

# ESMOND, ONE OF THE BANNER CITIES OF BENSON COUNTY

The Terminus of the Oberon-Esmond Branch of the N. P. Railway in Western Benson County and Located in One of the Most Fertile and Productive Sections of the State. A Rapidly Growing and Prosperous City, Offering Many Opportunities to Newcomers for Business or Farming.



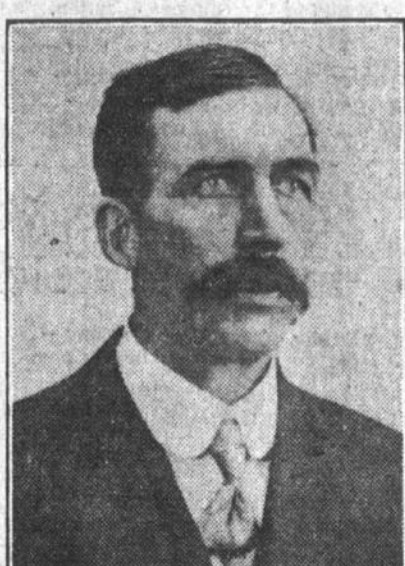
M. C. KNUDSON,  
Postmaster.



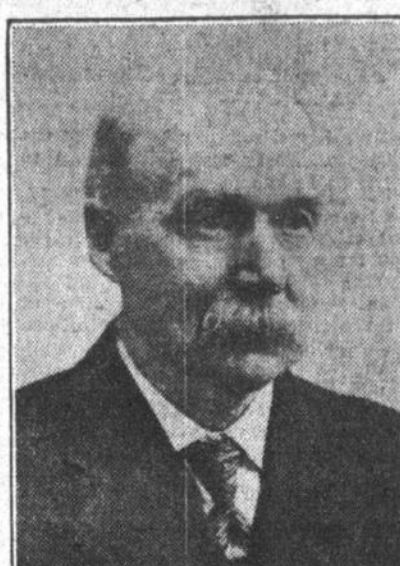
JOHN S. AKER,  
General Merchandise.



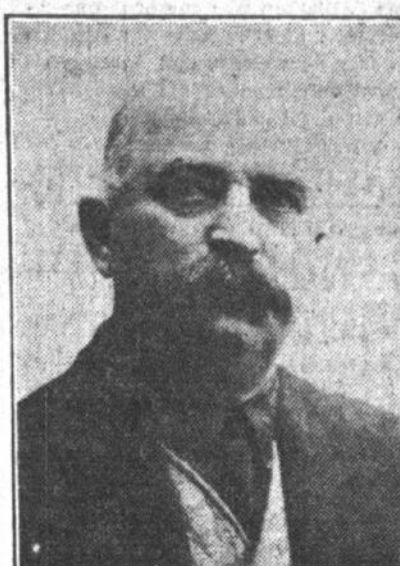
C. H. HUYSSSEN,  
Farm Implements and Vehicles.



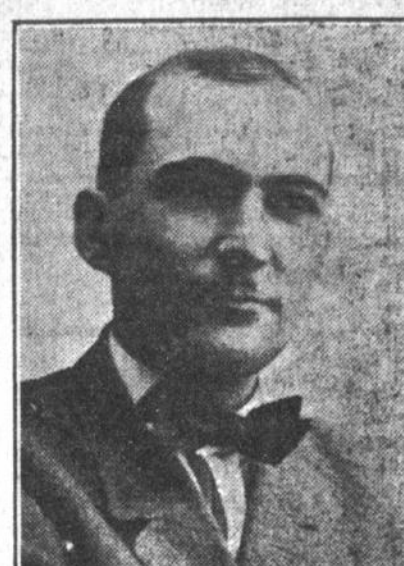
JOHN STEENERSON,  
Hardware and Farm Machinery.



T. J. JONES,  
Prop. Esmond Hotel.



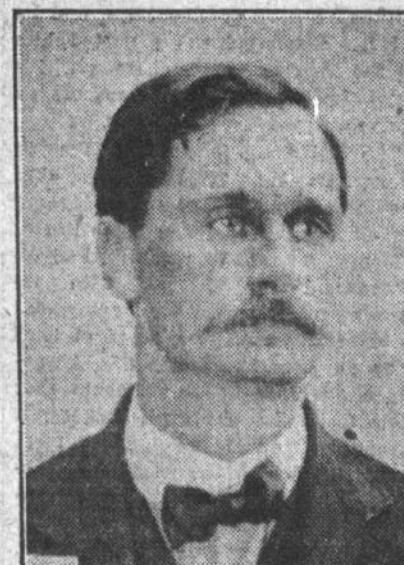
E. JENSEN,  
General Merchandise.



E. R. BROWN,  
Cashier Esmond State Bank.



F. J. WIELAND,  
Prop. Pottengers Cash Market.



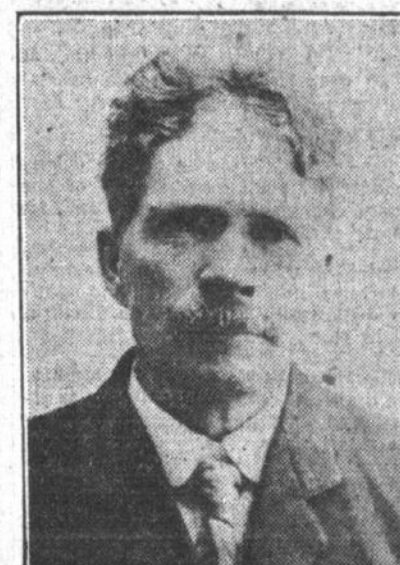
O. E. SCHULTZ,  
Mgr. Bovey-Shute Lumber Co.



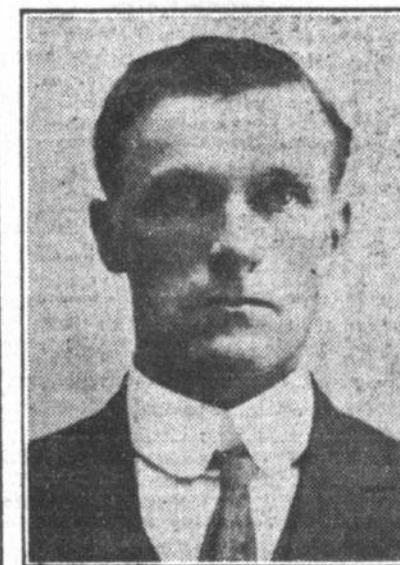
H. F. SITZER,  
Druggists.



A. W. ENGEL,  
Cashier First National Bank.



A. H. ERICKSON,  
Jeweler and Watchmaker.



A. J. STYLES,  
Farm Lands.



J. J. BENGSON,  
Mgr. Lingren's Elevator.



C. A. SANBORN,  
Hardware.



P. B. ROGNLIE,  
Hardware & Furniture.



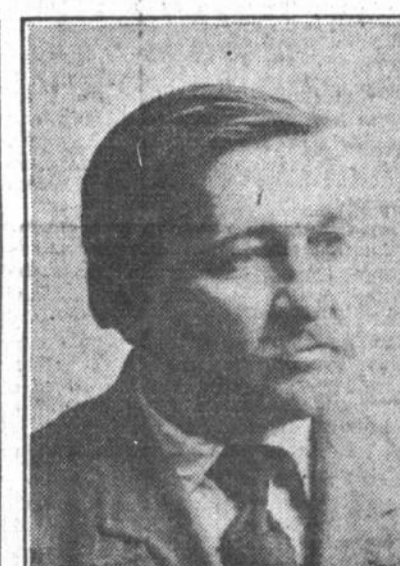
C. C. CHRISTIE,  
Mgr. Great Western Grain Co.



JOHN ERICSON,  
Mgr. L. R. Welles Lumber Co.



M. TAVERNER,  
Harness.



J. W. MEURER,  
Photographer.



B. I. STEIG,  
General Merchandise.

Esmond is situated in the western part of Benson county, 200 miles northwest of Fargo and is the terminus of the Oberon-Esmond branch of the Northern Pacific railroad. The railroad was built from Oberon to Esmond in 1901, and then real progress began. The first homesteads in the territory now tributary to Esmond were filed on in the early 90's. The privations of pioneering were short lived. The first railroad, the first telephone, and the first automobile were but a little while behind the first settler, and they have continued to come until today the country is well supplied with telephones, rural mail routes, etc., and its fertile prairies are dotted with the farms of the

homesteaders, who by their successful agricultural pursuits, demonstrated the possibilities of the future.

Esmond has long distance, local and rural telephone lines, rural free delivery mail routes, a weekly newspaper, The Bee, several grain elevators, two banks, four general stores, three hardware stores, three implement dealers, two meat markets, one jewelry store, one drug store, one photograph gallery, one harness shop, one hotel and other retail establishments usually found in a wide-awake and enterprising city.

Esmond has an active commercial club that has done good work in advancing the interests of the city as well as the country tributary, and her

citizens as well as the farmers in the surrounding territory are prosperous, hence progressive. School facilities are unusually good for a city of its size and age. Here are located several churches of various denominations, all working together for the religious welfare of the community.

Being the largest town in the western part of the county, Esmond enjoys a splendid farming trade and draws custom not only from western Benson county but also from a large part of Pierce county, with the result that the merchants of Esmond enjoy a much larger business than the size of the town would indicate.

The general topography of the country tributary to Esmond is that of gently rolling prairie and with a soil texture of alluvial loam-sub-laid with clay and free from sand, gravel or alkali. This forms a perfect seed bed for all cereals capable of cultivation in a northern latitude and has proven exceptionally fertile and lasting.

The principal grain products of the territory are wheat, oats, barley and flax, while the prairie grass furnishes abundant feed for live stock during the winter months, and pasturage during the summer. For this reason the live stock industry is an important one. Of late years much attention has been given to the cultivation of corn and all varieties of vegetables for which the soil and climate seem to be peculiarly adapted. Fruit trees of the smaller varieties also thrive here and



H. P. ALLISON,  
Editor Bee.

yield abundantly, raspberries, currants, and crab apples being plentiful enough in the season to supply the local demand.

Proof of the wheat-producing powers of the territory are the seven large elevators taxed to their capacity and

close to 1,000,000 bushels of wheat are marketed at Esmond annually.

Raw land in the Esmond territory is selling around \$15 per acre and improved land from \$20 to \$35 per acre. To the investor as well as those with limited means there prices, considering the fertility of the soil and excellent climatic conditions offer advantages and possibilities that it is doubtful can be duplicated in the northwest.

Many new lines of railroad are under construction or planned for the near future that will put a new complexion on the railroad map of the state. Construction work during 1911 in central North Dakota developed activity among rival railroad companies that cannot fail to have the effect of increasing farm land values and contribute to the general welfare of all.

Perhaps the most important cut-off under construction in North Dakota is that of the Great Northern railway from Fargo to Minot, which passes through Benson and Pierce counties in its course, and almost paralleling the main line of the Soo. The completion of this line is promised before the fall of 1912.

The Drake-Devils Lake-Fordville cut-off of the Soo railway is now under construction. Branching off from Drake in McHenry county, the new line runs northeasterly about twenty-five miles to a point in Pierce county about fourteen miles south of Rugby, then east across Pierce and Benson

counties, etc., to Fordville on the "wheat line" of the Soo. Through Benson county it passes midway between the main line of the Great Northern, on the north and the Oberon-Esmond branch of the Northern Pacific on the south, paralleling both, and passing within nine miles of Esmond. It is quite important because in connection with the Soo's new cut-off in Minnesota, east of Thief River Falls, it brings the grain fields of central and western North Dakota, into more direct touch with the grain markets of Duluth and Superior.

A survey has been made for the extension of the Oberon-Esmond branch of the Northern Pacific railroad. The survey is from Esmond in a north-

westerly direction, a distance of some twenty-five miles, to Towner, a point on the main line of the Great Northern, and grading will no doubt commence on that line in the very near future.

The territory tributary to the new lines of railroad embraces some of the choicest land in the state. With the advent of these lines a still more rapid increase in population is assured, for the productive properties of the soil and other advantages are well known, and the building of these lines will remove the more serious obstacle now existing by furnishing a ready access to the markets and wholesale districts of Fargo and the twin cities, and land values will increase in proportion.



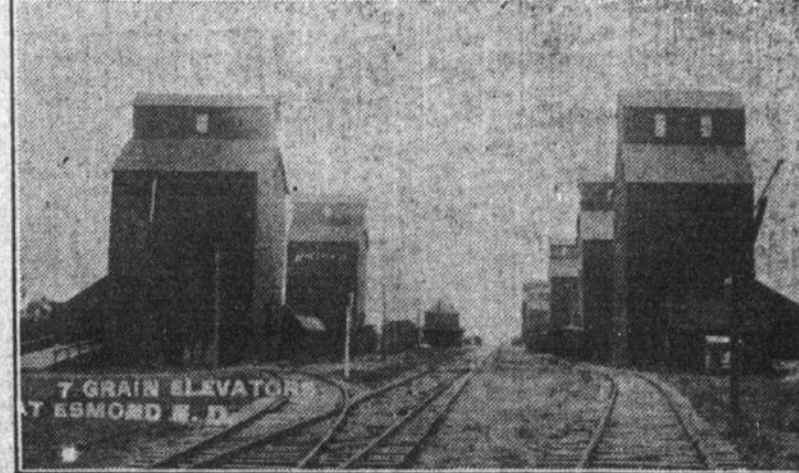
MAIN STREET LOOKING EAST, ESMOND.



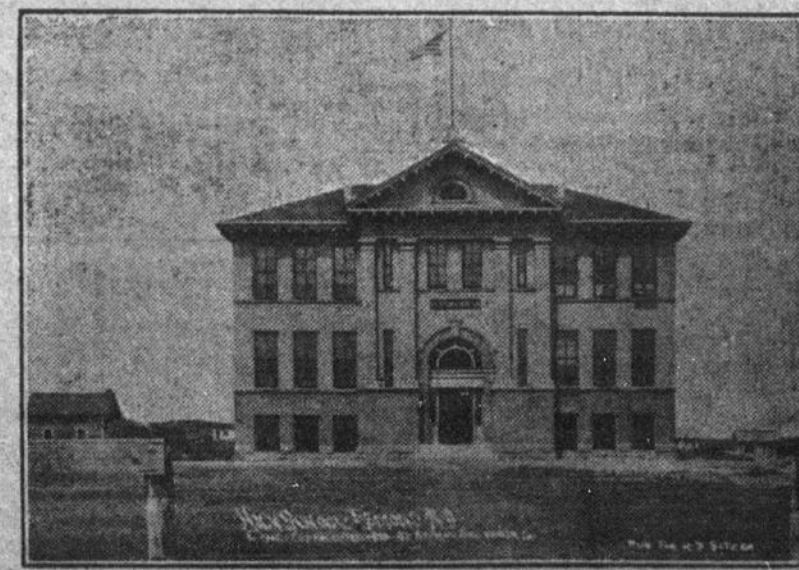
BREAKING SCENE, NEAR ESMOND.



CHAS. RUTNICK, BUTCHER.



SEVEN GRAIN ELEVATORS AT ESMOND.



HIGH SCHOOL BUILDING, ESMOND.