

north almost twice that distance. Mandan is the headquarters of the Missouri division and is a city substantially built of brick, enjoying a large trade and having a daily newspaper. It divides with Bismarck, its rival on the opposite side of the river, the advantages of the steamer trade of the upper Missouri, and has tributary to it a large section of farming and grazing lands, which are being rapidly settled upon. Machine and car shops and a round house are among the improvements located here by the company. We now cross the magnificent iron bridge which spans the Missouri. It is 1,450 feet long and consists of three spans of 400 feet each, resting on granite piers, and two end spans of 113 feet. The structure cost about \$1,000,000, and was opened for traffic October 21, 1882. On the east bank, two miles from the bridge, is the city of

BISMARCK.

When it was first decided to cross the river here, in 1872, it was conceived that this must be a place of importance as the connecting point between the railroad and steamers on the upper Missouri, and that its dominant position would cause a large city to spring up. A town was therefore laid out and named Edwinton, a title which was soon after changed to Bismarck in honor of the German Chancellor, whose letter acknowledging the honor, with fac simile of his autograph, is appended:

BERLIN, May 19th, 1873.

SIR: I have the honor to acknowledge the receipt of your letter of the 28th of last month, enclosing a copy of a resolution of the Board of Directors of the Northern Pacific Railroad Company to the effect that the town at the crossing of the Missouri river by that road shall be named Bismarck. I beg you will be good enough to convey to the gentlemen on behalf of whom you write my sincere thanks for so flattering a compliment, and to assure them that I am very grateful for the terms in which they speak of the services I have been able to do to my country and to those interests which are common to all nations. Accepted, together with my best wishes for the prosperity of your undertaking, the assurance of my distinguished consideration.



TO SAMUEL WILKESON, Esq.,
Secretary of the Northern Pacific
Railroad Company, New York.

The city is being substantially built of brick and has a daily paper, national banks, and a population of 3,000. The trade of the upper Missouri and the Yellowstone is extensive, the shipments by steamer in 1882 being 27,481,141 pounds of freight. It is confidently expected that several other railroads will give it connection with the territory in all directions—namely a branch leading north to the Mouse river and Saskatchewan countries; a branch to the Canadian Pacific at Winnipeg; a line to the Black Hills; and extensions of both the Chicago and Northwestern and the Chicago, Milwaukee and St. Paul. Some, if not all, of these expectations will no doubt soon be realized. In Burleigh county, in which the city is situated, there are 500,000 acres of good farming lands subject to entry under the homestead, pre-emption and timber-culture laws, and this land district embraces 50,000 square miles, nearly all of which is excellent grazing and agri-

cultural lands. From Bismarck to

JAMESTOWN,

on James, or Dakota, river, a distance of a hundred miles, the road runs through fertile upland prairies where the government and railroad lands are rapidly being settled upon for miles on both sides of the line. On the way we pass through three small but prosperous towns, Steele, Dawson and Eldredge, all of which are surrounded by many productive farms; also several embryo villages that will develop ere long into thriving trade centers. The James river valley is fertile, and is already well settled by an industrious class of people. From Jamestown, the county seat and commercial center, an enterprising town of about 1,200 people, a branch road is being extended northward to Devil's lake and the Mouse river region, passing through a fine agricultural section, the upper part of which is comparatively unsettled, but towards which many immigrants are now turning. It is already completed to Carrington, a distance of forty-three miles. For the fifty miles between Jamestown and

VALLEY CITY,

on Sheyenne river, the road runs through another stretch of magnificent upland prairie, dotted with many small lakes, well-tilled farms bordering the line the entire distance. On the way we pass several towns that are springing up in the most advantageous locations, and the general appearance of thrift and prosperity indicates that we are entering the older and more thickly settled portion of the territory. A short distance from the road, on either side, are large areas of vacant land yet open to occupation.

The Valley City & Turtle Mountain railroad is a projected line, to run from the south end of Barnes county, through this place, and up the valley of the Sheyenne to Turtle mountain, a distance of 150 miles. We are now in the basin of the

RED RIVER OF THE NORTH,

the great stream which carries the waters of a large area of Dakota and Minnesota, lying between the Missouri on the west and the headwaters of the Mississippi on the east, into Lake Winnipeg and thence by Nelson river into Hudson bay. This makes the third great system of water courses we have encountered since leaving Portland, one draining into the Pacific, one into the Gulf of Mexico and one into the icy waters of Hudson bay. For nearly a century agriculture has been carried on along this stream, near its mouth, and, on its great associate, the Saskatchewan, where colonies were planted by the English and Canadian fur companies as a base of supplies for their frontier posts. The growth of these colonies and their desolation in the war between the rival companies, forms one of the most interesting chapters in the frontier annals of America. Red river valley proper extends north and south at least 250 miles, and from thirty to fifty miles east and west. The surface is level and the soil black alluvium, from eighteen to thirty-six inches deep, resting on a tenacious clay subsoil. For the production of wheat, oats, barley, buckwheat, rye, potatoes and garden vegetables, it is unexcelled by any equal area on the continent. From Valley City to

TOWER CITY

it is but fifteen miles. This is a town of advanced growth, substantially built, having a

newspaper, and enjoying a large trade with the surrounding country. Six miles farther is New Buffalo, and ten miles beyond that is Wheatland, both of them towns of importance, supported by the thickly-settled farming country surrounding them. Seven miles from Wheatland, after crossing the line of the St. Paul, Minneapolis and Manitoba road, we enter

CASSELTON,

situated on a small tributary of Maple river, a confluent of the Sheyenne a few miles above its junction with Red river. We are now in the Red river valley proper, having descended somewhat from the higher prairie lands, and are in the region of the great "bonanza farms," where the first successful experiments were made in raising wheat in Dakota on a large scale. Near Casselton is the famous Cass-Cheney-Dalrymple farm. In 1882 there were 214,309 acres of land under cultivation in the Red river valley, in Cass county, of which 178,035 were in wheat, producing 3,500,000 bushels. From Casselton a branch line is under construction through the lower Red river region. It is already built to Newburg, about fifty miles north, and will be extended to Winnipeg. Several branches will reach out from this line into the most fertile sections of the Red river basin. From this point, with several small towns intervening, it is but twenty miles to

FARGO,

situated on the west bank of the Red River of the North itself. This is the dominant city of the valley and the most populous and prosperous in the territory. It contains a population of over 10,000, and has all the features of a large city, including fine brick mercantile buildings, elevators, mills, warehouses, gas-works, water-works, electric lights, fire department, chamber of commerce, daily papers, handsome residences, and commodious churches, school houses and hotels. The Fargo and Southwestern road is being constructed towards Grand Rapids, on James river below Jamestown, and has already penetrated to Lisbon at the second crossing of the Sheyenne. The Fargo Southern is projected to pass south through Wahpeton and continue up Red river. One division of the St. Paul, Minneapolis and Manitoba road crosses the river at Fargo and runs down the valley on the west side of the stream to Winnipeg. Fargo promises to be the great railroad center and metropolis of this whole region.

MOORHEAD

lies on the opposite side of the stream, in Minnesota, the river forming the boundary line between that state and Dakota. Were it not for this fact the two places would be one city, as they practically are so far as business and location are concerned, being united by bridges across the stream. The St. P. M. & M. road enters Moorhead from the southeast before crossing to Fargo. The city is substantially built and divides with its rival the trade of this region. For the first time since we stepped on board the Northern Pacific train at Wallula we have come within the limits of a state. For more than 1,400 miles we have been running through a series of territories, just waking into a life and activity that will, in a few years, transform them into full-grown states. At

GLYNDON,

nine miles further, we cross another division of the St. Paul, Minneapolis and Manitoba road,