DAKOTA.

Beauty and Excellence of the Prairies—Soil, Water, Timber, Buffalo Grass and Antelopes—Coal, Salt, Gypsum, Alkali and Indians—Bismarck—Its Situation, Progress, and Prospects.

Special Cor. of the Minneapolis Tribune.

BISMARCK, D. T., May 13, 1873.

I arrived at Bismarck yesterday and was surprised and disappointed. I had formed a favorable opinion of Bismarck, and thought from its location that it must make an important city, but I was surprised to find

SO LONG AN AGRICULTURAL REGION.

I have seen nothing in the West which in my opinion equals it. I had heard that the lands on the Northern Pacific Railroad, in Dakota, were practically worthless; that they were wholly unfit for farming purposes except in the valleys of the rivers crossed by it; but I found that the country has been judged by the occasional bad places. Its bad points have been brought prominently before the public, while the good have been overlooked.

My trip from Fargo to Bismarck, two hundred miles was made on a freight train, except the last thirty-six miles, which was made by wagon, and I had a good opportunity to see the country.

FROM FARGO WEST

the Red River Valley for about thirty miles is flat and somewhat uninviting except along the river, but the soil is a deep black loam very productive. The subsoil is clay strongly impregnated with marl. Thirty miles west the country rises about six feet, but the prairies continue rather flat to near the Sheyenne; then become decidedly undulating.

THE RIVERS.

The Sheyenne is crossed six miles west of Fargo and again fifty miles west; the Maple River thirteen and the James River one hundred miles west. These rivers are all fringed with timber but there is no considerable body. The land from the Red to the James River is particularly fine, that west of the James is good but the soil is lighter and the land is stony until within twenty miles of the Missouri when we strike a magnificent country better I think than any other on the N. P. R. R. east of the Missouri.

THE SOIL

may be judged from the cuts in the railroad and by last years heavy growth of [illegible]. I had an excellent opportunity to examine it and am confident I am not mistaken in my judgment of it. It is a black loam about eighteen inches deep with an indurated clay subsoil from eleven inches to three feet deep, and under that about seven feet of gravel, making a soil that will not be seriously affected by drouth or continuous rains.

On the knolls the soil is thin, often not more than four inches, but the growth of grass seems to be as great there as on the level prairie. On the Minnesota prairies the grass on the knolls is thin and frequently dies out in hot weather, but such is not the case on these prairies. There is occasionally a sink in which the soil is very shallow, the clay coming within three or four inches of the surface, but the grass grows luxuriantly here also. The clay subsoil seems to be capable of sustaining vegetation.

STONE.

There is considerable stone on the prairies, though not enough for fencing. Lands in Southern Michigan now worth $100 an acre, were so stony that the farms could be fenced by stone walls into ten acre lots. The stone on the Dakota prairies can be removed readily, and will be found to be worth a great deal more than the cost of removing for building purposes.

WATER.

On the flat prairie near the Red River, the water is not very good and by some it is set down as alkaline, but such does not seem to be the case. The only water to be obtained, except by deep digging, is surface water, which contains more or less vegetable matter. The wells are practically clay basins from which there is no escape and the water is liable to become impure, the same as if in a cistern or barrel. This view is sustained by the fact that the water is not unpleasant when the well is first dug, and when bad becomes good again on digging deeper. The same trouble was met with in the flat prairies in Illinois, Indiana and Michigan.

I met a Catholic priest at Sheyenne, who is now stationed at Moorhead. He has been familiar with Dakota for the past thirteen years, and informs me that water can be obtained readily on the undulating prairies by digging from twelve to twenty feet.

There are several salt and alkaline lakes on the road, but in their immediate vicinity good water is found; such is the case at Crystal Springs, forty miles west of Jamestown. At this point I met Prof. Eames, a geologist of some note, who is employed by private parties to explore Dakota. He agrees with the priest that there is no trouble about water, and with me as to the productiveness of the soil.

ALKALI.

Though much has been said of alkali in connection with Dakota prairies, I did not see an acre of land rendered unproductive by reason of it. I saw indications of alkali, but it was left only by evaporation; it is not on the surface. Salt, gypsum and alkali exist in the vicinity of Crystal Springs,

SALT AND GYPSUM,

in quantities sufficient to pay for working. There are several salt and alkaline lakes in the vicinity of Crystal Springs. The salt lakes are only brakish; too salt for culinary purposes, but not too salt for stock. I noticed one Alkaline lake that was about dried up. The bottom was almost as white as snow. It was cold that morning and there was ice on the lake which fairly glistened with alkaline crystals.

THE VALLEY OF THE SHEYENNE

is almost wholly unoccupied, and excellent claims may be had in that vicinity. The townsite of Sheyenne is delightful, and a pleasant village will soon spring up there.

One hundred miles west of Fargo is

JAMESTOWN,

situated on the James River. This is also a pleasant location, and is a town of considerable importance. The buildings, however, are nearly all tents. Fort Seward is situated here, and at present is occupied by three companies of the Twentieth Infantry.

At Jamestown I first met with the famous

BUNCH GRASS,

on which the buffalo delight to feed. The prairies from the James to the Missouri rivers are covered with it. It is claimed that the buffalo, deer, antelope, &c., live on this grass all winter. It matures before the frosts, and retains nutriment until replaced by new in the spring. I rode thirty-six miles behind a horse which had lived on the prairie all winter; he had been taken up only two weeks before.

We saw many flocks of

ANTELOPE

on the route. In one there were nine; in another more than we could count. The conductor informed us that he killed one a few days before, and that it was in excellent condition. We did not see any elk but others whom we met did.

SHEEP GROWING.

I could not help but admire this country for the apparent advantages it possesses to those contemplating sheep culture. Sheep could feed till late in the fall on the bunch grass of the Missouri Valley, and in case of short feed, could be turned out early in the spring, or, indeed, half the winter, without danger of starving. The stone on the pairies could be used to advantage in making shelter for them. In localities where water is scarce sheep could be raised, because they rarely drink. The morning dews will satisfy them.

There is comparatively little meadow land in this country, but corn can be sown broadcast, and a cheaper and better fodder raised. Straw produced here should be free from rust, bright, and good for fodder.

CLIMATE.

The climate of the Missouri Valley is much milder than that of Minnesota. The fall of snow is much lighter, and the spring two weeks earlier, at least. I noticed grass yesterday five or six inches high, the prairies are quite green, and stock feeding upon them. The river is open ordinally about the first of April—this year about the middle of April. Gov. Marshall and others who accompanied the expiditions against the Indians in this country speak in high terms of the Missouri Valley. The rich prairies are said to extend 125 miles west of Bismarck.

FARMING.

There are no farms opened yet. The first settlements were made in this region in 1872. At Bismarck a garden is being planted by the town site company in order to test the soil. Some of the settlers will plant vegetables on the sod.

WHAT FOUR ACRES HAS PRODUCED.

At Fort Wadsworth, last summer the post gardner raised from four acres, one thousand head of cabbage, eight hundred bushels of potatoes, five hundred bushels of onions and several bushels of beets and turnips.

TIMBER.

This country lacks timber; from Fargo to Bismarck there is no timber except that skirting the rivers. At Bismarck there is a considerable body, prinipally cottonwood, though there is some oak, ash, etc. Last winter logs for five hundred thousand feet of lumber were cut from it. The timber grows on the river bottoms—none on the high prairies. In a former letter I called attention to the value of the timber on the line of the N. P. R. R. in Minnesota. Since I have seen the necessity for timber here I am much more deeply impressed with its value, and reaffirm my opinion that the most valuable land owned by the N. P. R. R., is the timber land in the region of Duluth and Brainerd.

COAL

is found in great abundance on the Missouri River. The coal measures are supposed to rest on the granite, the sand and lime stones all being absent. Coal exists in a succession of beds sixty feet deep, the beds from eight to twenty-two feet thick. There is a coal bed now open, on the river about forty miles above Bismarck. Coal is found in greater abundance nearer by, west of the river.

GOVERNMENT LAND.

But little government land has been taken in Northern Dakota. The lands along the Red and Missouri Rivers were but recently surveyed. The plats have not yet been returned to the land office so that no entries have as yet been made—the settlers have only "squatted." The plats are expected daily however. There is some excellent land within three miles of Bismarck still vacant; some claims on which there is timber.

There is a fine field for settlers in the Missouri Valley. There will be a home demad for all they can raise for some time, and when they desire to ship their produce they will have the advantage of the river and the railroad. Already nearly one hundred families have settled on government land in this vicinity.

But my letter is already long and I have not told you of

BISMARCK

a town which just now attracts more attention than any town in the United States and which, in importance, is destined to be second to none in the West. It is situated 450 miles west of Lake Superior, at the Northern Pacific crossing of the Missouri River, which is navigable for hundreds of miles north of it, in a rich agricultural region, and within easy access of the rich mineral regions of Montana, not to speak of the coal, salt, gypsum and other minerals in the immediate vicinity. There is no reason why it should not make as good a point as St. Paul, and better than Omaha and other towns on the lower Missouri, because it will come up without the opposition they were subject to. Everything in Northern Dakota will center at Bismarck. It will be the headquarters of all military operations in this portion of the country. Mining operations will be organized here, and from here the coal mines of the Territory will be developed. Large numbers of men will be employed in these operations, and railroad lines will be extended from here to the mines. It will be the headquarters for future operations by the Northern Pacific. Their shops will be here. A year or two hence the road will be extended, and this will be their base of operations. Till then it will be the terminus of one of the greatest railroads on the continent, a railroad having a grant of land the largest of any in the world—25,600 acres to the mile through this and other Territories, half as much through Minnesota and Oregon—and that land chiefly good farming land, which will sell readily at from five to eight dollars per acre, and some of it at a higher figure. A large Montana traffic will be carried on from here until the road is extended, as this is the nearest railroad point to that Territory.

FIRST SETTLEMENT.

The first settlement was made at Bismarck in June, 1872, and several buildings were put up last fall. Probably 200 people wintered here.

PROGRESS.

To-day there are, all told, about seventy buildings at Bismarck and about six hundred people. The track of the Northern Pacific Railroad was extended to within thirty-five miles of the Missouri River last fall, and is now being completed at the rate of two miles per day. It will reach the river by the first of June. A few weeks later there will be 2,500 people here. They are coming from every quarter to engage in all sorts of business. The buildings put up so far are cheap concerns; the lumber was green and expensive, and persons building hurried.

W. B. Shaw & Co., of St. Paul, have a fine store 100x25 feet, literally packed with goods. They engaged in trade early last fall, and have already sold over $60,000 worth of goods. They have opened a deposit bank, and are doing general banking and exchange business.

The Capital House, by R. R. Marsh & Co., is 25x100 feet, two stories, dining hall 22x30. Mr. Marsh has for a number of years been a steward on a steamboat running on the Missouri, and if any man living knows how to cater to the public taste, he does. Board at Bismarck is $2.50 per day for transient, and eight dollars per week to regular boarders.

There is one grocery and one drug store, one shoe shop, two bakeries, one gun shop, one jeweler, one book store, one shingle mill, one saw mill, one doctor, three lawyers, U. S. Marshal, U. S. Court Commissioner, one millinery store, four barber shops, a land office, a number of saloons, a brewery, a pop factory, three billard halls and four hotels. There are fifty soldiers stationed here commanded by Capt. Clarke formerly Lt. Col. of the Sixth Michigan. The sporting faternity is largely represented but they are usually men who mind their own business and I apprehend none will stay away on their account. The town is very quiet; there has been no trouble yet. The county and town is unorganized and the citizens rely on each other for protection. Organization however will be perfected at an early day.

Carpenters find steady employment at $5.00 per day; there are about twenty now at Bismarck.

THE TOWN SITE

is the best located of any that I have ever looked upon. It is on the second terrace left by the receding waters. The first is a flat two and a half miles wide at Bismarck, six miles long and occasionally overflows. The main street is situated on a bench or terrace, fifteen feet above this flat, extending back six hundred feet to another bench several feet higher—this gradually rises until it reaches a high and undulating prairie about half a mile back. Four miles from Bismarck is Fort Abraham Lincoln, situated on the high bluffs on the opposite side of the river. These bluffs are about ninety feet high. Eight miles south of Bismarck the high prairies terminate abruptly, forming very handsome bluffs facing the city. North the high undulating prairies continue as far as the eye can reach. East is the Apple Creek Valley, about eight feet higher than the river, west the high bluffs on the opposite side of the river. The timber is on the flat between the city and the river. The river is about three fourths of one mile wide, and is navigable for the largest river boats.

RELIGIOUS MATTERS.

At Bismarck I met Rev. D. C. Lyon, Presbytern missionary, who went through on the first train to look after the spiritual welfare of the Bismarck people. He found plenty of work but comparatively few workers. Preaching was had, however, morning and evening, on last Sunday and a Sabbath School was organized, with Mrs. Slaughter as Superintendent. Mr. Lyon assures me that the Presbyterians will certainly put up a church at Bismarck this summer. I have no doubt subscriptions would gladly be received by him to be used in forwarding the work. Mr. Lyon is the first to make an effort here in behalf of the cause of religion.

BUILDING MATERIAL.

There is excellent brick clay at Bismarck, and 60,000 brick were manufactured last season. The yard is now in full blast. I doubt if there is any building stone in this vicinity, but "hardheads" on the prairie will come in excellent play for underpinning. Arrangements have been made for shipping in large quantities of pine lumber and other material for building. Pine has been selling at $100 per m., cottonwood $81, cottonwood shingles $6.00 per m. Pine will no doubt be furnished at from $80 to $45 per m. so soon as the track is completed.

MISCELLANEOUS.

The snow was all gone in Bismarck in March and the boys have since had high times playing base ball, the soldiers furnishing one nine and the citizens the other. The snow fall of last winter was but six inches. Excellent water is obtained at Bismarck by digging from 30 to 60 feet. The people are contented and have faith in the future.

In addition to the business now at Bismarck mentioned above I might speak of many enterprises under way, but I have told you what there is, and it shall be the duty of the Bismarck TRIBUNE to report from time to time, additions.

C. A. L.

Talk Up Your Town.

Talk up your town and your townsmen and business. Give encouragement to every useful and creditable enterprise in your midst; for as certainly as effect follows cause, so certainly will every enterprise of merit repay every citizen. We cannot live unto ourselves, and we cannot neglect any movement in behalf of a place without inflicting upon ourselves a personal injury. If you see a needed improvement for a town, demand it, and talk it up vigorously, until the whole community is impregnated with the idea, and a storm of public sentiment compels the work. Don't stop because some poor mummy, out of whom has withered all public spirit and love of advancement moans out his sepulchral whine, "it won't pay." Show to your live fellows that it will pay, and leave the mummy to his dust and stupidity; and by and by you will see the result of your courage and talk in universal improvement, increased facilities and business, and a broad, liberal, generous public spirit, that pervades and vivivies and makes pleasant and beautifies every place where it enters.—[Exchange.

KATY'S GUESS.

With twelve white eggs in a dawny nest,
The old hen sits in a box in a shed;
And the children, yesterday, stood and guessed
Of the hopes that hid in her speckled breast,
Of the dreams that danced through her red-crowned head.

"She thinks," said the labor-saving Ned,
"Of a land where wagons are all asleep,
Where the hawks are blind and the dogs are dead,
Where are heaps of corn as high as the shed,
And plenty of earth-worms for her to eat."

"She remembers the county Fair," says Bess,
"And the prize she took at Hampton town."
"No! No! she don't," cries James the less;
"She dreams of little ducks, I guess;
She is wondering yet why they didn't drown."

And what say you, little curly-pate?
I see a thought in your merry eye.
"She finks," says the bright-haired baby Kate,
As she lifts the latch of the garden-gate,
"Dere'll be dickens to scratch for by-and-by."

Three cheers for the wisdom of three-years-old!
Who told you the secret, little pet,
That love is better than ease or gold,
That labor for love pays a thousand-fold?
"Do fink it oesef"? Well, don't forget.

Utah Ceremonies.

Brigham Young is now commencing to realize something tangible from his matrimonial investments. The anniversaries of those marriages are commencing to occur with astonishing frequency. First, there is a silver wedding, then a wooden wedding, and a tin wedding, and then another silver wedding, next a glass wedding, and then a tin wedding again, and the following night another silver wedding, and then a linen wedding, followed by a wooden wedding, which is succeeded by a glass wedding, and so on through the chapter. The effect on the Mormons—the rank and file of the faithful—can well be imagined, but a brush in a ten acre lot of marrowfat peas could'nt paint it. The temple itself is warmed with three mortgages, and even the revelation bids fair to ascend the spout. It is no uncommon thing to see a healthy Mormon skimming toward headquarters, with a silver pitcher under one arm and a coal scuttle under the other, with a pleasing assortment of glass and wooden ware concealed about him. The government has concluded to withdraw its troops.—[Danbury News.

A Thundering Kiss.

Egyptians claim Amphitryon for their own use. They extol the dinners he gave at Memphis, and they say, or said, that his son Hercules was the last born of the gods. But the original Amphitryon was a Hindoo gentleman.

The Hindoo name of the hero has gone out of memory. He was not a great personage, like the more classical hero. He was a handsome, stalwart fellow, who had a pretty little wife, who used to make him frantic with jealousy at her very gracious way to any young fellow who paid her a compliment on her beauty. The Hindoo kept his temper and a stick. The later once got the better of his temper. He so applied it to the shoulders which he would have done better to have kissed, that he left his wife insensible, and he swore by his great gods that he would never keep house with her again.

The angry husband strode away from from the scene of domestic disturbanee. There had been watching him a a diety of those sunny skies from a rosy little cloud. Descending in the latter to the ground, and lightly triping on the firmest set earth, he gave himself a shake or two, the last of which shook him into the shape of the handsome, stalwart, but no longer angry looking husband. Immediately afterwards the coquettish little wife was wonderfully surprised to find herself on a seat in her garden, with her husband at her feet confessing himself to be a brute, and wondering how he could even say a hasty word to the choicest of women and the very pearl of wives.

"Well, this is something new," cried the little woman.

"But it shall be lasting exclaimed the imaginary husband.

And so it appeared to be for at least a considerable period. The new household was cited as the happiest in the land; and if a husband made an observation that was not in accordance with his wife's feelings, the husband of the aforesaid little woman was pointed out to him as a model to be followed. A son was born in that household, and there were fireworks enough let off in honor of the little stranger to have set the world afire. On the following morning, as the father was going out of doors, there met him on the threshold the original husband. They stood, not merely face to face, but nose to nose. The confusion that ensued is not to be described. The stupor and astonishment of the little wife at the sight of a couple of husbands is not to be expresed.

"Look here," said the arbitrator, "you are troublesome people, all of you, but the affair must be arranged at once. Let plaintiff and defendant kiss the lady's lips, and he who gives the loudest smack is the true man."

The little woman put up her coral lips, which the real husband kissed, as he stooped down to them, with a report as of half a dozen revolver chambers at once.

"Not bad, my man," said the Brahmin. "The other fellow will find it hard to do better."

That other fellow, however, looked in the lady's eyes as they smiled on him, murmured something as he bent his head to her lips, which seemed (as we are informed) like "rosebuds steeped in dew," and straightway placed his lips to hers. At that moment the world shook with a thunder as if the whole artillery of the skies, and the spectators shouted the Hindoo phrase for "That is the real Simon Pure."

"You are sons and fathers of asses," roared the Brahmin. "None but a deity ever saulted in that fashion."

As he said it, the divinity was seen rising in his rosy cloud, and laughing merrily as he looked down over the side of it. The husband was told that it was only a dream. As the late husband's son sat down with them at breakfast his present father remarked it was the funniest dream he had ever had.

ONE of the soldiers sent against the Modocs received a letter from his sister containing the following beautifnl and touching sentiment: "And if anything should happen to you, do make some arrangement to have your hair recovered and sent on. It is the exact color of mine, and I can't get a pair of curls of the right shade anywhere here."

A poweaful jack screw — Captain Jack's crew.

CITY BANK,
MINNEAPOLIS.
Authorized Capital, - $500,000.00
Paid in Capital, - - 150,000.00
President—J. W. PENCE.
Vice-President—F. F. THOMPSON.
Cashier—T. J. BUXTON.
DIRECTORS:
J. W. Pence, F. F. Thompson,
T. J. Buxton, W. H. Bridgman,
C. C. Mc Reeve, J. V. D. Reeve,
J. H. Thompson, H. G. Harrison,
W. W. Eastman, H. N. Brown,
Franklin Beebe, C. M. Loring,
T. A. Harrison, E. M. Wilson.
Highest market price paid for gold, silver and United States Bonds.
Deposits received and interest allowed at best current rates.
Collections made on all accessible points in the United States on the most reasonable terms.
Sight Drafts on England, Ireland and all parts of Europe.

NORTHWESTERN NATIONAL BANK,
MINNEAPOLIS, - - - - - MINN.
Authorized Capital, $1,000,000. Paid in Capital $200,000.
DIRECTORS:
Hon. D. Morrison, Wm. G. Moorhead,
H. T. Welles, Chas. B. Wright,
C. G. Goodrich, M. D., A. H. Barney,
S. E. Neller, Hon. Wm. Windom,
E. A. Harmon, F. S. Gilson,
A. Kelley, Paris Gibson.
HON. D. MORRISON, President. S. E. NEILER, Cashier.
Will allow interest on special deposits, and transact a general Banking business.

Nat. Exchange Bank
OF
Minneapolis, - - Minn.
President—H. MILLER.
Cashier—W. P. WESTFALL.
DIRECTORS:
H. Miller, D. Morrison,
S. H. Matteson, J. S. Pillsbury,
D. R. Barber, J. E. Bell,
W. P. Westfall.
Highest market price paid for Gold, Silver and U. S. Bonds 7-30s and Compound Interest Notes.
Collections made on accessible points in the United States, on the most favorable terms.
Sight draft on England, Ireland and all parts of Europe.

First National Bank
OF DULUTH.
J. B. CULVER, Prest. GEO. C. STONE, Cashier.
PAID UP CAITAL, - 100,000.
Corner 1of Lake Avenue and Superior Street.
No 1 1y

BANK OF DULUTH.
(Successor to E. W. Clark & Co.)
ORGANIZED UNDER THE STATE LAWS.
RECEIVES DEPOSITS SUBJECT to SIGHT DRAFTS
INTEREST ALLOWDED ON TIME DEPOSITS.
EXCHANGE BOUGHT AND SOLD ON ALL THE PRINCIPAL POINTS IN THE UNITED STATES, EUROPE AND CANADA.
COLLECTIONS MADE AND REMITTED FOR PROMPTLY.
R. S. RUSSELL, President. | C. P. BALLY, Cashier.

1872 1873
MISSOURI RIVER
Transportation Company.
This Company is now operating the
COULSON LINE
Of Steamers in connection with the Northern Pacific Railroad carrying freight and passengers with
SAFETY and CELERITY
between Bismarck and all points North and South. Shippers and traders can reach
MONTANA AND IDAHO
and all points on the Upper Missouri via the line
FIVE TO SIX DAYS QUICKER
than by any other route with rates so low as to defy competition.
The line consists of the following elegant and commodious passenger steamers:
JOSEHHINE, Grant Marsh, Master.
E. H. DURFEE, Wm. Coulson, Master.
FAR WESR, Martin Coulson, Master.
WESTERN, J. B. Clarke, Master.
KEY WEST, John Todd, Master.
and the IDA STOCKDALE.
Boats run tri-weekly from Bismarck to Fort Benton and intermediate points and from Bismarck to Yankton, connecting with the Dakota Southern Railroad. (6f)
JAS. A. EMMONS, Agent, Bismarck, D. T.
S. B. COULSON, Supt., Yankton, D. T.

LAKE SUPERIOR
AND
MISSISSIPPI
Railroad Company.
Cheap Farms!
IN MINNESOTA.
The line of this Road is from
ST. PAUL MINNESOTA,
The Head of Navigation on the Mississippi, to
DULUTH,
At the Western extremity of
Lake Superior,
A distance of 155 miles, with Branches to
STILLWATER
AND
MINNEAPOLIS.
The Land Grant in aid of the construction of the Road (10,240 acres to the mile) amounts in the aggregate to
1,632,000 Acres.
Large portions of these Lands are best adapted of any in the State for the production of Wheat, Corn, Oats and all kinds of Roots and other Vegetables. Many contain large bodies of Natural Meadows or Grazing Lands; others are well timbered with Oak, Maple, Ash and other Hard Wood Timber; and on others are large bodies of White and Yellow Pine.
The lands are well watered by Running Streams and Innumerable Lakes and within the Limits of Lands belonging to the Company there is abundance of Water Power for Manufacturing Purposes.
These Lands are offered on Long Credits and at Low Rates.
For instance, 40 acres is sold at $5.00 per acre making $200, the payment would be as follows:

	Principal.	Interest.	Total.
1st year	$11.00	$18.88	$24.33
2d "	27.00	11.34	38.34
3d "	27.000	9.45	36.45
4th "	29.00	7.06	34.59
5th "	27.00	5.67	32.67
6th "	27.00	3.78	28.89
7th "	27.00	1.89	28.89
8th "	27.00	——	27.00

The purchaser having the privilege to pay up in full at any time he desires, thereby saving the payment of interest. A deduction will be made in credit price for all cash payments.
Also for Sale, Large Bodies of Valuable
PINE TIMBER.
Special Inducements to Mills.
PAMPHLETS FREE.
For further particulars apply to
C. E. FURNESS,
Land Commissioner, No. 78 Jackson St., St. Paul.
No 1 1y

1873 Summer Arrangement 1873
Northern Pacific Railroad.
LAKE SUPERIOR AND MISSISSIPPI, MINNESOTA AND DAKOTA DIVISIONS.
FAVORITE SUMMER ROUTE
BETWEEN THE
NORTHWEST & EAST.
DIRECT ROUTE TO
DULUTH, LAKE SUPERIOR, LOWER LAKE PORTS AND
MISSOURI RIVER,
BRAINERD, DETROIT, MOORAEAD, BISMARCK, PEMBINA, FORT GARRY, AND ALL POINTS ON NORTHERN PACIFIC RAILROAD AND RED RIVER AND
THE UPPER MISSOURI.
L. S. & M. R. DIVISION
connects at Thompson Junction with the Main Line of the Northern Pacific Railroad. Trains of the Minnesota Division to and from Brainerd and Moorhead, connect with night trains to and from St. Paul and Minneapolis, making the trip between St. Paul or Minneapolis and Moorhead in 24 hours.
From Moorhead trains run daily to the Missouri River connecting at
BISMARCK
with the Coulson Line of Steamers for
FORTS STEPHENSON, BERTHOLD, BUFORD AND BENTON, HELENA CITY AND OTHER
POINTS IN MONTANA.
AT DULUTH
Lines of New and Elegant Steamboats for all points on Lake Superior, Michigan, Huron and Erie, connecting with railroads to all points East and South.
AT ST. PAUL
with the roads diverging therefrom; also Mississippi River Steamers.
PULLMAM PALACE CARS
On Night Passenger Trains.

LEAVE ST. PAUL, *8:10 a. m. / 7:30 p. m.	For Duluth, connecting at Thomson Junction with Train on Minnesota Division. Arrive at Duluth 4:40 p. m. 6:00 a. m.
8:10 a. m. / 10:20 p. m. / 8:40 p. m.	For Stillwater. Arrive at Stillwater 9:50 and and 11:55 a. m. and 5:30. p. m.
MINNEAPOLIS. *7:50 a. m. / †7:10 p. m.	For Duluth, connecting at Thomson Junction with trains for Minnesota Division. Arrive at Duluth 4:10 p. m. 6:00 a. m.
7:50 a. m.	For Stillwate. Arrive at Stillwater 9:50 a. m.
7:05 a. m. / 3:35 p. m.	For Chaska, Carver and Sioux City Junction. Arrive at Sioux City Junction at 8:00 a. m. and 5:20 p. m.
DULUTH, *9:00 a. m. / 8:00 p. m.	For St. Paul, Minneapolis, Stillwater and roads diverging from St. Paul. Arrive at St. Paul at 5:10 p. m. and 6:30 a. m.
STILLWATER, 8:05 p. m. / 1:10 p. m. / 3:15 p. m.	At Minneapolis at 8:30 p. m. 6:50 a. m. For St. Paul. Arrive at St. Paul at 9:40 a. m. 2:35 and 6:10 p. m.
8:15 p. m.	For Minneapolis. Arrive at Minneapolis 5:30 p. m.
SIOUX CITY JUNCTION, 9:30 a. m. / 6:00 p. m.	For Minneapolis. Arrive at Minneapolis at 11:35 a. m. and 80:00 p. m.

*Dine at Hinckley.
†Daily, except Saturday.
All other Trains Daily except Sunday.

MINNESOTA DIVISION

LEAVE DULUTH, *7:00 a. m.	For Brainerd, Moorhead and intermediate Stations. Arrive at Moorhead at 8:00 p. m.
MOORHEAD, 6:30 a. m.	For Brainerd, Duluth, St. Paul and Minneapolis. Arrive at Duluth at 7:30 p. m.

DAKOTA DIVISION.

LEAVE FARGO, *6.00 a. m.	For Bismarck and intermediate points arrive at Bismarck at 3:00 p. m.
BISMARCK, *6.00 a. m.	For Fargo, Moorhead Brainerd, Duluth St. Paul and Minneapolis. Arrive at Fargo at 8:10 p. m.

*Dine at Sanborntown.

TO SHIPPERS
OF
MONTANA and IDAHO.
The Northern Pacific Railroad was completed to the
MISSOURI RIVER
and opened for transportation of through freight and passengers on the sixth of June.
By the opening of this route the line is reduced five to six days between Fort Benton and Eastern points which together with the facilities for handling freight, and comfort for passengers, make it by far the
MOST DESIRABLE ROUTE
from the East to the Northwest or return.
The rate via this Line will be such as to always enable it to compete successfully with all rail routes. For information as to rates &c., apply to
H. BROWNSON, Agent, Bismarck, D. T.
C. W. MEAD, General Manager.
G. G. SANBORN, General Ticket Agent.
W. S. ALEXANDER, General Freight Agent.
General Office at Brainerd, Minn. (3y)

IMPERFECT PAGE