THE NEW NORTHWEST.

Jumping Off Place of American Jurisdiction—Bismarck and Bismarckers—Sioux and Arackarees—War Whoops and Steam Whistles—Northern Pacific; its Officers, and Prospects—The Yellowstone—National Park—Geysers and Ready Made Punches—The Bad Lands—"Scene of Hell with the Fires Out."

Special Correspondence Cincinnati Commercial.

BISMARCK, DAKOTA TERRITORY, June 20, 1873.

At this distance from the seat of American movement I may be classified as a Teton Sioux. Past Bohemianism, past Bedouinism, there is no other distinction to take; for right across the Missouri River, within sight of this encamped young city, the Dakota or Sioux Confederacy have been for two or three weeks, putting forward skirmishers to fight the Ree (or Arackaree) Indians who are the enlisted soldiers of the United States. In Bismarck to-day there are hanging up to be viewed by mankind the fresh scalp of one Sioux and bloody leg of another, fetched across the river by the Rees and exhibited.

THE BISMARCKERS.

I presume there is no other spot on the globe, at this moment, where you can see such hostilities and the steam locomotive confronting each other. The river is half a mile wide. On one side is the war-whoop, on the other the other the steam-whoop; on one side Bismarck, the last memorial of the Premier of Europe, with six hundred civilized people living under shelter, on the other the most numerous and hostile band of Indians on the American continent. The claim-squatter and the railroad gambler and sutler live as close to the mounted Dakotas as do you of Cincinnati to Covington.

You will apprehend from this situation that I am at the end of the Northern Pacific Railroad, the jumping-off place of American jurisdiction.

The Cincinnati Commercial is well known at this remote point. The gallus series of letters written last winter in your columns by "H. V. R." have been copied along this line, not always with the gentlest comments, but often also with good humored and philosophic pleasantry. For you must know that in this part of the world—rough as "H. V. R." found it in dead winter, before it was settled—there is a newspaper press, the proportions of which may surprise you.

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GOOD CHEER FOR BISMARCK.

A sense of sympathy and solicitude, which they would probably have resented, came over me as I saw this and other confident communities on the Northern Pacific line, brave, fearless, adaptable men, carrying the grit and sins of the nationality ahead; why should I discourage them?

For, to me, the country on the Northern Pacific line looked like all the better parts of the West—plentiful grass, flowing water, abundant game, and the soil in every railroad cutting from a foot to three feet of vegetable mold.

I saw this out of my eyes—and for a vigorous life and a destiny and grave among homogeneous, freedom-bed people, who love a school-house, I would rather live in Dakota or Minnesota than in the richest land in Texas. Others may see differently, but I have seen for myself. I have no doubt whatever, of any sort, but that this country will fill up as quickly as Minnesota, Wisconsin or Iowa. It supports, at present, more athletic savages than all the rest of the country. There are ten thousand Chippewas in Minnesota, thirty thousand Sioux in Dakota, and Crows, Blackfeet, and other vigorous tribes—a terror to all southerly Indians—line this region all the way to the Rocky Mountains, and beyond them are also the hardiest Indians of the Pacific. The scourges which have swept off other tribes to the south, have never accomplished any injury here. Not a case of cholera has ever been reported in Minnesota. Here the buffalo, elk, moose, grizzly bear and Rocky Mountain sheep, the most mammoth quadrupeds we produce, thrive as nowhere else in the country. Why not man?

And what is said of the dryness and softness of the winters in these parts is not a new story contrived to promote the fortunes of a railroad; it is the expression of every Jesuit explorer and old settler—of Hennepin, Leseur, Jonathan Carver, Father Belcourt, and so on to Schoolcraft and Sibley. A very large percentage of the population of Minnesota to-day is made up of people predisposed to consumption, who can live and work nowhere else.

APOLOGY.

It is none of my business, however, to be taking sides in controversies on latitudes. I have found good people up here, satisfied with the country, and God forbid that I help to diminish the little pile of investment or confidence in any man who has traveled so far with the instincts of ownership upon him. Suppose this railroad were never to go a step further. It has, at any rate, cloven 452 miles of desolation, tapped navigation on the Red River of the North, neutralized nearly a thousand miles of monotons navigation on the Upper Missouri, and here it is to the west of the furthest settlements of Kansas and Texas, and past the western line of longitude of the Indian Territory. It has cost our Treasury nothing but unexplored country, useless without it, and if its bonds ever tumble as low as discouragement would assume, there is land enough to recompense the losers. In 1849 Minnesota had not the population of some of her border countries, and to-day she trends upon a half a million, while three hundred miles north of the Northern Pacific Railroad there is a self-sustaining province of twenty-five thousand people, planted there sixty years ago, and flourishing despite all the privations of provincialism.

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You probably wish to know by a more vivid presentment what the

TOPOGRAPHY

is at this point, and forward on the line of march of this formidable enterprise.

The Missouri river is at this point from twelve hundred to fourteen hundred miles above its mouth. The nearest railroad point below on the stream is Sioux City, Iowa, distant by the current about eight hundred miles. Above Sioux City the river, ascending, bends away to the west and describes a crooked diagonal course through nearly the whole breadth of Dakota Territory, passing several military posts, widely separated, and twenty-five miles above Fort Rice it is encountered by the Northern Pacific Railroad and the town of Bismarck. Above Bismarck the river sweeps around to the southwest, by a long curve of several hundred miles, and receives the Yellowstone, which is the true Missouri, as the Missouri is the true Mississippi. A new fort, right opposite Bismarck, is called Fort Lincoln. Like all these forts, it consists of a stockade, sod ramparts, wooden barracks, and a landing place on the muddy river, where steamers can lie and discharge cargo. There is no fort behind Fort Lincoln on the line of the railway, except Fort Seward, at the crossing of the James river, which is commanded by a son of the late Attorney-General Edwates Bates.

The whole area between the western bank of the Missouri and the Great Bend is occupied by the Sioux, or Dakota, Nation, probably 25,000 or 30,000 strong. They are the immemorial tenants of these vast plains, and the most Tartar-like Sioux, the Tetons, have always been on this spot. They have never been subjugated. In 1863, after the bloody massacres of Minnesota, General Sibley, of St. Paul, chased the flying murderers across the Missouri, fighting them a battle right on the line of the present track of the Northern Pacific. Soon afterward all the rest of the Sioux resident in Minnesota were loaded on steamers and taken up the whole length of the Missouri, a distance perhaps two thousand five hundred miles, from their old abodes on the Minnesota and Red River, and they were precipitated upon their more savage countrymen, making at present, therefore, a compact, resentful and powerful Nation, all speaking the same language, all mounted, and for the great part armed.

In long distant times the Sioux made war upon a smaller nation of Indians, called the Rees, or Arackarees, who were saved from extermination, as had been the case with many hapless tribes, by the advent of some white people, with whom they formed alliance. The present expedition has taken about sixty of these Rees into the regular service, and the Sioux, maddened by this fact, have galloped up nearly to the gates of the fort and skirmished with their red enemies. Up to this time the Rees have had the advantage. * * * * *

WILL THE ROAD GO ON.

At Bismarck, Colonel Roberts, Chief Engineer, enlightened me upon the objects of the military and engineering expedition which was just starting for West Montana. They were to proceed due west to the springs of Heart River, cross the Little Missouri, and receive additional supplies by steamer on the Yellowstone, about 250 miles west of Bismarck. They were then to ascend the Yellowstone nearly to the longitude of the National Park, and return by the Muscle Shell River, which flows to the north, and to seek out another route back to the second place of supply. This expedition will definitely result in the settlement of the line of the next 300 miles of track, of which fifty miles will be graded this fall, as I am informed by Mr. Mead, the General Manager.

NORTHERN PACIFIC PROSPECTS.

During the next winter, Mr. Mead will have a large force of men employed in the woods of Minnesota, cutting out ties, and the work of reconstruction will go on in 1874 unembarrassed by construction companies or speculators of any kind; the corporation undertaking to grade and lay its own track. During the present year, meantime, forty miles of the road are to be put down in Oregon, running from Tenino northward, toward the shore of Puget Sound, so that by the winter of the year of 1873, the company will have in operation one hundred and six miles of track on the Pacific side, and more than six hundred miles in Minnesota and Dakota. Thus more than seven hundred miles of road will have been realized by this corporation in the space of two years—a very remarkable performance when we consider that no money has been given by the Government, and that the bonds of the company have been sold almost wholly in the United States and Canada.

OLD EVILS.

It has been the fate of this railroad to have been plundered to some extent by Washington politicians, who availed themselves of its necessities in the way of completing its charter, to engraft themselves upon it, and compel the acceptance of their combinations to construct a part of it. About $22,000,000 have been spent, thus far.

EIGHT MILLIONS MORE.

Early in the month of June the bankers' syndicate, which has anticipated the sale of bonds by advances of money, guaranteed eight million dollars of bonds additional, which will be sufficient to meet interest for at least two years, to pay running expenses, and to lay forty miles of track in Oregon, and grade fifty miles in Western Dakota. The new President of the company, General Cass, of Pittsburg, is a practical railroad man, and he has commenced his career by cleaning out the various stipendiary and parasite associations which wrapped themselves for some time about the Northern Pacific.

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OUTFIT.

The style and size of the stations on this road, which are among the best in the country, have been the subject of some cavil, but they are very agreeable to look upon, and will not need replacing for a couple of generations. The three great "Colonist's houses," or leading depots for emigrants at Duluth, Brainerd and Glyndon, are both unique and superb, making colonization easy; and to each is attached a trim little hospital for such wayfarers as may sicken on the way. These settlers' houses are provided with cooking ranges, beds, and warming apparatus, and they appeared to me to be in each case not less than two hundred feet long, and capable of accommodating from five hundred to one thousand people. At Fargo and Brainerd—the latter place being headquarters for the company—there are hotels, offices, and station-houses, of nearly a palatial character, built in an engaging way, with piazzas, Mansard pavilions, &c., and the food given to the traveler over the whole Minnesota division is better than on the great highways of the East.

INFORMATION.

The Northern Pacific Railroad, like the Union Pacific, has been much exaggerated in the popular mind as to the difficulties of construction. The only expensive portion of the road has been the twenty odd miles leading down the dalles of the St. Louis River from Thompson to Duluth. West of Thompson, for forty odd-miles, the road traverses a region of badly drained lands and lakes, and from this point westward there is rolling, level country as far as the mountains of Montana, or for more than six hundred miles. When the mountain country is attained, the expense of construction will find compensation in the abundance of timber for ties, bridges and fuel. This timber grows on all parts of the mountains for nearly three hundred miles further, and the Railway makes use of Columbia River from Helena until the crest of the Rocky Mountains is turned, taking the natural line of the stream and debouching into the plains of the Lower Columbia, where good land and timber alternate all the way to Portland and Puget Sound.

It is not probably within the ambition of the company to build the fork across Washington Territory to Puget Sound direct, until the road is completed as to the Southern branch. There is no compulsion to build more than one arm on the Pacific Coast, and the only motive for doing so would be to get additional lands. I found as far as I went that the difficulties of construction and colonization decreased on sight, and what I had presumed to be a mighty desert in Dakota looked to me precisely like the prairies of Iowa and Nebraska.

SNOW.

I had heard different accounts of trains being retarded last winter, and I asked Mr. Meade the, manager, who is an old Union Pacific Railroad man, to tell me in exact terms how long his trains were delayed in the exceedingly bitter winter of 1872-3. He replied as follows:

"Just two days and no more. When the big fall of snow came I stopped all my trains, and did not start them out for forty-eight hours. Consequently we started, fully prepared to clear the road if there should be any obstruction, and while trains all over Southern Minnesota were snowed up for a week, and sometimes a fort-night, we were running on time."

LAND.

I asked Mr. Roberts the Chief Engineer, who seemed to be a lymphatic and not over-sanguine sort of a gentleman, how much indifferent land there might be in Dakota and Minnesota as far as the road had gone. He answered: "Not above 12 per cent., at the worst."

Mr. Meade also assured me that it was as cheap for building and as good a country for settlement along the line of the road as in the best portion of Nebraska, where he had operated the Union Pacific, and which has since had an unprecedented immigration. At Bismarck upwards of two hundred claims have already been filed, and at every station the pre-emption shanties are seen in the offing.

MEADE.

The officer of the road on whom all the executive management devolves, who sees to the running of the trains, the keeping up of supplies, the seeking of contracts for transportation and locating emigrants, is C. W. Meade, formerly engaged on the Chicago, Burlington and Quincy Railroad, and afterward, I believe as Assistant Superintendent on the Union Pacific. He established smelting works at Omaha in the first place, but was sought out by the Northern Pacific Company and put in charge of the whole line. He is a short thick-set man of an active temperament, with broad shoulders and keen eyes, and considerable diplomatic capacity. It was Meade who put in the proposals for carrying supplies for the posts in Dakota, Montana, Wyoming and Idaho, and carried the contract away from the St. Louis steamers as well as from the Sioux City Railroad and steamers. This business for the present year is very encouraging to the railroad.

OTHERS.

J. H. Sullivan, the Superintendent of the Minnesota Division, is a young man, formerly of the Hannibal and St. Joseph Railroad; he struck me as having plenty of capacity, as did Hungerford, the Superintendent of the Lake Superior and Mississippi Division. Colonel Roberts, the Chief Engineer, is a quiet, civil-minded man of the middle age, who has personally traveled over all the mountain country between Helena and Puget Sound. I asked him what he thought of the enterprise of a National Park. He said he had no doubt that the park was a very wonderful thing, but that he supposed it was erected for the purpose of making another Government office. He expressed the opinion that it was a preposterous matter to cut out of so great a domain as ours, a space big enough to make a good sized Commonwealth, and put it under the custody of a Park Commissioner, as if he could do anything with it.

YELLOWSTOE PARK.

Yellowstone Park owes its incorporation to the celebrated subsidy Pomeroy, of Kansas, who introduced a bill to accomplish the purpose in 1871, while Claggett, delegate from Montana, introduced the bill in the House. The Pub-Land Committee intrusted the preparation of their report to the naturalist, Dr. Hayden, who had seen the country, and the measure passed without opposition, being advocated by Messrs. Trumbull, Edmunds, Anthony and Dawes.

A tract of land fifty-five by sixty miles was set apart and withdrawn from settlement, occupancy or sale. The entire area within its limits was over 6,000 feet in altitude, and the Yellowstone Lake alone, which is about twenty miles square, stands 7,400 feet above the sea. The mountain ranges round about are covered with snow and from ten to twelve thousand feet high, and they look down upon hot springs and geysers innumerable, which represent the last stage of a former unequaled volcanic activity; they are the dying chimneys of a cooling Nature.

Of course, when the bill was passed, the Hon. N. P. Langford got his appointment as Superintendent, and there he cooks his eggs without the application of fuel, and mixes his punches without a teapot. They have got boats already on the Yellowstone Lake, and are expecting a fine hotel season in due time. There are cataracts in this country three hundred and fifty feet high, and the colors of the rocks are of the brightest conceivable yellows and browns. There are canons about two thousand and five hundred feet deep in places. In this region rise the Missouri, Columbia and Colorado.

Lewis and Clark gave an inkling of Yellowstone Lake after their journey in the vicinity in 1805; but no attempt was made to explore the lake until 1859, and that failed. In 1869 a deputation of mountain people got into the Yellowstone Park, but in 1870 a pretty general examination was made by the Surveyor General of Montana and a party of cavalry. In 1871, Colonel Barlow, Chief Engineer, made an official investigation, and he was followed by D. F. V. Hayden, the geologist. So the Northern Pacific Railroad has found its Yosemite, a place much nearer at hand than the great buttes and pines of California, and in a better fishing and hunting country. When the road shall be opened it will be safe to say that about every traveler who visits California will go by one road and come back by the other, so that we shall have Pullman cars running up to the new geysers, and nothing will be left for the Siouxlto do but to act as guides for excursion parties and drive Miss Polydora's mule. This happy solution will be one of the effects of our stupendous sceneries. To see only the Yosemite and die will no longer be proper.

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RAILROAD COMFORTS.

To go from St. Paul to Bismarck and return, stopping one night at Bismarck, now takes four days and five nights, or four days and a half, as on the Dakota division the train lies over at nights. The hotel, however, is very comfortable at Fargo, and better than might be expected at Bismarck.

After July 5 the trains between Fargo and Bismarck will not be detained over night, but will cross Dakota in the night with sleeping-cars, and give tourists eight hours to roam around Bismarck and along the banks of the Missouri. The round trip from St. Paul will thus be reduced to three days and a half, and from Duluth to Bismarck will take only a day and night.

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At the risk of exceeding due limits, I will endeavor to describe the country to you, over which General Stanley's expedition is now moving. For aid in the description I am indebted to Hon. Martin Maginnis, delegate elect from Montana Territory, whom I met in St. Paul and who has both traversed the country and read all the literature and travel about it. This description will be interesting at least to the families of persons in the Expeditionary Corps.

FROM THE MISSOURI TO THE YELLOWSTONE.

The Heart River comes down to the Missouri from the west, right in the course of the proposed survey. It is an ordinary prairie stream and the country along its course presents no different characteristics from the rolling prairie country behind it, on the east side of the Missouri River. Once in a while, perhaps, a bolder peak of clay, or stratified rock, an outlier of the Black Hills, may be seen, but generally the country rolls away in monotonous sameness, through sections of these immense solitudes. The uniform grassed, but wood less, outlines continue ever recurring features and landmarks on which the eye can seize a few salient points which the memory can retain. Locality fades into locality, like the swells of the country itself, in dreary and indistinct procession. There are but few objects to assist the miner in classifying its features, or describing its topography. The knobs and swells are for long distances perfect reproductions of each other; the lakes and ponds have a distressing similarity; one bend of the stream is like another bend of the same stream, and all streams are exactly alike, so that even to the engineers, after weeks of patient labor and observation, as to the Indian and the trapper, the country never presents itself to recollection as other countries do, with distinct and prominent localities clearly to the mind's eye, but rather as a vast and undivided whole, oppressive in its extent and belittling man by its immensity.

These steppes are the home of the antelope and of the deer. The elk in large bands spring out of the groves by the streams and bound across them like herds of antlered mules. This is the grazing ground of the bison, and in this American Tartary our American Tartar, the Sioux, has his coursing ground, where to a great extent he has hitherto been undisturbed. The white man, even the trapper, knows but little of this "divide" between the Missouri and the Yellowstone. It has been crossed seldom—once by Father De Smet, the missionary, alone, and by some previous expeditions making flying reconnoisances for this railroad—but as yet the pale face has not found it a healthy abiding place; it is especially bad on the hair. It has been a poor country for handsome, curly-headed barkeepers, and Frank Pierce would never have been President if he had sojourned here in the days when his handsome head of hair was the pride of his youth.

To this plateau the expedition will ascend by Heart River Valley, and they will find rolling country, good grass, and lakes, ponds and marshes of water,—some good, some bad, some rough on the cultivator.

Southward, about the sources of the Cannon Ball, there are parks of timber, and the broken country toward the Black Hills. In these latter mountains are delightful valleys, clear, cold steams, parks, savannas and forests. Here only found in the mountains or on such portions of the plains as may be contiguous to them, in their shadow as it were, gold is said to abound. This is perhaps mythical, but the longing eye of the adventurer has often been turned toward their dark summits. They are the last stronghold of the free, wild and powerful Dakotas. Protected by stretches of sterile and almost impassable plains, will he fight for its possession? Evidently the army thinks he will, and also for his free path to the British line, uncrossed by iron rails. Hence the size of this present expedition, which he will only tackle with desperation and the certainty of defeat. Yet he is well armed with plenty of breach-loading rifles and repeaters, an ample store of ammunition, good horses and mules, thanks to our Indian policy! to the avaraicious trader and the sanctimonious commissioner. The Indians who may be in the path of our troops will not be armed with bows and arrows, but with choicer weapons than the soldiers. No mailed Cortez and naked Mexican can fight on these plains, and "Sitting Bull" may have the advantage of Stanley in arms as well as of position.

THE DIVIDE.

Between the Heart River and the Little Missouri the country is represented as a mere grassy plateau, furnishing but little elevation to be overcome by the road. Approaching the Little Missouri the prairie appearance continues until we reach the vicinity of this stream, when we come upon the celebrated Bad Lands or Mauvaises Terre, which, on the old maps, occupy the whole of this region. Bad enough they were in some places. Almost insurmountable obstacles to military expeditions, with few naturally passable places for wagons, and across these a journey of fifteen or sixteen miles occupied almost as many days. No wonder the trader or commander conceived extraordinary ideas of their extent. But though in its natural state the formation was almost impassable to wagons, it presents no particular obstacle to railroad building, as a few grades will overcome fissures and defiles which requires many days to work around them either with horses or wagon trains. The bad lands occupy the whole course of this river, from near its source in the Black Hills to its mouth. They vary in width from forty miles to ten. Approaching them on the open, monotonous, almost level prairie in some places, without preface or warning the traveler finds himself on the brink of a precipice extending into a wide valley two or three hundred feet below, which seems to have suddenly sunk away from the surrounding world. From his stand-point we can see to the other side of this wild interval—the opposite bluff of this station, its distant and irregular edge stretching away into the plain beyond, evidently level with the spot on which he stands. The Little Missouri flows through the middle of the abyss, making a small line through the apparently smooth bottom of the gulf. The eye of the traveler ranges over the space beneath him among thousands of abrupt and irregulations rising from this florr in some instances to the altitude of the plain. Irregular and columnar masses appear frequently, capped with pyramids and cubes, and sometimes looking like immense mushrooms. Amid these more regular and perfect forms arise, as cones, obelisks and columns. These later are often of Doric symmetry and capped by semi-spherical masses of harder substances than themselves. They look, as some one has said, "as if hundreds of gigantic lathes had been turning them out for all eternity. Says Owens: "Amid these thickly-studded figures, columns and towers the eye wanders through openings and labyrinths, like colonnaded aisles, and the different-colored clays and rocks give a variety of colors to these fantastic forms which greatly heighten the effect upon the eye. The massive monuments, in endless succession, startle us with the idea of approaching some magnificent city of the unknown dead, disentombed by the erasion of the elements from the plain in which it had been for ages interred, with all its fresco painting and polychromatic adornments fresh upon it. Descend into the valley; the beauty of the scene fades as you approach. Reality dissipates the illusion with which distance invested this bleak and barren desolation. The apparently level floor is rent with yawning chasms and torturous fissures, not wide, but requires perhaps miles of travel to cross. The loose and cinder-like footing soon tires the traveler amid the painted clay banks of this pathless labyrinth. Their ashy walls reflect and intensify the hot sun's rays. The air is still, and water is rarely found. It is no place to take long journeys for pleasure, and despite its wonders, the pleasure-seeking tourist soon wearies of a scene characterized by such utter and total absence of everything calculated to give pleasure to the eye or gratification to the mind by any suggestion of utility."

"These bad lands," says the geologist, "are the skeletons of nature, denuded of her pleasant filling up and rounded covering."

BLACK BAD LANDS.

In another place these bad lands are a mere succession of rolling hills of loose ashes and cinders, as if the whole country had been burned and turned into a succession of ash heaps and dust mounds, all of one monotous grayish black color, and looking, as General Sully said when getting his expedition through them, "like the bottom of hell, with the fires put out." These are called black bad lands by the plainsmen, to distinguish them from the clayey formations or white mauvaises terre.

Such were the bug-bear of old explorers—terrible enough in the path of the voyageur; but a few railroad bridges and grades, not of very great extent or cost of construction, will soon send the traveler whirling in a single hour over these regions through which the first white men laboriously toiled, happy in the accomplishment of a mile of direct progress per day.

To the geologist and the scientist they are a source of perpetual wonder and delight. They are the treasury of fossils and petrifications, so vast and numerous as to afford him inexhaustible sources of interesting speculation. Great as are the discoveries in this line, they do not equal some of the marvelous tales of the old trappers who used to delight to romance about this terra incognita. We believe it was Bridger who described to Captain Raynolds a petrified plain which he had visited, where the sage brush and scrubby vegetation had all at once stiffened into eternal solidity, and among these could be seen petrified buffalo, elk, deer and jackass rabbits, all lying or standing around as if instantaneously changed into stone, "jest as nateral as life." But then it was the same veracious Bridger who told Raynolds of a waterfall so high that the issue of a glacier-fed lake, cold as ice itself, flowed over the top of it, and before it reached the bottom it actually became hot "by friction."

POWDER RIVER DIVIDE.

Rising from the Little Missouri we commence to ascend the Powder River divide, between the Missouri waters and those of the Yellowstone. This is a depressed northerly continuation of the Black Hills. The Rocky Mountains from Mexico to British Columbia are like a vast tree, the butt to the south, the branches to the north. Between the branches and the stem are high plateaus, inclosed by the former. Hence all the rivers, (the Arkansas, Platte, Yellowstone, Columbia), it will be observed, flow northward from their sources till, turning the points of these branches, they then find their true courses either southeast into the Mississippi or southwest into the Pacific. But this Pacific Railroad divide is not mountainous. It is said to be a mere prairie swell, where the line of the road will cross it. Southward, near the Black Hills, this backbone is described by Raynolds as a sandstone ridge, cut up by innumerable timbered ravines, the summit washed bare, leaving by erosion thousands of grotesque sandstone formations, rising all over the country. Passing this, the road will descend by broad and grassy plateaux and a gentle declivity, to the mouth of Powder River, where this stream enters the region of the romance of the interior of the Northwest, the scene of the exploits of the heroes of Bonneville and Irving, the Valley of the wonderful Yellowstone, up which it will take its way.

GEO. ALFRED TOWNSEND.

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3d " - -	27.000	9.45	36.45
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5th " - -	27.00	5.67	32.67
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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

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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.

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PULLMAM PALACE CARS

On Night Passenger Trains.

LEAVE ST. PAUL, *8:19 a. m. / 7:30 a. m.	For Duluth, connecting at Thomas Junction with Train on Minnesota Division. Arrive at Duluth 4:40 p. m. 6:00 a. m.
8:10 a. m. / 10:20 a. m. / 3:40 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 8:53 a. m. and 5:23 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. / 8:15 p. m.	At Minneapolis at 5:30 p. m. 6:50 a. m.
8:15 p. m.	For St. Paul. Arrive at St. Paul at 9:40 a. m. 2:35 and 5.10 p. m.
SIOUX CITY JUNCTION. 9:50 a. m. / 6:00 p. m.	For Minneapolis. Arrive at Minneapolis 5:30 p. m.
	For Minneapolis. Arrive at Minneapolis at 11:85 a. m. and 86:50 p. m.

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

MINNESTA 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 8:00 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 Samestown.

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 Offices at Brainerd, Minn. 1y 1

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