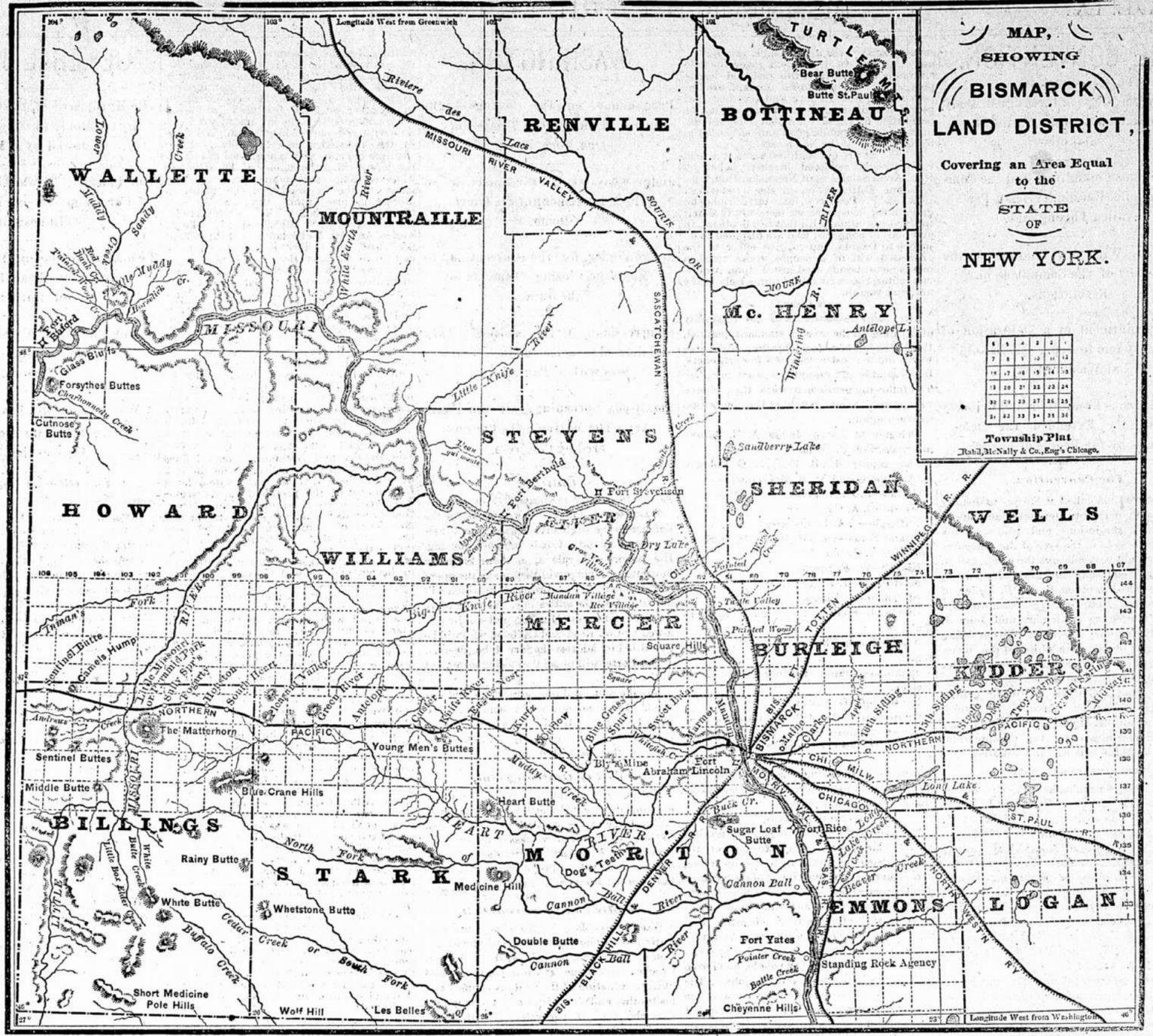


Map Showing the Bismarck Land District, Comprising an Area of 51,000 Square Miles, or a Territory Equal to the Whole State of New York.



MAP,  
SHOWING  
**BISMARCK**  
LAND DISTRICT,  
Covering an Area Equal  
to the  
STATE  
OF  
NEW YORK.

**The Bismarck Land District**  
The map published in this issue shows the location of the Bismarck land district. Its extent will be comprehended when the reader is informed that it covers a territory greater than the state of New York; embracing as it does over 50,000 square miles, while the state of New York has but 47,000.

**THE SURVEYS.**  
Owing to the lack of appropriations, comparatively little of this district has been surveyed, and there are to-day in Burleigh county nearly as many settlers on unsurveyed as there are on surveyed lands. The money appropriated, however, has been used wisely, and the township lines have been run; and through a system of deposits the townships are being subdivided where necessary.

**THE COUNTRY**  
is well watered as will be seen by the map, and timber abounds along the Missouri and tributary streams. Along the Missouri, Heart, Knife, Cannon Ball and Little Missouri rivers the country is decidedly rolling, though not mountainous in any of its parts. The bottom lands along the Missouri are generally from half a mile to twelve miles wide, and here the timber abounds. The table lands, however, are the best for grazing and grain, as the bottoms are formed by river deposits, while the uplands

**HAVE A SOIL**  
rich in all the elements that make wheat, flax, corn and grass. The soil is an accumulation of vegetable and mineral matter from eighteen inches to five feet deep, resting upon a drift formation from thirty to fifty feet deep, every foot of which is richer in the elements in soil, which makes farming successful, and therefore more profitable than the best lands in New England. Among these elements are disintegrated lime boulders, deposits of gypsum, mingled with the soil, frequently in the form of crystals, and vegetable matter of almost every sort.

**THE CROPS**  
grown are varied and comprise everything produced in a temperate climate. Wheat, oats, barley and flax, however, succeed the best. There is no rain in autumn, none in winter and but little during the time these grains are ripening; nor is there but little snow in early winter. At this writing (December 26, 1881,) the prairies are bare, the weather

mild and the streets dusty. Stock are feeding upon the prairie as in September, and the outside doors of business houses and dwelling houses are open, as in summer. In February and March the fall of snow reaches ten to twenty inches. This, melting, moistens the ground thoroughly, and the crops are put in and get well under way without rain. In May and June the vapor rising from the melting snow in the mountains, drifted eastward by the prevailing winds, comes down in the form of rain.

**THE RAINFALL**  
is then abundant and is sufficient, with the snows of February and March, with out a drop a any other season of the year, to produce enormous crops. As a result, the straw and berry are unusually bright and the grain is unusually heavy. Wheat often reaches sixty-four pounds to the bushel and oats forty pounds. Corn is also successfully grown, and frequently yields fifty bushels to the acre on sod, planted in the furrow and plowed under at the time of the first breaking of the prairie. Better vegetables were never raised in any country. The potato frequently weigh two and one-half pounds each, and are never hollow hearted; cabbage, twenty two pounds each; turnips, seventeen, and parsnips over two and one-half feet in length.

**CATTLE FEED AND GROW FAT**  
on the prairie bunch grass during the entire winter. Provision for fodder and shelter is always made, but when protected by timber the cattle do not need it. Horses and mules live in the same manner.

**THE CLIMATE**  
is all that can be desired. Passing from the coast of Japan eastward, there is a current similar to the gulf stream, which strikes the Pacific coast near Van Couver's Island. This warm stream of water brings with it a warm current of atmosphere, which passes down the coast, giving to California the favorable climate with which all are familiar. These warm currents of air, mingling with the colder land currents, give to Washington territory a rainy season instead of the usual northern winter. They pass over the Rocky Mountains, follow the formation of the country—the course of the Missouri river—and give this region

**THE CHENOOK WINDS,**  
for which the Missouri valley has become

so famous. It is a fact not generally known, but true nevertheless, that the slands off the coast of Alaska are never touched by frost. The thermometer ranges in the vicinity of sixty above zero during the entire winter. Look at the course of the Missouri river. Would not the modifying influences that affect these islands be naturally conducted by the river to this? These influences open the Missouri and Yellowstone rivers at their northern extremities first, and enables farmers about Bismarck to sow and harvest their grains two weeks earlier than they do in the Red river country; and they give a climate far more favorable in winter. It is never colder at Bismarck than it is at Fargo, but in mid-winter it is always warmer, and a difference of even fifty degrees has been noted on several occasions. There is an average of six to ten degrees difference, in favor of Bismarck, between St. Paul and Bismarck, as can be shown by the records of the United States signal offices. These claims, laughed at only a few years ago, are now conceded by all who are familiar with the country.

**THE MARKETS**  
of this region are superior to those of Iowa or Missouri. There is a home market growing out of the rapid settlement of the country and the extension of railroads that creates a local demand for almost everything grown aside from wheat. Wheat is shipped from all points on the North Pacific railroad, as far west as Bismarck, to either Minneapolis or Duluth at an average of fifteen cents per bushel. The superior character of the wheat gives a margin of itself of at least ten cents per bushel, because the wheat is in demand for manufacture by the great mills at Minneapolis and for shipment east. It is purchased by speculators and mixed with lower grades; it is purchased by manufacturers even in Michigan, and improves, when mixed, their best winter varieties. Because of the local demand, the ease in reaching the lakes; and the demand for Dakota No. 1 hard by manufacturers and speculators, wheat brings 25 per cent. more per bushel in north Dakota than it does in south Dakota.

**THE YIELD OF GRAIN**  
is not only greater in pounds per bushel but in bushels per acre. In north Dakota and north Minnesota the yield of wheat per acre is from fifteen to thirty bushels per

acre, the average being about twenty-two bushels. In south Dakota and southern Minnesota the yield is from six to eight bushels per acre, the average not to exceed ten bushels. Here we get better crops of grain, vegetables and grass. There the corn crop alone is superior.

**RAILROADS.**  
The North Pacific railroad crosses north Dakota from east to west, 370 miles. The Chicago & Northwestern has extended its lines well into north Dakota, and is working on a direct line to Bismarck. The Chicago, Milwaukee & St. Paul railroad is also extending its Hastings & Dakota division to Bismarck. A line of road is projected leading north of Bismarck into the Mouse river country, and still another northwest into the Satchucuewan region. Both of these lines will be built by the North Pacific. Still another line is projected from Winnipeg to Bismarck, and another from Mandan to the Black Hills. The latter is also likely to be constructed under the auspices of the North Pacific. A line is being built north from Jamestown to Devil's Lake; another from Grand Forks to Devil's Lake, and still another west from Breckenridge to Fort Yates. This line will build branches connecting with the North Pacific at Bismarck, and two or three other points between Fargo and Bismarck. A branch is being built down the Red river from Fargo; another thirty miles from Casselton. The country is being literally gridironed by railroads, because of the magic word, "wheat."

**RIVER NAVIGATION**  
The Missouri river is navigable for 1,200 miles above Bismarck to Fort Benton for boats having a capacity of 350 to 750 tons. The Yellowstone, which joins the Missouri at Fort Buford, is navigable for 350 miles. The Red river is navigable from Fargo north to the British line.

**BISMARCK.**  
The head of the Bismarck land district, and the most important point, so far as location is concerned, in North Dakota, is located at the North Pacific crossing of the Missouri river. It is a town of about 2,500 people. It has a United States land office, United States custom office, office of collector of internal revenue, United States quarter master depot, and is the headquarters of the Northwestern division of the United States military telegraph, the officer in charge having under his

control over 2,000 miles of wire, leading north west to all military posts in this department, and making a complete circle via Fort Benton, Helena, Montana, points in Idaho, Wyoming and Utah, returning to the central office at Bismarck via Deadwood and Fort Yates. This great system, the largest of the kind in the world, connects with the Pacific system, and gives Bismarck telegraph facilities equal to any city in the Northwest. Five lines of steamers have their headquarters at Bismarck, and twenty two steamers are constantly employed during the season of navigation, plying between Bismarck and points on the Upper Missouri and Yellowstone.

The city is prospering, enjoying as it does an immense trade from the surrounding country, the river and railroad extension.

Its postoffice is of the second class, the same grade as Auburn, New York, and other towns even larger.

Its schools, both public and Catholic, are graded, and it has five churches.

The Masons and Old Fellows have organized societies and halls for their own use.

**BURLEIGH COUNTY**  
has an area of farm land equivalent to 1,382,400 acres—sixty townships of thirty-six sections each—eight thousand farms of a quarter section each. The Missouri river forms its western boundary, and gives it a river frontage of over eighty miles. Turtle river, Painted Woods, Burnt and Apple creeks are among the streams that drain its surface.

Heavy bodies of timber are found along the river, and excellent farming lands may be had under the homestead, pre-emption or timber culture laws. There is half a million acres of government lands in this county alone subject to entry under these laws. There is no county in the United States offering equal advantages. Timber, prairie, grazing or grain lands, inexhaustible beds of coal, and in addition to the unoccupied government lands over a quarter million acres of railroad lands, which can be purchased on favorable terms.

**KIDDER COUNTY**  
with its scores of lovely lakes, its bonanza farms, at Steele, Troy and Dawson, and intelligent people, invites those looking for homes in the west to come and see what has been done during the past three years in a country until these