.....	do.....	A. E. Johnston.....	9-13-26	19.2
White River.....	Below Whitney Diversion.....	A. E. Johnston.....	10-27-25	18.7
White River.....	do.....	A. E. Johnston.....	11-24-25	0.0
White River.....	do.....	A. E. Johnston.....	3- 2-26	35.6
White River.....	do.....	A. E. Johnston.....	3-23-26	27.7
White River.....	do.....	A. E. Johnston.....	4-14-26	36.0
White River.....	do.....	A. E. Johnston.....	5- 5-26	0
White River.....	do.....	A. E. Johnston.....	5-26-26	0
White River.....	do.....	A. E. Johnston.....	7- 7-26	0
White River.....	do.....	A. E. Johnston.....	8-13-26	8.6
White River.....	do.....	A. E. Johnston.....	9-13-26	0
White River.....	Whitney.....	A. E. Johnston.....	10-27-25	27.3
White River.....	do.....	A. E. Johnston.....	11-24-25	6.6
White Tail Creek.....	Section 36-15-38.....	A. E. Johnston.....	11- 4-25	37.6
White Tail Creek.....	do.....	A. E. Johnston.....	1-20-26	33.8
White Tail Creek.....	do.....	A. E. Johnston.....	2- 9-26	30.8
White Tail Creek.....	do.....	A. E. Johnston.....	3-18-26	29.7
White Tail Creek.....	do.....	A. E. Johnston.....	4- 8-26	36.2
White Tail Creek.....	do.....	A. E. Johnston.....	4-29-26	29.9
White Tail Creek.....	do.....	A. E. Johnston.....	5-20-26	29.0
White Tail Creek.....	do.....	A. E. Johnston.....	6-14-26	8.2
White Tail Creek.....	do.....	A. E. Johnston.....	6-28-26	10.8
White Tail Creek.....	do.....	A. E. Johnston.....	7-23-26	9.9
White Tail Creek.....	do.....	A. E. Johnston.....	7-30-26	10.7

**STREAM MEASUREMENTS—(Continued)**

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From September 30, 1925 to September 30, 1926

Stream	Location	Hydrographer	Date	Discharge Sec. Ft.
White Tail Creek	Section 36-15-38	A. E. Johnston	8-20-26	16.9
White Tail Creek	do	A. E. Johnston	9-2-26	20.3
White Tail Creek 5	do	A. E. Johnston	9-29-26	26.8
Wild Horse Drain	Section 12-20-52	A. E. Johnston	10-19-25	71.0
Wild Horse Drain	do	A. E. Johnston	12-1-25	58.9
Wild Horse Drain	do	A. E. Johnston	1-25-26	42.2
Wild Horse Drain	do	A. E. Johnston	2-23-26	44.0
Wild Horse Drain	do	A. W. Hall	3-16-26	34.5
Wild Horse Drain	do	A. W. Hall	4-10-26	26.5
Wild Horse Drain	do	A. W. Hall	5-3-26	21.4
Wild Horse Drain	do	A. W. Hall	5-17-26	21.9
Wild Horse Drain	do	A. W. Hall	6-6-26	85.5
Wild Horse Drain	do	A. W. Hall	6-19-26	37.8
Wild Horse Drain	do	A. W. Hall	7-5-26	31.8
Wild Horse Drain	do	A. W. Hall	7-23-26	67.7
Wild Horse Drain	do	A. W. Hall	8-14-26	89.9
Wild Horse Drain	do	A. W. Hall	8-23-26	85.3
Wild Horse Drain	do	A. W. Hall	9-13-26	74.8
Willow Creek	Section 10-1-10 Lester	A. E. Johnston	10-9-25	31.6
Willow Creek	do	A. E. Johnston	3-12-26	13.9
Willow Creek	do	A. E. Johnston	4-2-26	15.3
Willow Creek	do	A. E. Johnston	4-22-26	15.7
Willow Creek	do	A. E. Johnston	5-15-26	14.5
Willow Creek	do	A. E. Johnston	6-8-26	12.7
Willow Creek	do	A. E. Johnston	7-17-26	8.0
Willow Creek	do	A. E. Johnston	9-23-26	26.0
Willow Creek	North of Sarben	A. E. Johnston	2-10-26	1.6
Willow Creek	do	A. E. Johnston	3-17-26	1.0
Willow Creek	do	A. E. Johnston	4-8-26	1.4

STREAM MEASUREMENTS—(Continued)

From September 30, 1925 to September 30, 1926

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Stream	Location	Hydrographer	Date	Discharge Sec. Ft.
Willow Creek	North of Sarben	A. E. Johnston	4-28-26	0.3
Willow Creek	do	A. E. Johnston	5-19-26	1.2
Willow Creek	do	A. E. Johnston	6-12-26	1.4
Willow Creek	do	A. E. Johnston	6-26-26	1.4
Willow Creek	do	A. E. Johnston	7-22-26	0.9
Willow Creek	do	A. E. Johnston	7-31-26	1.2
Willow Creek	do	A. E. Johnston	8-21-26	0.7
Willow Creek	do	A. E. Johnston	9- 1-26	1.4
Willow Creek	do	A. E. Johnston	9-28-26	1.1
Winters Creek	E. Scottsbluff Sugar Factory	A. E. Johnston	10-19-25	94.4
Winters Creek	do	A. E. Johnston	11-13-25	82.8
Winters Creek	do	A. E. Johnston	12- 4-25	73.1
Winters Creek	do	A. E. Johnston	1-26-26	75.3
Winters Creek	do	A. E. Johnston	2-25-26	61.4
Winters Creek	do	A. E. Johnston	3-17-26	55.6
Winters Creek	do	A. W. Hall	4- 7-26	55.7
Winters Creek	do	A. W. Hall	5- 6-26	50.2
Winters Creek	do	A. W. Hall	5-19-26	17.4
Winters Creek	do	A. W. Hall	6- 4-26	73.6
Winters Creek	do	A. W. Hall	6-21-26	50.8
Winters Creek	do	A. W. Hall	7-10-26	88.5
Winters Creek	do	A. W. Hall	7-21-26	81.6
Winters Creek	do	A. W. Hall	8-12-26	23.5
Winters Creek	do	A. W. Hall	8-27-26	41.3
Winters Creek	do	A. W. Hall	9-14-26	81.8
Winters Creek	Above Winters Creek Canal	A. W. Hall	5-19-26	45.5
Winters Creek	do	A. W. Hall	6- 4-26	28.1
Winters Creek	do	A. W. Hall	7-10-26	84.5
Winters Creek	do	A. W. Hall	7-21-26	108.0
Winters Creek	do	A. W. Hall	8-12-26	47.7

**STREAM MEASUREMENTS—(Continued)**

Winters Creek.....	Above Winters Creek Canal.....	A. W. Hall.....	8-27-26	580 144.2
Wood River.....	Sec. 13-13-8 S. of Chapman.....	A. E. Johnston.....	10- 4-25	6.9
Wood River.....	do.....	A. E. Johnston.....	2-13-26	81.9
Wood River.....	do.....	A. E. Johnston.....	3- 9-26	25.0
Wood River.....	do.....	A. E. Johnston.....	3-31-26	16.4
Wood River.....	do.....	A. E. Johnston.....	4-20-26	19.7
Wood River.....	do.....	A. E. Johnston.....	5-12-26	15.2
Wood River.....	do.....	A. E. Johnston.....	6- 4-26	20.5
Wood River.....	do.....	A. E. Johnston.....	6-22-26	19.7
Wood River.....	do.....	A. E. Johnston.....	7-14-26	28.9
Wood River.....	do.....	A. E. Johnston.....	8- 5-26	6.0
Wood River.....	do.....	A. E. Johnston.....	8-26-26	32.0
Wood River.....	do.....	A. E. Johnston.....	9-20-26	20.3
Wood River.....	South of Alda.....	A. E. Johnston.....	10- 4-25	0.5
Wood River.....	do.....	A. E. Johnston.....	2-13-25	39.7
Wood River.....	do.....	A. E. Johnston.....	8- 5-26	0.
Wood River.....	do.....	A. E. Johnston.....	8-25-26	14.5
Wood River.....	Gibbon.....	A. E. Johnston.....	8- 6-26	4.1
Wood River.....	North of Kearney.....	A. E. Johnston.....	4-24-26	4.8
Wood River.....	do.....	R. F. Nosky.....	7-25-26	2.9

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