OCEAN TO OCEAN

The Steel Links That Bind the Continent Together—A Gigantic Enterprise Conceived and Executed With Ability Unquestioned—A Short Tale of a Great Railroad—How It Was Built is Another Story, but the Country It Traverses Needs Some Introduction Here.

It is probably conceded that the building of the Northern Pacific railroad was one of the greatest engineering feats in the history of the world. Vast mountains were leveled that the locomotives might be utilized in drawing away the products of the soil and the treasures of the vine. A glance at the map will show that the Northern Pacific railroad crosses North Dakota in practically a straight line from east to west, dividing the state into two parts. About one-third of the state lies south of the shaded line and two-thirds north of it. The Northern Pacific enters Dakota at Fargo, crossing the Red river. Before the line reaches the western boundary of the state two other streams are crossed. The first is the famous James river, the second the Missouri and the third the Little Missouri. It is said by competent judges that the soil in the valleys of these streams, particularly those of the Red and James rivers, is the most productive in the world. The fame of the Dakota wheat belt has spread everywhere when newspapers are circulated. Great as was the task of building the Northern Pacific railroad, the world has been beneditted, and civilization has reaped the reward of enterprise.

As a natural consequence, the settlements in North Dakota are principally along the line of the Northern Pacific railroad. Fargo, the metropolis of North Dakota, is one of the most characteristic of cities. It is virtually built of brick and granite. In 1893 a disastrous fire swept away the business portion of the city, but on the ashes was built substantial and enduring blocks of brick and stone that are practically indestructible.

At the very time that banks and other enterprises were falling in a common ruin in every part of the United States in 1893, Fargo was rebuilding itself. There was the same assurance that the buildings would rise again as that another crop of wheat should grow in the valleys. Less than two years have passed since the fire, and yet there is scarcely a trace of the devastation wrought by the flames. This shows the recuperative power of a country that is rich in its productiveness.

History has only repeated itself in the natural fame of North Dakota as a wheat raising country. It was the same with other new states. The first crops of Ohio, Illinois and Wisconsin were also wheat, which is probably a good reason for this. Wheat is a staple product and is the easiest to raise and market. It is invariable the initial product of every new country. North Dakota is no exception to the rule. Again does history repeat itself, for North Dakota is now inclining to diversified farming, with quite as rapid progress as was recorded in the older states.

While wheat has given Dakota much of its fame, the industry of stock raising is scarcely in second place, so far as financial returns are concerned. The entire western portion of the state is an ideal grazing country. The "Bad Lands," with their fantastic scenery, are unexcelled for stock ranges. They were probably called "Bad Lands" from a purely agricultural point of view, for the grass that grows among the mounds contains all the nutriment that is found in the richest grasses of a tropical climate. The abrupt bluffs furnish complete shelter for stock during a storm, and the animals thrive until they are old enough to shift without any artificial shelter and without hay, for they find good grazing all the year round.

In the matter of education, North Dakota is far in advance of many other states. Splendid public schools and colleges are maintained. The people of the state came from portions of the country where the most modern school systems had been perfected, and it was natural for them to engraft in the educational plans of the new state the very elements that were the result of years of study and discipline in other states. A law abiding people is always a church loving people, and North Dakota is fully up to the average in its ecclesiastical work. Its schools must always prosper, for the state is rich enough in its grant of the school section to maintain public education. The churches may not be as large as they are in older states, but the congregations are fully as sincere. Almost all the different denominations are represented.

On the question of diversified farming it has been demonstrated that corn, potatoes, cabbages and all vegetables may be grown with profit in the same soil that produces such a bountiful supply of wheat. It may be entirely possible that some care must be taken in regard to the kind of corn planted, for successful farmers study the species of product that will grow to the best advantage in a particular climate. Corn has been raised successfully in North Dakota as far west as Casselton, and could be raised in any part of the state should the proper seed be selected. Diversified farming is yet in its infancy, so that figures cannot be given to show the yield of products.

Probably the first thing a prospective settler in North Dakota would think about would be the question of fuel. So far as wood is concerned, this fuel is brought from Minnesota and sold at prices ranging from $4 to $5 for hard maple wood. The principal fuel, however, is the native lignite coal that can be said to be at every farmer's door. In the geological formation of the soil of North Dakota there is lignite coal in great abundance. It can be seen cropping out of the hillsides in the western part of the state in many places. At railroad stations the price of lignite coal for fuel ranges from $2.50 to $3.50 per ton. Farmers can drive to the mines and get the coal at prices ranging from $1 to $1.50 per ton.

The false impression has gone abroad that North Dakota weather is severe. It is no more severe than the weather of other Northwestern prairie states. Owing to the fact that the altitude is high, there is no chilling sensation in the atmosphere as is found in damp localities near large bodies of water. The air is clear and crisp, and the cold is not so penetrating as a higher temperature in a damp climate. There is a vast advantage to the health of North Dakota, as the air is pure without any of the taints of a tropical climate. It might be well to compare the climate of North Dakota with that of Vermont, New Hampshire and Maine.

The most interesting question that is asked by prospective settlers who contemplate going to North Dakota is in regard to the price of land. The Northern Pacific Railroad company has thousands of acres of land for sale in some of the most desirable portions of North Dakota. The price ranges from $2.50 to $5 per acre. The terms are one-tenth down and the balance in nine annual installments at 6 per cent interest. The railroad company is anxious to induce settlers to come out as settlers, and will furnish maps and charts free, together with descriptions of lands, to all who may send a request. These are the most desirable railroad lands in the United States, and will not remain long unsold.

Those who want to take advantage of the offers made by the Northern Pacific Railroad company should not wait, but write immediately for maps and information. The opportunity will not always last, as North Dakota is being settled up rapidly. There is also government land in abundance that adjoins the land of the railroad company. All things considered there is probably no better offer made among the lands of the West than can be secured from the Northern Pacific.

—W. H. Phipps.

A GREAT PULSE

An Artery That Extends Through the Northwestern Country, Connecting the Rich Fields of North Dakota With the Outside World and Bringing the Markets of the World to the Farmer's Door—Some Account of the Doing and the Manner Thereof.

In 1857 a grant of land was made by congress to aid the Territory of Minnesota in the construction of a line of railway, to connect navigable waters at St. Paul and St. Anthony, to what is now Breckenridge, on the Red river, and a branch, via St. Cloud, to St. Vincent, near the international boundary line, in the then unorganized Territory of Minnesota, including all of the two Dakotas to the Missouri river. The legislature of the territory accepted the grant, which amounted to six sections of land per mile, in alternate strips, when Minnesota was admitted as a state, and a constitutional amendment was adopted allowing the state to issue bonds to carry along the work. Construction was pushed northward, finding done at different times, but the financial crash which preceded the war delayed progress, and it was not until 1862 that any track was laid, and then ten miles, from St. Paul to St. Anthony, or what is now East Minneapolis. All the material and rolling stock was brought to St. Paul by boat on the Mississippi river, the country at that time being sparsely settled, and a remote part of the Union.

We shall not attempt to detail the gradual upbuilding of the Great Northern to its present grand proportions, its growth from an indifferently-equipped prairie-state line to a splendid system, with every modern improvement, extending across the continent. Its extension as a strong commercial force in the Northwest dates from 1879, when it passed into the control of the St. Paul, Minneapolis & Manitoba Railway company, organized in 1878, and in 1883 the track of the company was a little in excess of 600 miles, with gross earnings under $2,000,000. The extension of the line since Mr. Hill acquired control in 1879 has been at the rate of about a mile a day, and an average increase in gross earnings amounts to over $1,000,000 a year. Aside from the original grant to the company within the State of Minnesota, the Great Northern system has extended itself, with nearly 5,000 miles of track, into eight important commonwealths, without money or land subsidy from government, and the city, its rapid growth success has been attained solely as a business proposition. Its policy has been, not to act as a mere carrier of commodities, but to identify itself with the material well being of every part of the country penetrated.

To fully comprehend the extent of country served by the Great Northern the reader should study the admirable maps issued by the traffic department of the company, which is furnished free on application to the general passenger office, St. Paul, Minn.; or by local agents.

In this brief introduction we will confine further mention of the line to North Dakota, which state it enters at Walpeton, Fargo and Grand Forks, and spins its track out to a distance of forty miles, or more, in the direction of 1,000 miles. Almost within the memory of school children your fair state was in the far Northwest, and a part of the Great American Desert. It is but a few years since it was stated that the Great Northern has its field, in the Red river valley, the Devils lake region, the Turtle mountain country, and in the Mouse river valley. The Red river valley is so belted with railways that it is not an easy matter to find a place where a moving train or the smoke of a locomotive cannot be seen at some hour of the day. It is doubtful if there exists elsewhere in the East, away from the large cities, has as many miles of track. The Great Northern has practically four parallel lines through the valley. Prosperous towns and thriving villages are strung along its tracks like beads on a string. The Red river is one of the few important streams in America with a northerly course, the others being the Mississippi, the Illinois, the San Joaquin in California, the St. Johns in Florida and the Yukon in Alaska. Not one of these, however, has such a tributary area of productive soil capable of supporting a large population and producing each year a vast surplus of food crops. It is the Red river valley that gives the Great Northern the distinction of being the largest carrier of wheat from original points of any railway in the world. From single stations in this bountiful valley it takes as high as a million bushels in a season, and places with a half-million output run in figures far beyond the tens.

The Great Northern believes in the future of North Dakota, and is doing everything in its power to aid its local interests, covering a vast territory, to promote its growth. During the past two years it has conducted the largest movement of people to the North State ever made in any one year, including the past five or six years. We refer to the locating of the Dunkard colonies in the Turtle mountain region, the Devils lake country and Red river valley, the former colony now numbering a dozen, with six or eight churches already organized, the whole representing not less than 1,200 people. The addition of such towards the east, can easily be termed a blessing to your state, for a more industrious, intelligent, frugal, temperate, law-abiding and useful class cannot be found in any state, and they are people and never live beyond their means. They make rich every locality in which they settle. They are of German ancestry but American born, speak English and support the public schools. They emigrated to North Dakota from various Eastern states, leaving homesteads too small for further division, and where land values are too great for them to get a foothold. Around the settlements already established we believe large and flourishing communities will spring up in the near future, for hundreds, indeed thousands, of their friends in the East and South will follow them. Each Dunkard has constituted himself an emigration agent, and is writing his friends about how well he has done; and, indeed, they all have done well, with crops ranging from 2,000 to 20,000 bushels each of wheat, besides other crops. They believe in and practice diversity. They have no need of going to town to buy butter, eggs, lard, etc. They have products of that sort for sale.

It should not be understood that immigration work has been solely devoted to this particular class. Besides the Dunkards a large number of people have been induced to locate in the state. Notwithstanding the dull period through which the whole country has passed the company has been instrumental in locating a number of important industries in your state, and from present outlook is hopeful of doing very much more before another year passes.

A man going to North Dakota can get government reports and statistics concerning the climate and full information about the productiveness of the soil, the yield per acre, the returns of actual weights on the scale beam and the balances on the right side of the ledger are among the guarantees that North Dakota can offer settlers. The plain truth is that people who go to North Dakota and accustom themselves to the country and exercise good sense and industry can succeed as well as anywhere else in the republic. Why renters should till the high-priced farms of the East, with scanty living, and divide earnings with landlords, each year paying out more than the rental, is a problem of their own, is certainly because of ignorance of facts. To capable, self-relying and self-denying men North Dakota offers cheap and permanently productive soil, a healthful climate, with the minimum of toil, easy access to markets, good church and school facilities and a healthy climate.

North Dakota is nearer to the great markets than Western Dakota or Kansas, and, instead of going to the forests of Minnesota makes lumber much cheaper than in the prairie states to the south of the Dakotas. Then Duluth and West Superior, with lake navigation and coal, are so much nearer. These two lake ports are the hard coal distributing centers of the Northwest. The river navigation gives North Dakota railway facilities not equalled in many other communities. The Great Northern has no land grant in your state, but in proximity to its tracks west of the Red river valley Government lands can be found besides large bodies of land belonging to farmers who are willing to sell on crop and other forms of easy payment.

—F. I. Whitney.

OUR CAPITOL.

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foreign ministers and other dignitaries. It was not a great day for Bismarck, for the entertaining visitors, whose sources and advantages were, during the excursion of this distinguished party, indelibly impressed upon the minds of many who have ever since sung our praises and championed our cause.

Unsuccessful attempts at removal and to defeat appropriations for the new institutions in the North at the first session of the legislative assembly held in the territory, which, it is believed in a more earnest demand for division and statehood on the part of the politicians north and south, and scarcely a month passed that some kind of general demonstration was not made in some part of the territory calculated to influence congress in this direction.

The division of the territory having been accomplished, and constitutional conventions having been authorized, the North Dakota capital question assumed a new phase, and instead of a united north there arose local prejudices and ambitions and another capital fight was inaugurated. Bismarck, possessing facilities favored with public buildings, each desiring an assurance of permanency, the location of all the state institutions was established by an article of the new constitution, adopted by a vote of the people. In the session of 1893 a measure was passed providing for the completion of the south wing, and the state now has one of the handsomest and most commodious capitol buildings in the West. The completion of the dome is all that is needed to make it one of the most symetrical and imposing structures of the kind in the country.

The citizens of Bismarck have a special interest in the pile of brick that adorns the prominence overlooking the city from the north for the reason that through voluntary subscription they contributed $100,000 in cash towards its construction, and on sundry occasions have "sweat blood," so to speak, in their struggles to retain their inheritance.

The building is of brick, with Joliet stone and terra cotta trimmings. The main building contains the hall of the house of representatives, the state library, the supreme court room and chambers, offices of the auditor, treasurer, commissioner of insurance, superintendent of public instruction, attorney general, clerk of the supreme court, and committee rooms. The new wing contains the senate chamber, the executive offices, secretary of state, land commissioner, public examiner, commissioner of railroads, and commissioner of immigration. All the offices are elegantly furnished, and throughout the building there is an appearance of completeness, solidity and comfort that impresses the stranger and inspires the citizen.

Not long ago Senator Sherman, in urging more and grander improvements at the nation's capital, declared that a nation was judged by the state of its capital city. If only in a small degree this be true of states the people of this commonwealth may justly take pride in the fact that Bismarck—geographically favored and climatically blessed, its streets and avenues line with imposing business blocks and elegant residences, its people full of hope, enterprise and loyalty—is the seat of government of North Dakota.

—M. H. Jewell.

Satisfaction in Living.

"I have a notion to end my existence," said the dejected youth. "I have nothing on earth to live for."

"Better wait awhile," said the Cummingsville sage. "After you get to be a few years older you won't want any thing to live for. Just living will be considerable satisfaction."—Cincinnati Enquirer.

THE SOO

About the Soil and Climate, With Much Information of Value About the Great State That Has Begun to Put Forth Her Claims—The Best Climate in the World, the Best Soil Upon the Foot-tool Waiting to be Developed—A Rich Country.

The upland prairies along the "Soo" railway in North Dakota are among the most productive lands in the Northwest; the climatic conditions which cause failure of crops in some localities do not in any considerable degree obtain the belt of lands tributary to this road. The prevailing winds of the central part of the United States, which are usually from the southwest, are met by the cool, moist winds of the northwest; the latter predominating, these two currents meet at an angle, diverge and pass in a line almost parallel with and along the line of this railway. The hot, dry current from the southwest, meeting the cool, moist winds from the northwest, causes a greater amount of precipitation, resulting in the most favorable crop conditions.

The objection is frequently made by the home seeker that the climate of the Northwest is too cold to live in and be successful. It is somewhat strange that residents of states bordering upon the great inland lakes and the Atlantic seaboard, when chilled to the bone in the damp atmosphere of those regions at a temperature of 5 to 12 degrees below zero, Fahrenheit, should think that in a temperature of 30 degrees below in the Northwest that they would perish, never having had the experience to prove to them that the cold at altitudes bordering upon a large extent of water, is much more intense and difficult to bear than the dry cold of the high, sunny altitudes of the Northwest. It is a pleasant ride in the cold of the Middle and New England states, and shivering with cold at 10, or even 5, degrees below zero, will, if dressed the same, be comfortable in North Dakota at 30 degrees below, in a calm, still day. It is only when the wind is blowing at a high rate that the intense cold of the Northwest is felt, and there are but few days of such weather in the winter. It is the lightness, dryness and purity of the atmosphere that makes the climate of Minnesota and North Dakota one of the most delightful and healthful to live in. Fever and ague and other zymotic diseases are practically unknown. Physicians are perhaps the only class who complain of their lack of opportunities for business.

The prairies of North Dakota are covered with a rich, dark drift of alluvial loam from one to four feet deep, under which is a clay subsoil which has the property of holding moisture so as to keep it damp and giving it out as needed for the growing crops. It contains a practically inexhaustible supply of the soil ingredients most valuable for agriculture, such as potash, soda, lime, magnesia, soda, phosphoric acid, nitrogen and vegetable humus. There is no better soil in the world for general farming purposes, and none so well adapted for the growth of wheat and other small grains. It is easily pulverized, and after the prairie sod is once broken cultivation is done with comparatively little labor. The effect of deep plowing and the thorough tilth of the moisture to the surface in the spring thaw is to mingle the rich natural fertilizers of the subsoil with the top soil, so that the natural process of fertilization is carried on.

If Dakota farmers will adopt the rational and scientific methods of cultivating this fertile soil so ably advocated by Mr. H. W. Campbell of South Dakota, author of "Campbell's Soil Culture, who, by years of practical tests, has demonstrated the value of his methods, it may be confidently asserted that most remarkable results in increased yield and improved quality of grains will speedily follow and cause a marked advance in farm values.

This, and a system of diversified farming, by which dependence will not be had in growing only one wheat crop, will make North Dakota one of the richest states in the Union.

All kinds of crops, including corn, are successfully grown. Potatoes and no other kind of vegetables of all kinds are more productive. Small fruits, such as currants, gooseberries, raspberries and strawberries, are successfully grown and yield bountifully. Timothy and clover, timothy and millet are grown and broom corn furnishes a better brush and more salable than in more southern latitudes.

The yield of all crops in the present season along the "Soo" line has been very large. Many fields of wheat have produced from thirty to forty bushels per acre, and the average is above twenty bushels.

The stock industry is in its infancy, but there is no country where stock is more healthy or thrives better than in this portion of North Dakota, especially along the Des Lacs and Souris in third county. Buyers at the Twin City stock yards report that the best cattle received this season are coming from Northwestern Dakota.

The native grasses are highly nutritious. The whole surface of the prairies is covered, in a state of nature, with a thick growth of buffalo grass, bunch grass and blue joint grass mingled, the bunch grass predominating in the western part of North Dakota.

The conditions are also very favorable for successful dairying in North Dakota. Extensive dairy farms, covered with rich grasses, an abundance of good water and ready markets enable the farmer to realize a good annual income from dairy products. The quality of butter produced in these states is equal to that produced in any other portion of the United States. Creameries and cheese factories are being established at many points. Furnishing a ready and convenient market for cream and milk.

A large part of the surface of Western North Dakota is underlaid with veins of lignite coal. Thousands of acres of the best quality of this coal are found, and are now being mined along the Mouse and Des Lacs rivers. The "Soo" railway traverses for seventy miles the coal fields, furnishes a and distributes this cheap fuel at low rates at its stations in that state and in Minnesota. This coal burns without smoke or much clinker, the white ash residue being only 6 to 12 per cent of the original weight. It is an excellent fuel for locomotives, steam boilers, cooking ranges and heating stoves; and its existence in large quantities in so many localities, and the cheapness and facility with which it can be mined, tend to render desirable for settlement large areas of valuable lands now unoccupied.

There are large tracts of vacant lands adjacent to the "Soo" railway in North Dakota, subject to the United States land laws; homesteads convenient to stations west of Fessenden, Wells county, can be obtained by settling upon them. Eastward from that point lands can be purchased from individuals and land companies at $4 to $12 per acre unimproved, and a few dollars higher where there are improvements, depending on the character of the latter. Where payments are made in money a small percentage down is usually required, with interest on balance at 7 per cent or 8 per cent on terms of one to five years. Many lands can be purchased on the "crop payment" plan at from $5 to $12 per acre without any cash down, but a certain proportion of the land will be required to be cultivated the first year, one-half of the crop each year will be received by the seller until principal and interest are paid.

There is no part of the United States where the man with small means can more easily and quickly make a home than in North Dakota.

In this state the "Soo" railway traverses the counties of Ransom, Sargent, Dickey, La Moure, Ransom, Barnes, Stutsman, Foster, Wells, McHenry and Ward. It enters the eastern side of the state near Fairmount, Richland county, and crosses the northwesterly connects with the Canadian Pacific railway at Portal on the international boundary in west longitude 102 deg 32 min.

Northward from Hankinson the track was built in 1891-2-3, being laid with 72-pound steel. The country adjacent thereto comprises land second to none in the state, excepting, perhaps, the choice locations in the Red river valley.

This company has no land grant, but aids in the development of the country by granting half-rates to bona fide home seekers and publishing information relating to lands.

Mr. T. I. Hurd, with office in the Guaranty Loan building, is land and colonization agent of the "Soo" line, and will answer all inquiries.

—W. R. Callaway.

NORTH DAKOTA

Continued From First Page.

United States senate for the short term and Hon. Lyman R. Casey for the long term. Hon. Henry C. Hansbrough, having been defeated before renomination for congress at the end of his first term, was elected to the senate to succeed the Hon. Gilbert A. Pierce. Senator Lyman R. Casey was succeeded by William N. Roach, a Democrat, who was elected by the Democratic and Populist votes, combined with seven Republicans, to make the majority.

There was little development in North Dakota prior to 1870. In 1869 the Hudson Bay company built the International road, used in connection with their business on the Red river, and soon afterwards J. C. Burbank, Russell Blakeley and C. W. Carpenter established a stage line to Abercrombie; but as a matter of fact, the land in North Dakota was unsurveyed, and no roads had been established until about 1867. There were military and Indian roads, but no established roads, and, as shown above, no civil organization.

The first settlers, for agricultural purposes, came in 1870, and they were more for speculation than for permanent settlement.

In 1871 settlers were gathering at Pembina, Grand Forks and Fargo, and other points along the Red river, which was then extending its line across Minnesota, watching its movements.

This was thought to be settled at Elm river, east of Grandin, in the fall of 1870. It was settled at Moorehead and Fargo in 1871, but the last rail was not laid to the Red river and across the Dakota prairies, the rich soil, until Jan. 1, 1872. In 1872 the road was extended west to about Steele, and completed to Bismarck June 5, 1873. I had the honor, a month later, to publish the first newspaper in what is now North Dakota viz., the Bismarck Tribune. The Grand Forks Plaindealer was the second, some time in 1874, established by George Lord, and then the Fargo Express and the Jamestown Alert, in the order named.

While there was a farm opened in the vicinity of Neche, comprising sixty acres, as early as 1867, and another considerable tract was broken that year at Ransomu, these tracts were allowed to go back to prairie, and it was 1873 before any attempt to development agricultural interests of the state was made.

The first farm of any importance was in 1874, when J. B. Chapin opened a farm of 100 acres on land now within the corporate limits of Fargo.

In 1874 the land for the Dalrymple farm was selected and the Grandin farm in connection with that. There was some breaking done on the Dalrymple farm in 1874, but no crop till 1875. Therefore from next to nothing in 1875 the wheat fields in North Dakota have come to produce this year over 60,000,000 bushels of wheat and other crops in proportion. Long after the territory became two states with a population of upwards of 200,000 in the north and 350,000 in the south.

Fred Girard, now residing in Minneapolis, was the first settler in the Missouri river valley. He was a printer's devil in the St. Louis Republican and "escaped" into the Indian country about 1848. Louis Agnord was taken up with the Indians, and 1867 Joseph Taylor, Joseph Dentricle, Henry Inette and a few straggling wood choppers comprised the settlements in that part of the state. There was not a white settler west of the Missouri in North Dakota prior to 1875. I took my soldier's homestead in 1873 within the present corporate limits of the capital of the state. The first settlement at Bismarck was in 1872 and the settlers had to sleep on their arms to guard against Indian attack.

Clement A. Lounsberry.