

DAKOTA.

Brief Review of the Characteristics of that Portion North of the Forty-Sixth Parallel.

It Contains an Area Nearly as Large as Ohio and Pennsylvania Combined.

A Country Where Health, Wealth and Happiness is Found—Agricultural Products.

North Dakota.

During the year 1884 hundreds and thousands of people will turn toward North Dakota in search of new and free homes. There is no longer any frontier, and the fact is becoming well known that the finest body of unoccupied public land within the United States is to be found in North Dakota. By North Dakota is meant the northern half of the great territory of Dakota, lying between the forty-sixth and forty-ninth parallels of north latitude and traversed by the Northern Pacific railroad. It contains an area of about 75,000 square miles, or 48,320,000 acres—nearly as much as Pennsylvania and Ohio combined.

The surface of North Dakota, except the valleys, a small portion broken by occasional buttes and a few chains of low coteaus, is rolling prairie. North Dakota possesses a number of highly

IMPORTANT ADVANTAGES not shared by the remainder of the territory, and stands without a peer among the farming regions of the continent. The wheat belt that produces the celebrated hard spring wheat, acknowledged to be superior to any other variety grown, crosses North Dakota. The hard spring wheat produced here and in northern Minnesota was found to be superior to No. 1 hard winter and to command prices so much higher that it required a distinctive designation in markets by boards of trade, and it is quoted as

"NO. ONE HARD."

In North Dakota this king of cereals yields from 22 to 38 bushels to the acre, weighing from 61 to 64 pounds to the bushel. It is conceded so superior to every other grade, that it regularly sells from 10 to 15 cents higher than the best of other grades. Of a total product of 22,000,000 bushels of wheat in the territory in 1882, in North Dakota, with only a very small portion of its famous wheat belt under cultivation, produced over 18,000,000 bushels of "No. 1 hard" spring wheat. This wheat contains an unusually large proportion of glutinous properties, and makes the best flour in the world, producing the largest number of pounds of finest bread from a fixed number of flour. This grade of wheat is eagerly sought after by millers and grain buyers. It is a cash product at full prices at every point on the Northern Pacific and its branches. The demand is always in excess of the supply, for the reason that the successful growth of this exceptional grade of wheat is confined by well ascertained natural conditions to a limited area, lying largely in what is popularly known as the

NORTHERN PACIFIC WHEAT BELT.

"No. 1 hard" spring wheat is peculiarly identified with North Dakota. While the famous "No. 1 hard" wheat can be raised in perfection in North Dakota, and in large and certain crops in each successive year, it cannot be produced practically south of latitude 46 deg. The wheat grown south of the 46th degree of latitude in the territory of Dakota, even from "No. 1 hard" wheat seed, matures deteriorated in quality. Exhaustive efforts have been made to produce "No. 1 hard" wheat in South Dakota, Iowa, Nebraska, California and other wheat sections, but without success. This is owing to the fact that climatic conditions and peculiar quality of soil required to produce the hard variety of wheat to perfection are not found south of the limit of the Northern Pacific wheat belt.

HEALTH FOR ALL.

No climate is more healthful than that of North Dakota. There is general exemption from the malarious and pulmonary diseases known to many portions of the United States. And there are in North Dakota the qualities of climate in all seasons of the year which permit and support sustained physical activity.

LANDS!

Millions and millions of acres of low-priced government land, lying in alternate sections with the railroad land, are offered free to actual settlers under the homestead, pre-emption and tree claim laws. They are the cheapest and most productive ever offered for sale by any railroad company, or open for settlement under United States laws. The Northern Pacific railroad company has about 8,000,000 acres of fine agricultural land for sale in North Dakota.

Winter in Dakota.

About seventy-four per cent. of the annual rainfall in Dakota occurs during the spring and early summer, just when most needed for the growth of crops. Little or no rain falls during the harvest time. In the fall there is less rain than in spring or summer, yet enough to make fall plowing easy. In winter little moisture falls in any form, the entire precipitation being considerably less than one inch.

The result is that our roads are always specially good in winter, in fact they are seldom otherwise in Dakota, and the entire territory is bathed in an everlasting flood of sunshine.

The wonderful amount of sunshine, of cloudless sky, day after day, in Dakota, during the winter time, is something astonishing to the average easterner who has been accustomed to an overcast sky most of the time during that season. We continually hear them expressing their astonishment at such being the fact.

The truth of the matter is that Dakota has one of the finest and pleasantest winter climates in the world; bright, vigorous and healthful. Its atmosphere is dry and warm. The very worst season in Dakota occurs from about the last of February until the first of May. During this season of two months the spring rains commence. While it is still cold enough to form a wet, disagreeable snow, which, together with the March winds, make



FIRST NATIONAL BANK

the coldest, dampest and only unpleasant portion of the year.

While this is all right from an agricultural standpoint, it is unfortunate for our spring emigrants. They commence coming to Dakota just about this time. They have read all winter in Dakota papers and letters, of our warm winter and sunshine weather, and find to their surprise, on arriving, a really cold and disagreeable reception. Few, however, in our experience, have turned back for these reasons, and we have yet to meet the real farmer who was not loud in self-congratulation with the home of his adoption before the year rolled by.

Interesting Comparisons.

It is doubtful if there is a more competent or faithful agent in the employment of the Northern Pacific railroad than Agent John Davidson, of the Bismarck station. He is always at his post of duty, is courteous and accommodating, and knows the minutest details of the business transacted under his supervision. In 1870 Mr. Davidson went to Duluth as cashier of the old Lake Superior & Mississippi railroad, and was afterward transferred to Stillwater, Minn., where he acted as station agent for one year. When the Northern Pacific road let go of its leased lines in 1873, Mr. Davidson was employed as paymaster for two years, and in 1875 was appointed agent at this station. Since 1873 he has been on every pay roll, and has never been absent from duty a single day from sickness or disability. In conversing with Mr. Davidson recently, a TRIBUNE reporter gathered the following reminiscences of the early days of Bismarck railroading. The information gathered is placed in the form of a narrative, and is decidedly interesting, and shows in a striking manner the wonderful growth of Bismarck. Mr. Davidson said:

"Yes, there has been some wonderful changes. When I first came to Bismarck as agent, it was impossible to go to St. Paul and remain a day and get back to Bismarck the same week. Leaving Bismarck on Monday morning, for instance, the passenger would arrive at Fargo Monday evening, where he would have to remain over night. Tuesday night a stop was made at Brainerd, and Wednesday night the train arrived at St. Paul. If the passenger left for the return trip Thursday morning, he would get as far as Fargo by Saturday night, where he would have to remain until Monday, there being no Sunday train. In the winter of 1873-74 and 1875-76 the road was closed during the winter months. All trains were abandoned, the water withdrawn from the tanks, and no attempt at operation was made. The opening train in the spring of 1876 left Brainerd February 16 with two snow plows, three pushers and two extra engines with supplies. Three hundred and fifty laborers were employed to open the road beside the regular train hands, and the train did not reach Bismarck until the evening of March 4, following. In the spring of 1875 the opening train arrived on April 17 and was met at Apple Creek by nearly all of the inhabitants of Bismarck. In 1875 I came through from St. Paul and after leaving Jamestown was the only passenger on the train. I took my pass and went into the baggage car, leaving the passenger coach deserted. Since those days business has rapidly increased, as may be seen from the following statements: During the month of June, 1875, 81 cars of freight were billed to this station. During the month of June, 1881, 1,805 cars of freight were received. The total ticket sales at Bismarck for the month of June, 1881, amounted to \$217. In a single month since that time the sales of tickets at Bismarck have amounted to between \$16,000 and \$17,000, and for the year 1883, amounted in the aggregate to \$114,159.11. During the steamboat season of 1881, thirty-four steamboats made regular trips from Bismarck, and a single bill of freight paid to the railroad by the government amounted to \$15,800. The business of a single day at present often exceeds that of a month during the first two or three years of the arrival of the road at Bismarck. Among the items of freight shipped east may be mentioned 127 car loads of cattle, which were received from the west, unloaded, fed, reloaded and reshipped during the twenty-four hours ending September 20."

Mouse River Country.

Mr. W. H. Thurston has recently returned from a thorough exploration of the Mouse River country, and is very enthusiastic over what he saw and found. He states that the country is almost valueless when compared with the prairies for agricultural purposes, but is the finest country for stock-raising that could be imagined. Every few miles lakes are encountered varying from one-half to eight miles in length, and of unknown depths. The water is fresh and pure, and numerous springs that do not freeze abound. Along the river is also to be found large bodies of oak and ash timber, the trees standing very thick and ranging in size from six inches to three feet in diameter. Cottonwoods do not grow. Mr. Thurston has selected a site for a cattle and sheep ranch about fifty-five miles from Creel City and Devil's Lake, and will erect several shacks thereon

during this coming season. Mr. Thurston states that the country is settled with thriving Canadian half-breeds, but that a good rifle is sufficient for law and authority. Thousands upon thousands of tons of hay can be cut and stacked at an expense of six cents per ton, and Mr. Thurston is so much of an enthusiast that he says "that he can go to that country and raise stock for ten years and retire a millionaire, while the man who raises grain alone will go broke."

Educational Advantages.

Bismarck's unrivaled facilities for the education of the young will long remain the brightest gem in the diadem which so proudly graces her brow. It is seldom that a western city can boast of so many or such excellent temples of learning as can be found within our corporate limits. The completion of the new and commodious public school building is an achievement to which we can ever point with just pride and eminent satisfaction. No more handsome or complete building for the education of the little ones, who will fall into our footsteps and guide the affairs of the country when we have passed away, ever reared its proud head above a prosperous community in the northwest. It will ever stand as an enduring monument to the wise forethought and able legislation of those under whose guidance it has lifted high its massive walls, and will ever prove a blessing of inestimable value to all of our people who have little ones to educate.

In addition to the school building just completed, another public school edifice in the southeastern portion of the city stands proudly up as another evidence of the public spirit and wisdom of our people.

The school which is under the supervision of the Catholic sisters in the west end of the city is largely attended, and is being conducted in a manner that does credit to the church under whose patronage it flourishes. The sisters in charge are ladies of fine education and great intelligence, and with that beautiful solicitude for the welfare of others, which is a characteristic of their holy calling, they are ceaseless and untiring in their efforts to give to the little ones in their charge thorough and perfect education.

The private school conducted by Mrs. Holly is prospering in a most gratifying manner. This lady is eminently fitted to mould into form the understanding of the little ones placed in her care. She rules her scholars by the irresistible power of love, and her affection for her stimulates them in their studies and urges them onward with gentle influence as they ascend the ladder of knowledge toward the shining goal at the top. Her school has been a success from the very start, and



DAKOTA BLOCK.

is now classed as one of Bismarck's most prized and useful institutions.

There are also several night schools in Bismarck, which are being well patronized.

There are a number of schoolhouses scattered throughout the county, and as new settlers come in and establish their homes others will follow in quick succession. Educational facilities will keep pace with the development of the country, so that our little ones cannot be compelled to grow up in ignorance through lack of opportunities to store their minds with knowledge.

To the Emigrant.

The emigrant seeking a new prairie home cannot overestimate the importance of the fuel question. One hundred and sixty acres of land in the vicinity of Bismarck, where good coal can be mined or where it can be bought for \$3.50 a ton, is worth twice as much as the same quantity of land in central, southern or eastern Dakota, where coal is not found and where fuel is exceedingly scarce. It is a well-known fact that in the immediate vicinity of Bismarck and west of the river several coal mines are being profitably worked, and new ones are being discovered

almost every day. The report of the commissioner of the general land office for the year 1883, shows that the Bismarck land office is the only one in the United States where entries of coal lands were made. The agricultural land in the Bismarck land district is mostly gently rolling prairie, with many streams of living water tributary to the Missouri river, and in the Bismarck land district may be found the best agricultural and grazing land remaining in the unoccupied public domain. Good water, cheap and inexhaustible fuel and rich lands are the inheritance that the Bismarck land district offers to the home-seeker. No other land district in the United States can offer the three inducements of good land, good water and good coal. The home-seekers should think of this.

Immigrant Rates.

The printed circular giving the special tariff on emigrant movables from St. Paul, Minneapolis, Minnesota Transfer, Duluth or Superior, to points in Minnesota, Dakota and eastern Montana, has been received at the Bismarck station. The new rates went into effect March 10th, and for car loads of 20,000 pounds from any of the points above named, the rates to the principal points are: Little Falls, \$25; Brainerd, \$26; Wadena, \$27; Fergus Falls, \$29; Glyndon, \$35; Moorhead and Fargo, \$35; Valley City, \$35; Jamestown \$40; Steele, \$40; Bismarck, \$40; Mandan, \$45; Glendive, \$55. The new rules and conditions are:

1.—The term "emigrant movables" will apply upon freight properly forming any part of the outfit of an intending settler, and will include second hand house goods, second hand farming implements or tools, second hand vehicles, trees, shrubbery, live fowls, and not to exceed ten head of live stock in a car load shipment. It will not include merchandise, provisions, grain (except for feeding animals in transit, or 50 bushels for seed), or any articles intended for sale at destination.

2.—In addition to the articles named above there may be loaded with a car of emigrant movables the following commodities: Lumber (not to exceed 2,000 feet), fence posts (not to exceed 500 in number), or a portable house, and billed at same rate as a straight car load of emigrant movables.

3.—The charges upon emigrant movables must in all cases be prepaid when consigned to importation points.

4.—Emigrant movables less than car loads will be construed to mean household goods, second hand wagons, second hand farm machinery, and should be plainly marked.

5.—A car load shipment of emigrant movables, containing live stock, must be accompanied by a man to take care of them, who will be passed free.

6.—Receiving agents will examine all shipments way billed as "emigrant movables," and when found to contain articles not entitled to reduced rates, will refuse to deliver any portion of the shipment until less than carload rates are paid on all articles contained in the car (emigrant movables included), as per tariff 72, March 28, 1883.

7.—The rates provided for a car load of 20,000 pounds will apply upon any shipment occupying a car, whether weighing 20,000 pounds, or less; and if over 20,000 pounds, excess will be charged proportionate rate.

8.—Car loads of emigrant movables will not be stopped in transit short of destination to unload any part.

A Delightful Climate.

A prominent real estate man drops the following line to the TRIBUNE: "We often receive letters asking us to tell something of the climate of North Dakota and Bismarck. We will say that the glory of North Dakota is its climate, which is most health giving. You will find nothing just like it, either on the Atlantic or the Pacific seaboard. Bismarck, situated as it is on a beautiful slope of the Missouri valley, receives frequently the warm "chinook" or trade winds from the Pacific, purified by the mountain altitudes through which they pass. They reach us soft and balmy, and are cool and

refreshing. This is a peculiar and most grateful feature, experienced by those only who reside on the isothermal line in which Bismarck is situated. The air in summer is hot, but not oppressive and prostrating, as it is in the sultry sunny south. Neither are the "chinook" breezes damp and chilly, as are the winds from the direction of the Atlantic. The only unpleasant weather experienced here is when the wind is from the east and the people of that region are experiencing a blizzard. Then it is chilly and disagreeable, but after a day or two the wind changes, and Dakota is herself again.

As to the healthfulness of this region, no other portion of the continent can compare. Statistics will show that our death rate is less than any other portion of the country, and doctors sadly complain of a dearth of business in their line. Malaria is almost unknown.

"Not a few who have come here with diseases of the respiratory organs, find that they get well and without medicines. The climate is most beneficial to all that class of invalids who need most pure air, pure water, and less medicines and quackery."

The largest, most enterprising and most prosperous city west of Bismarck and Jamestown is Steele, county seat of Kidder county.

TO CAPITALISTS.

Bismarck Possesses Great Natural Advantages as a Wholesaling Point—Self-Evident Truths.

Jobbing Houses Already Located Doing a Satisfactory Business and Many More Needed.

Bismarck occupies a conspicuous position at the geographical center of Dakota Territory, at the Missouri river crossing of the Northern Pacific road, and at the main point of ingress to the rich domain now opening up for settlement west of the Missouri River. This new region, into which the great tide of emigration will roll with continually increasing volume during the next three years, includes the famous west Missouri country, the Turtle Mountain district and the great plains of central Dakota. In this great country the surveyed and unsurveyed lands are partly occupied by thousands of claim holders and squatters and half a dozen good townsites are already located and surveyed. Colonies of farmers from Illinois, Michigan, Iowa and Minnesota have sent out prospecting parties to examine this country. This part of Northern Dakota is by all odds the choicest and richest portion of the public domain now remaining for settlement. Five distinct

LINES OF RAILROADS

are heading for Bismarck and surrounding country and will this year enter it at different points from the east and south. The fact that public interest is now concentrated upon this last and noblest heritage of the people; the fact that intending emigrants from the Eastern Middle and Western states direct their inquiries chiefly to this region; the fact that the railroads are racing with each other for the prize of occupation without stopping a moment to think of land grants—all indicate that this whole section of northern and northwestern Dakota will be settled with unprecedented rapidity and by the very best class of settlers.

There will unquestionably be a tremendous rush of immigration this spring, and the settlement of this splendid agricultural region is Bismarck's opportunity to establish a great jobbing and wholesale trade. Her geographical position, at the very center of Dakota, should make her the

CHIEF SUPPLY STATION

and point of distribution for all the country lying to the west and northwest. Her merchants should with one hand hold connection with Chicago and the Atlantic ports, and with the other reach out to the lonely settler in the distant cabin. The country merchants and tradesmen in a hundred new towns will clamor for a continuous stream of supplies, and they should be able to find in Bismarck such ample stores and at such rates that it will be useless to look either to Chicago or St. Paul. Bismarck now enjoys direct connection with all eastern and southern cities, via St. Paul. This year will give her a direct competing line to Chicago, independent of St. Paul, by means of the Chicago & Northwestern, the Chicago and Rock Island and the Chicago, Milwaukee & St. Paul extensions. And within eighteen months Bismarck will probably have a third line, giving her direct connection with the rich mining region of the Black Hills. Bismarck will then occupy a position at the point of confluence formed by three distinct systems of railway traffic, and should be able to secure such favorable rates as will arm her with every advantage in competing for the wholesale supply trade of the West Missouri, Devil's Lake, Turtle Mountain, Mouse River and the whole intermediate region—a region which will soon

SWARM WITH PRODUCERS

and consumers, industrious millions who will demand all the comforts, conveniences, appliances and luxuries of an advanced civilization. The moral of which is: Bismarck should lose no time in trifling with a grand opportunity. She should grasp with a firm hand the horns of plenty, and pour its contents over the land with liberal measure to meet the needs of the pilgrim and the homesteader. We have several highly prosperous wholesale establishments now, but they will not be able to outfit one-tenth of the country stores that will spring into existence this year, within territory strictly tributary to Bismarck. We need several wholesale grocery, dry goods and clothing houses, with a capital of \$100,000 each. Only with such ample facilities for handling goods can Bismarck demonstrate to country tradesmen the folly of looking to Minneapolis or Chicago for their supplies.

The Value of the River.

"I never more than half realized the importance of the Missouri river to Bismarck until my recent trip east," said Alex. McKenzie to a TRIBUNE representative yesterday. Continuing, he added: "As a factor in our commercial supremacy the Missouri river is of incalculable value. It makes it possible for Bismarck to compete as a wholesale point with any of the great cities. It is worth more to Bismarck than a dozen railroads would be to any interior town." Getting enthusiastic, Mr. McKenzie brought his fist down on the desk and concluded with the following emphatic expressions: "Talk water transportation to the railroads and it will bring them to time very quick. While investigating the pump and water main subject, Mr. Mellon and myself enquired about freight rates and found that had Bismarck been an interior city the freight, say from Philadelphia, on pumps and water mains, would have been nearly \$20,000. As soon as we talked river transportation to Bismarck or lake transportation to Duluth, they sang a different tune. You can get good straight contracts on freight from Buffalo to Duluth for \$2 a ton. See? Coal is laid down in Duluth at a cost for transportation of \$2 and even less per ton. Bismarck don't half appreciate the importance of her harbor and levee and steamboat traffic. It is worth millions.

A Six Year Record.

Six years ago Monday, St. Patrick's day, Mr. Robert Macnider sowed the first field of grain ever sown in Burleigh county. He put in 320 acres of oats and received a yield of 52 bushels to the acre. The following three years he secured an equally good yield, the 5th year his crop was entirely destroyed by hail, and the 6th or last year he secured 11 bushels of wheat per acre, which he estimated as half a crop. During the six successive years he has received four and one-half first-class crops, which he estimates as the percentage of success and failure that may be expected in Dakota grain farming. This record is as good as any agricultural section in the country can produce on an equal number of years of successive grain raising. The Macnider farm is but four miles from Bismarck and was the last year for \$16,000 cash, since which the purchaser has refused \$20,000 for it. When Dakota farmers begin to practice diversified farming and raise stock, they can well afford to have a failure of the grain crop one and one-half years in every six, and can even then yearly accumulate a good bank account.