

**NORTHERN
PACIFIC
R.R.**

**MINNESOTA,
DAKOTA, MONTANA, IDAHO,
WASHINGTON & OREGON.**

CHAS. B. LAMBORN, Land Commissioner,
St. Paul, Minn.

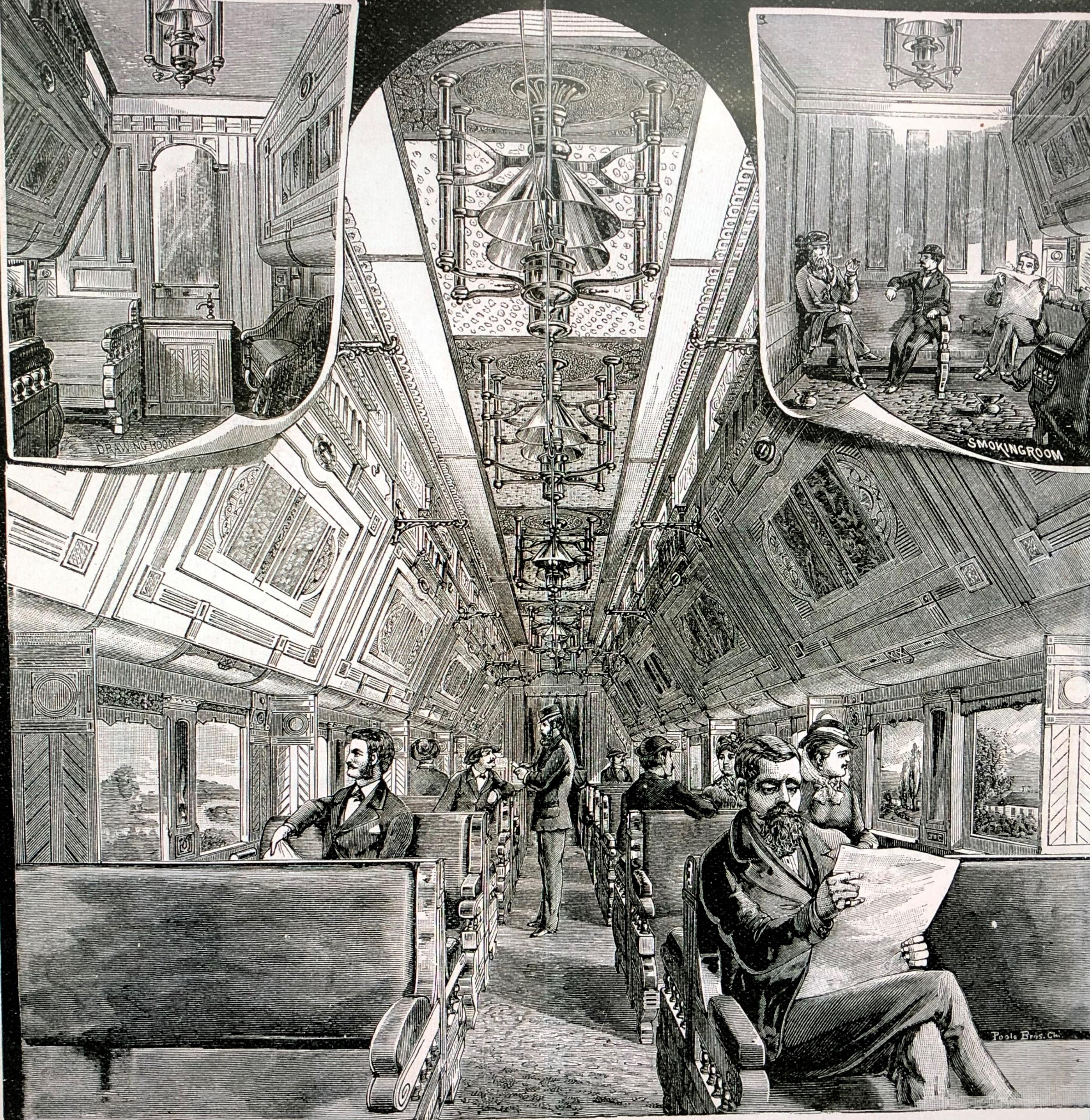
P. B. GROAT, Gen'l Emigration Agent,
St. Paul, Minn.

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WASHINGTON & OREGON.**

H. HAUPT, General Manager,
J. T. ODELL, Sup't Transportation,
St. Paul, Minn.

GEO. K. BARNES, Gen'l Pass. and Ticket Agent,
St. Paul, Minn.



DRAWING ROOM

SMOKING ROOM

Poole Bros. Ch.

INTERIOR VIEW of the NEW PULLMAN PALACE SLEEPING CARS, now RUNNING on the NORTHERN PACIFIC R

MONTANA

THE NORTHERN PACIFIC

Will be known hereafter as the

"MONTANA SHORT ROUTE,"

BEING THE SHORTEST ROUTE FROM

St. Paul to Bozeman, - - -	By 815 Miles.
St. Paul to Helena, - - -	By 735 Miles.
St. Paul to Butte, - - -	By 595 Miles.
Chicago to Bozeman, - - -	By 527 Miles.
Chicago to Helena, - - -	By 447 Miles.
Chicago to Butte, - - -	By 307 Miles.
St. Louis to Bozeman, - - -	By 287 Miles.
St. Louis to Helena, - - -	By 207 Miles.
St. Louis to Butte, - - -	By 67 Miles.

AND REACHING

**BOZEMAN, DEER LODGE, FORT BENTON,
MISSOULA, BUTTE, AND
ALL IMPORTANT POINTS IN MONTANA**

The NORTHERN PACIFIC is completed to Helena, MON., 1154 miles from St. Paul, and is being rapidly extended westward.

Passengers will be carried by rail to Helena, from which a daily line of four-horse Concord Coaches run to Missoula, connecting there for points on Western Division and the Pacific Coast.

Pullman Sleepers from St. Paul to Helena.

From St. Paul to Helena, - 59 Hours.

To Tourists! To Sportsmen!
To Land Seekers! To Miners!
To Emigrants! To Everybody!

— THE —

NORTHERN PACIFIC

IS YOUR ROUTE.

Reduced Rates to Special Parties of ten or more, which can be obtained by addressing

G. K. BARNES,
General Passenger and Ticket Agent,
ST. PAUL, MINN.



Dining Cars.

The Northern Pacific Railroad is now equipped with a line of the finest Dining Cars on the Continent, in which first-class meals are served at

75 Cents Each.

These Cars are new, from the Pullman Car Works, built expressly for this Company, and will be run and operated exclusively by the Northern Pacific Railroad Company, under the direction of an efficient and experienced Superintendent.

Tourists, prospectors, and all classes of the traveling public, will at once recognize this as one of the leading features of this already popular route to Minne-

sota, Dakota and Montana; and will appreciate the comforts to be derived from this specially attractive feature in modern travel.

To eat when you want to, and get what you want,
Is the traveler's enjoyment when taking a jaunt;
Tourists, Sportsmen and others, who are on the look out
For comfort in traveling, and a picturesque route,
Take the NORTHERN PACIFIC and in Dining Cars fine,
Enjoy the YELLOWSTONE ROUTE and MONTANA SHORT LINE.

HORTON RECLINING CHAIR CARS BETWEEN FARGO AND MANDAN.

WESTERN DIVISION AND O. R. & N. CO.

Mail.	Miles.	In effect June 20, 1883.		Mail.
5.25a.m	419	Lv. Missoula	Ar.	9.35p.m
5.54 "	413	Desmit.		9.06 "
6.35 "	402	Coriaca.		8.25 "
7.20 "	392	Arlee.		7.20 "
8.15 "	382	Ravalli.		6.45 "
8.45 "	375	Jocko.		6.15 "
9.15 "	368	Duncan.		5.46 "
9.48 "	360	Perma.		5.13 "
10.12 "	354	Lavoy.		4.48 "
10.35 "	348	Paradise.		4.24 "
11.03 "	342	Horse Plains.		3.55 "
11.40a.m	333	Kitchen's.		3.20 "
12.03p.m	327	Eddy.		2.57 "
12.30 "	321	Thompson River.		2.30 "
1.10 "	311	Belknap.		1.30 "
2.00 "	304	White Pine.		1.00 "
2.38 "	294	Trout Creek.		12.21p.m
3.14 "	286	Big Cut.		11.46a.m
3.35 "	280	Noxon.		11.25 "
4.15 "	270	Heron.		10.15 "
5.00 "	264	Cabinet.		10.00 "
5.23 "	255	Clark's Fork.		9.35 "
5.45 "	246	Hope.		9.09 "
5.58 "	241	Kootenai.		8.54 "
6.25 "	231	Sand Point.		8.00 "
7.08 "	225	Algoma.		7.42 "
7.27 "	218	Cocolalla.		7.21 "
7.55 "	208	Granite.		6.52 "
8.18 "	199	Chilco.		6.30 "
8.47 "	189	Rathdrum.		5.58 "
9.14 "	180	Idaho Line.		5.32 "
9.38 "	171	Trent.		5.06 "
10.05 "	161	Spokane Falls.		4.38 "
10.30 "	153	Marshall.		4.12 "
10.50 "	145	Cheney.		2.52 "
11.20p.m	135	Stephens.		3.20 "
12.01a.m	121	Sprague.		2.30 "
12.44 "	111	Harrison.		2.05 "
1.25 "	97	Ritzville.		1.25 "
2.16 "	80	Lind.		12.37a.m
3.15 "	61	Twin Wells.		11.40p.m
3.40 "	57	Palouse Junc.		11.15 "
4.11 "	42	Lake.		10.47 "
4.38 "	33	Eltopia.		10.21 "
5.40 "	14	Ainsworth.		9.20 "
6.20 "	13	South Ainsworth.		8.40 "
7.00a.m		Ar. Wallula Junction.	Lv.	8.00 "
8.55a.m		Ar. Umatilla Junction.		6.20p.m
10.35 "		Alkali.		4.15 "
11.10 "		Blalock's.		3.50 "
1.55p.m		Dalles.		1.25p.m
3.10 "		Hood River.		11.35a.m
4.30 "		Cascade Locks.		10.15 "
5.43 "		Troutdale.		8.53 "
7.00a.m		Ar. Portland.	Lv.	7.20a.m

CASCADE DIVISION, N. P. R. R.

GOING EAST.		Miles.	STATIONS.	GOING WEST.
Express.				Express.
7.15 a.m			Lv. New Tacoma	Ar. 6.15 p.m
8.08 "	9		Puyallup	5.22 "
8.30 "	13		Alderton	5.00 "
10.30 "	32		Wilkeson	2.50 "
11.00 a.m	34		Ar. Carbonado	Lv. 2.20 p.m

PACIFIC DIVISION, N. P. R. R.

GOING NORTH.		Miles.	STATIONS.	GOING SOUTH.
Express.				Express.
6.00 a.m			Lv. Portland	Ar. 4.00 p.m
			(via O. R. & N. Co)	
10.15 a.m	38		Lv. Kalama	Ar. 12.15 p.m
11.15 "	59		Castle Rock	11.15 a.m
12.25 p.m	75		Winlock	10.24 "
1.03 "	88		Chehalis	9.46 "
1.14 "	92		Centreville	9.35 "
3.30 p.m	143		Ar. New Tacoma	Lv. 7.00 a.m

FARGO & SOUTHWESTERN BRANCH.

Mixed.	Miles.	STATIONS.	Mixed.
†8.30 a.m		Lv. Fargo	Ar. 8.10 p.m
8.55 "	4.2	Cotters	7.45 "
9.50 "	10.7	Horace	7.10 "
10.10 a.m	19.1	Davenport	6.30 "
12.15 p.m	41.5	Sheldon	4.30 "
1.05 "	50.4	Buttsville	3.30 "
1.45 p.m	56.0	Ar. Lisbon	Lv. 3.00 p.m

JAMESTOWN & NORTHERN BRANCH.

Mixed.	Miles.	STATIONS.	Mixed.
†7.00 am		Lv. Jamestown	Ar. 5.45 pm
7.35 "	6.5	Arctic	5.15 "
8.10 "	13.5	Buchanan	4.40 "
8.50 "	21.1	Pingree	4.00 "
10.00 "	34.5	Mellville	2.50 "
10.50 am	43.4	Ar. Carrington	Lv. †2.00 pm

WISCONSIN DIVISION.

Mixed.	Miles.	STATIONS.	Mixed.
†6.30 pm		Lv. Superior	Ar. 9.15 am
7.00 "	5.5	Spur No. 4.	8.45 "
7.32 "	11.8	Walbridge.	8.13 "
7.49 "	15.3	Carlton.	7.56 "
7.57 "	16.8	Spur No. 2.	7.48 "
8.19 "	21.3	Spur No. 1.	7.27 "
8.30 pm	23.5	Ar. N. P. Junc.	Lv. †7.15 pm

STAGE AND MAIL ROUTES IN DAKOTA AND MONTANA

IN CONNECTION WITH THE

NORTHERN PACIFIC R. R.

IN DAKOTA.

From	To	Via	Miles.	Hours.	Leave.	Rate
Jamestown	Grand Rapids	Tarbell	35	7	M.W.F.	
Bismarck	Ft. Yates	Ft. Rice	66	4	Daily	
"	Ft. Buford	Ft. Stevenson	250	2 days	M.W.F.	
Carrington	Ft. Totten	Brenner	30	6	Daily	

IN MONTANA.

Glendive	Pop. C. K. Ag'cy	Newlon	70	33	Tuesd's	
"	Ft. Buford	Spearfish	80	20	M.W.F.	
Miles City	Deadwood	Martinsdale	210	48	M.W.F.	\$26.00
Billings	Ft. Benton	"	215	28	M.W.F.	25.00
"	Martinsdale	"	125	30	M.W.F.	16.00
"	Maginnis	"	160	30	M.W.F.	25.00
Bozeman	Virginia City	Chico	69	13	Daily	12.00
"	Mam. Hot Sp'gs	Ft. Shaw	70	22	Fridays	
Helena	Ft. Benton	Hot Springs	149	30	Daily	15.00
"	Deer Lodge	Boulder Valley	45	10	Daily	6.00
"	Butte	New Chicago	70	20	Daily	8.00
Deer Lodge	Missoula	"	80	20	Daily	10.00
Missoula	End of Track	"	55	10	Daily	
Ft. Benton	Belknap	Ft. Assinaboine	94	24	F.M.W.	

Northern Pacific Railroad.

VIA DULUTH.

GOING WEST.		Dist. fr. Duluth.	STATIONS.	GOING EAST.
	Passenger.			Passenger.
\$ 8.00 pm		1	Lv. Duluth	Ar. \$ 7.45 am
		4	Rice's Point	
		8	Oneota	
		14	Spirit Lake	
		22	Fond du Lac	
9.05 "		23	Thomson	6.38 "
* 9.20 "		28	N. P. Junction	* 6.26 "
* 9.35 "		33	Pine Grove	* 6.13 "
* 9.52 "		39	Norman	* 5.58 "
10.10 "		45	Corona	5.43 "
*10.46 "		57	Cromwell	* 5.13 "
*11.12 "		66	Tamarack	* 4.50 "
*11.38 "		75	McGregor	* 4.27 "
12.12 am		87	Kimberly	3.57 "
*12.25 "		92	Aiken	3.45 "
12.41 "		97	Cedar Lake	3.30 "
* 1.12 "		108	Deerwood	* 3.02 "
\$ 1.30 am		114	Ar. Jonesville	Lv. \$ 2.45 am

LITTLE FALLS & DAKOTA R. R.

Pass.	Miles.	STATIONS.	Pass.
† 2.15 pm		Lv. Little Falls	Ar. †12.30 pm
2.40 "	7	La Fond	12.05 pm
3.05 "	16	Swanville	11.40 am
3.35 "	26	Grey Eagle	11.10 "
3.47 "	29	Birch Bark	10.57 "
* 3.55 "	31	Birchdale	*10.50 "
4.15 "	37	Sauk Centre	10.30 "
4.45 "	48	Westport	9.55 "
5.00 "	53	Villard	9.40 "
5.23 "	60	Glenwood	9.20 "
5.50 "	69	Starbuck	8.50 "
6.20 "	79	Scandiaville	8.20 "
† 6.45 pm	88	Ar. Morris	Lv. † 7.50 am

FERGUS FALLS BRANCH.

Pass.	Miles.	STATIONS.	Pass.
† 5.15 pm		Lv. Wadena	Ar. †10.30 am
5.25 "	2	Ar. Wadena Junc.	10.20 "
5.50 "	10	Deer Creek	9.55 "
6.02 "	14	Parkton	9.43 "
6.15 "	18	Henning	9.32 "
6.32 "	24	Vining	9.15 "
6.48 "	29	Clitheral	8.58 "
7.00 "	33	Battle Lake	8.47 "
7.10 "	39	Maplewood	8.35 "
7.25 "	41	Underwood	8.22 "
7.55 "	52	Fergus Falls	7.52 "
8.20 "	60	Ames	7.35 "
8.43 "	68	Everdell	7.03 "
9.10 "	77	Breckenridge	6.35 "
† 9.15 pm	78	Ar. Wahpeton	Lv. † 6.30 am
	85	Ellsworth	
	91	Griffin	
	97	Barney	
	104	Wyndmere	
	116	End of Track	

† Daily except Sunday.

\$ Daily.

* Stop only on Signal.

A talk with the Traveling Public.

DO NOT FORGET, in planning your pleasure excursions and business tours for this year, that the Northern Pacific Railroad will be completed next summer, and will open the most attractive 2,000 miles of railway travel in America. Before the connection is made between the ends of track advancing from the East and the West, you can pass over the gap of the Rocky Mountain region in comfortable Concord coaches. You need not wait for the line to be finished to start over it for the Pacific Coast. The ride across the Rockies on top of a stage coach will be among the most delightful experiences of your trip.

We have space here only to make brief mention of a few of the striking, beautiful and wonderful features of the journey across the continent by the Northern Pacific Road. You will see, first, the busy, trim cities of St. Paul and Minneapolis and the Falls of St. Anthony, where the Mississippi River turns the wheels of the largest flouring mills in the world. The big lumber mills in the pineries of Northern Minnesota will be worth seeing, and also the Lake Park region of Western Minnesota, where there are more beautiful lakes, abounding in fish, than you can easily count. Further on comes the broad, rich plain of the Red River Valley, fast becoming an immense wheat field. Stop a day at Fargo or Moorhead, and a day at one of the bonanza farms.

After passing Valley City, Casselton, Tower City and Jamestown, about 200 miles west of Fargo, you cross the Missouri River on the new Bismarck Bridge, near the young city named after the great German statesman, and traveling 150 miles more through green valleys, come to the famous Pyramid Park, a region of wonderful petrifications, mountains of red terra cotta, burning coal seams baking the superimposed masses of blue clay, and strange and grotesque rock formations.

Reaching the Yellowstone at Glendive, you journey up that lovely stream for 340 miles, through Miles City, Billings and other new towns to Livingston, where you should leave the main line and make an excursion of about 70 miles to see the giant geysers, Hot Springs, magnificent waterfalls and other wonders of the Yellowstone National Park. Returning, you pursue your journey across the first range of the Rockies at Bozeman, run north 100 miles to Helena, cross the main Divide, and then proceed with the course of the streams all the way to the Pacific Coast. At Helena you should stop to see the neighboring gold and silver mines, where the quartz rock is mined and crushed. Near Garrison, west of the Divide, you can see hydraulic mining on a large scale.

The wild cañon of Hell Gate River, the fertile valleys of the Bitter Root and the Missoula, the Flathead Indian Camps on their reservation, the Jocko and Flathead Valleys, and the valley of Clark's Fork hemmed in by lofty forest-covered mountains, will next invite your interest. Then comes Lake Pend d'Oreille, far more beautiful than Lake George; then the impressive double falls of the Spokane River, and a day later all the varied and fascinating scenery of the mighty Columbia.

At last comes the rich and pretty city of Portland, from whose streets you can see five magnificent snow peaks. Then you go still further, and see the deep blue waters of Puget Sound, mirroring the gigantic white forms of Mount Tacoma and Mount Baker, the great saw-mills, the neat towns nestling in the fir forests, and if you wish to journey so far, the handsome capital of British Columbia, Victoria, and the broad Strait of Juan de Fuca, from which rise the precipitous walls of the Olympian Mountain Range.

Do we need to say more? Yes, one word about the comforts of travel. Pullman cars, the finest in the land, are run from St. Paul to the termini, and Dining Cars, in which meals will be served at 75 cents. Horton Reclining Chair Cars are also run between Fargo and Mandan. There are no deserts, no alkali plains, and no regions where a man and his purse are not safe at all times.

THE EASTERN DIVISION

— OF THE —

Northern Pacific R.R.

COMMENCES AT DULUTH,

The very head of Lake Superior, and, running west to Brainerd, connects with the Line from St. Paul and Minneapolis. Continuing from that point the line runs through Minnesota, entering the

RED RIVER VALLEY

AT FARGO, DAKOTA,

The METROPOLIS of the GREAT NORTHWEST.

The Capitalist:—The safest and most promising investments, in view of the natural richness of the country, the unparalleled rapidity of its settlement, and the inevitable boom sure to follow in the train of the completed overland line of 1883, every dollar can be so placed as to yield the most satisfactory return.

The Manufacturer:—In the hundreds of cities and towns which are springing up along this line, boundless opportunities for the establishment of manufacturing enterprises which, growing up with the country, are certain to yield fortunes to those who are first to take advantage of them.

The Miner:—The gold and silver mines of Montana are attracting thousands of prospectors anxious to insure to themselves the speedy wealth which is sure to follow.

The Mechanic:—High wages and abundance of work always incident to a young region where skilled labor is scarce and in great demand.

The Laborer:—Never-failing employment with cash compensation at rates which doubly discount wages paid in the Eastern and Interior States.

The Stock Raiser:—The extensive ranges in Montana and Dakota afford the finest and unlimited fields for grazing.

Tourist:—If you are planning a Trip of Pleasure, take this route and see the great Wheat Fields of Dakota, the largest in the world; the heretofore unknown, but truly wonderful sights in the famous "Pyramid Park of the Little Missouri," and beauties of the Yellowstone Valley and the National Park.

Sportsman:—The abundance of Game, including Antelope, Buffalo, Deer, Elk and Bear, found in Dakota and Montana, is attracting the attention of all lovers of the chase. Go before the tread of civilization drives it back into the mountains.

Professional Men:—With the birth and growth of towns throughout the Northwest comes a demand for men of ability of all professions. A practice in the crowded cities of the East is not to be compared with the advantages of this new country. All trades and professions will readily find positions to bring them wealth and influence.

To all Classes:—The Northern Pacific offers the unlimited and inestimable advantages of a young, growing, and most desirable country. New communities are forming in all the fertile valleys and towns along the line of this road. These communities will soon grow into large towns and cities. Men of ambition and enterprise, representing all the different trades and professions will be needed. The early settlers of the towns will ere long be the leading and wealthy citizens. A few short years will behold scores of settlements, now scarcely known, converted into thriving villages and municipalities, for truly this wonderful country will, on account of the remarkable immigration, witness a more surprising development than any which has yet taken place in our other States and Territories.

THE Devil's Lake, Turtle Mountain and Mouse River COUNTRY.

If to DEVIL'S LAKE or MOUSE RIVER region you'd go,
The DIRECT and QUICK route is a good thing to know.
Make a note of it, then. I'll be quite specific—
Buy your tickets via Jamestown and the Northern Pacific.

The best way to reach the above localities is to take the Northern Pacific Railroad from St. Paul to Jamestown, and its branch line from Jamestown to Carrington, at which point a daily line of stages runs to Fort Totten, which is the prominent settlement on the Devil's Lake. A Steamboat connects at Fort Totten, conveying passengers to all parts of the lake.

By referring to a Northern Pacific map it will be seen that Devil's Lake is only seventy-five miles north of Jamestown.

The Jamestown & Northern Branch, which is being rapidly built, will be extended to Devil's Lake this season. This branch is running forty-three miles north of Jamestown, leaving but thirty miles of staging to reach the lake, through a fine agricultural region, where the lands are all open for settlement.

The region tributary to the Jamestown & Northern Railroad is a magnificent agricultural district, especially adapted to the raising of wheat. The lands have been surveyed during the past season and can now be obtained from the government at \$1.25 per acre under the pre-emption act, and free under the homestead and tree-culture acts. The country is well watered and the soil exceedingly fertile, being about the same quality as the James River Valley.

This is by far the most practicable way to reach the Devil's Lake, Turtle Mountain and Mouse River country, as you avoid crossing the bad coolies on the north of Devil's Lake. Land Offices are established at JAMESTOWN and CARRINGTON, where reliable information, outfits, etc., can be obtained regarding the above districts, which, by a wise decree of the Hon. Secretary of the Interior, are made

FREE AND OPEN TO EVERYBODY,

And it is suggested, to secure choice locations, that no time be lost in making selections. "The early bird is the one that catches the worm."

DEVIL'S LAKE is a beautiful body of salt water, abounds in different varieties of fish, has about 200 miles of shore, varies from five to fifteen miles in width; being bordered by heavy timber and ravines at intervals, adds much to the scenic beauty of the Lake.

TURTLE MOUNTAIN lies about fifty miles northwest of Devil's Lake, is elevated about 400 feet above the surrounding prairie land, is thickly covered with a thrifty growth of varied timber, contains numerous lakes well filled with fish, contains lignite for fuel, and various kinds of game in abundance.

THE MOUSE RIVER COUNTRY commences thirty miles west of Devil's Lake, and runs north to the boundary line of British North America, extends westward to the Missouri River. The country back from the valley proper is high and rolling, consisting of alternate sections of prairies, plateaus and coteaus. It is well watered and timbered, the soil exceedingly fertile and admirably adapted to agricultural and grazing purposes.

It is suggested as the cheapest way to visit the above localities that Round Trip Tickets be purchased to Jamestown and return, which can be procured at all principal offices of our connecting lines.

The advantages to be derived in purchasing tickets by the Northern Pacific Road, either single or round trip, are that it affords the purchaser an opportunity to stop off at Jamestown for the purpose of going north to prospect, returning to Jamestown and pursuing his journey westward.

Land Seekers' Tickets on this line grant first-class privileges, giving the purchaser stop-over privileges, if used within a limit of forty days.

Why people should cross the rough and stormy Atlantic, to find health, incurring contingent risks en route, we can not conceive. In Europe, Asia, Africa, South America, and the Islands, a mass of official statistics show everywhere the mortality much higher than in our Northern Pacific country, except when approaching the British possessions, adjoining Washington and Idaho on the North, where the climate is very similar. Individuals and parties, after making a circuit of the globe in search of health, return to our own country to find it by far the healthiest that can be found anywhere in all the universe. This question of health is the all-important one, for health is the basis of the enjoyment of all other blessings. Only the healthy eye can see all the beauties of nature; only the healthy palate can taste the full pleasure of food; only healthy brains and bodies can feel the true enjoyment of living.

It is certainly to be admitted that the district above mentioned is the one to which the invalid and all others in search of health should direct their attention. Not only is this a land of health, but it is also a land of beauty, of grandeur and of natural resources; with mountains superior to those of Switzerland; with plains unsurpassed in fertility; with a land made desirable by running streams of purest water, and grand with rapid rivers and roaring cataracts; a country abounding in forests and game, and with harbors the most extensive in the world, in which the shipping of all nations could safely float; a land free from cyclones, and enjoying mild and peaceful winters, far less rigorous than in latitudes immediately south.

It is a mistaken idea that the country traversed by the Northern Pacific Railroad has long and severe winters. It is a popular error, and the public will sooner or later become educated to this flagrant mistake. The great elevation of the Rocky Mountains of Montana forms the dividing barrier between two distinct climates, on the east side the rainfall being mainly in the summer, and west in the winter. On the east side the winds in winter come mostly from the frozen North; on the other side they come mainly from that great equalizer, the Pacific ocean.

The average temperature will compare favorably with that of St. Paul. It is no wild fancy or exaggeration to announce this region as the grandest portion of the earth, whose population is the healthiest and strongest, and will with proper institutions and training, be surpassed by none in civilization. Millions of acres of fertile lands in this favored region are waiting for occupation on the most liberal terms. The world is becoming educated to this fact, and desirable emigration is being attracted to it.

To those who propose to travel for health or pleasure we say without hesitation, you had better come to this country instead of seeking it in opposite directions, as our great Northwest contains a freshness of nature and purity of air and water, not to be found in the crowded cities of foreign countries.

If you have a summer vacation to spend, come to the plains of Dakota, the beautiful mountains of Montana, the gorgeous sights of the National Park, the pine forests of Idaho, the beautiful valleys of the Columbia, or the natural harbors and scenery of the Pacific coast, where you will find immunity from rain or heavy dew, and a bracing atmosphere in which you can sleep under the stars fanned by Pacific breezes. In short, you can enjoy all the sanitary advantages of open air life, both night and day.

The natural scenery to be seen on a trip over the Northern Pacific Road is unsurpassed by any other on the continent, and indeed we might say in the world, and the traveler will return in ecstasies of delight upon finding his expectations more than realized, and language will be inadequate to express his pleasure of the wonders experienced on his trip. Even the birds have different songs, the food you eat relishes better, and everything with which you come in contact seems to overflow with that which surpasses anticipation. To one and all we say, that the highest enjoyment attained in life has not been realized until a trip has been made over the Northern Pacific Railroad.

WE OFFER

To the Farmer, and every son of toil:

Two hundred million acres of the richest kind of soil.

To the Stockman: valleys, ranges, for any kind of herds,

In a most delightful climate, not described by words.

To the brave Prospector, and the Miner bold:

A mineral chain of mountains, full of silver ore and gold.

To the Artists, Authors and Scientific Men:

Puzzling subjects for their canvas, brain and pen.

To the Sportsmen, who from care are free:

Every game that swims, runs, or climbs a tree.

To the Doctor and the Lawyer: cases they may secure;

'T is doubtful, though, for the air is very pure.

To the Capitalists, who wise investments seek:

Visit us, and let surroundings speak.

In short, no place 'neath the glorious sun

Offered such inducements, since the world begun.

THE NEW PULLMAN SLEEPERS

OF THE
NORTHERN PACIFIC RAILROAD.

These Sleepers justly deserve the popularity they have attained. The general traveling public pronounce them as superior in every appointment. "and the best in use."

WHY?

BECAUSE neither money, time nor trouble have been spared, nor opportunity omitted, nor invention ignored that could be made practicable or useful in them. They embody everything that can be desired or be of use for the comfort of the traveler. They fill all of the purposes for which Sleeping Cars were invented, viz.:

REST, QUIET, COMFORT AND SAFETY ON THE ROAD.

In them are Elegance, Comfort, Neatness, Convenience and Safety combined.

ELEGANCE.—None but the best material is used in constructing, equipping and furnishing these cars. Modern patterns and tastily arranged designs, all harmonizing together, give both the exterior and interior of the car a palatial and brilliant appearance.

COMFORT.—It is needless to say that a car of this sort furnishes a "home," with a parlor and bed-chamber containing every convenience desired, a porter to attend wants and look after the comfort of its occupants, keeping proper ventilation and even temperature, etc.

NEATNESS.—Everything about the car, its apartments, closets, toilet-rooms, etc., etc., are kept neat, clean and pure, the car being thoroughly renovated at the end of every trip, making it impossible for insects or filth of any sort to accumulate or remain in them. The bed linen is never used the second time before washing; the combs, brushes, towels, etc., are especially cared for.

CONVENIENCE.—They are composed of sections, closets, smoking rooms, etc., and so arranged as to permit the occupants being entirely quiet and as secluded, if desired, as at home, and surrounded with every convenience and comfort of a modern home.

SAFETY.—Under the system with which the Company conducts its business, a competent and reliable conductor and porter accompanies every car for the express purpose of looking after the interests of the passenger and Company. Passengers can retire at any hour they desire, and in doing so feel perfectly secure in every way, as the Porter or Conductor are continually on duty to care for and protect the passengers and their property.

These cars are run on all night trains of the Company between

ST. PAUL AND HELENA.

PULLMAN SLEEPING CAR RATES

BETWEEN
ST. PAUL OR MINNEAPOLIS
AND

	Double Berth.	Section.
BRAINERD	\$1.50	\$ 3.00
FARGO	2.00	4.00
MOORHEAD	2.00	4.00
JAMESTOWN	2.50	5.00
BISMARCK	3.50	7.00
MANDAN	3.50	7.00
GLENDIVE	5.50	11.00
MILES CITY	6.00	12.00
BILLINGS	8.00	16.00
B'ZEMAN	9.00	18.00
HELENA	9.00	18.00

Grazing and Stock Raising.

The "Cattle Country" tributary to the Northern Pacific Railroad is Western Dakota, Northern Wyoming, Montana and Idaho.

The fertile soil and temperate climate of nearly all this entire country, seems particularly favorable to stock raising. There is little of the vast open prairie which characterizes the southwest. The country is generally rolling and broken, the valleys, canyons and bluffs furnishing shelter from storms.

The mountainous regions are covered with fine pasturage to the tops of the ranges, and the scattered timber gives additional protection. These valleys and foot-hills are covered with most nutritious grasses which "sun cure" during the summer, and furnish abundant pasturage during the winter. A few winters since Mr. Jas. Leighton of Buford, M. T., drove a mule train through the Yellowstone Valley, and running out of grain, had nothing to feed them but the bunch grass, and they not only did good work but came out of the valley looking as well as though grain fed.

There is no scarcity of water; every few miles are found streams coming down from the mountains and running into the Yellowstone or Missouri rivers. Timber is also plenty. During the past season, large bands of cattle have been driven into Montana and along the Little Missouri River in Western Dakota, from Nebraska, Colorado, Texas and Southern Wyoming, owners and cattlemen conceding this to be a better country for stock.

Certainly the stock shipped last season to Chicago and the East from this district, found a quicker sale and commanded better prices than any from the southwest at corresponding times. The Montana cattle are of a better grade than the ordinary Range cattle, weighing much more under ordinary circumstances. A shipment of about eight hundred head made from near Billings, M. T., on the Upper Yellowstone, averaged in Chicago 1,448 pounds each—this, after being transported by rail 1,325 miles. Necessarily the shrinkage must have been considerable.

In 1881 the Northern Pacific transported only about 12,000 head of cattle from this Territory; in 1882, 30,000, which will give an idea of the rapid increase in the grazing business on this line.

From the best information obtainable there are not less than 525,000 cattle in the district mentioned as tributary to this line; and reports received as late as May 1st, are the most flattering as to condition of cattle.

Although the ranges are being rapidly taken up, and the old herds largely increased, there is still plenty of room in these territories for more cattle, and capital is rapidly seeking investment in stock.

—THE—

DULUTH ROUTE

VIA THE

GREAT LAKES

AND

Northern Pacific Railroad.

Passengers going to Manitoba, Northern Dakota, Red River Valley, the Yellowstone and Montana, desiring a Cheap, Comfortable and a Delightful Route, will find this a very agreeable line.

During the Season of Navigation, the following Steamer Lines will connect with the

NORTHERN PACIFIC R.R.

At DULUTH:

THE NORTHWEST TRANSPORTATION CO., from Sarnia, Goderich, Kincardine and Southampton, Ont., in connection with the Grand Trunk and Great Western and Canada Southern R'y's.

THE LAKE SUPERIOR TRANSIT CO., from Buffalo, Erie, Cleveland, Detroit and Port Huron.

THE LAKE MICHIGAN AND LAKE SUPERIOR TRANS. CO., from Chicago, Milwaukee and Marquette.

The Steamers of these Lines are first-class in every respect, built for Speed, Safety, Comfort and Elegance. The best Boats on the Lakes are those running into Lake Superior, and all connect with the Northern Pacific R. R. at Duluth and Superior.

DAILY THROUGH EXPRESS TRAINS from DULUTH, with Pullman Sleeping Coaches attached, take you from Duluth, making close connection at Glyndon with St. Paul, Minneapolis & Manitoba Road for all points North in Dakota and Manitoba.

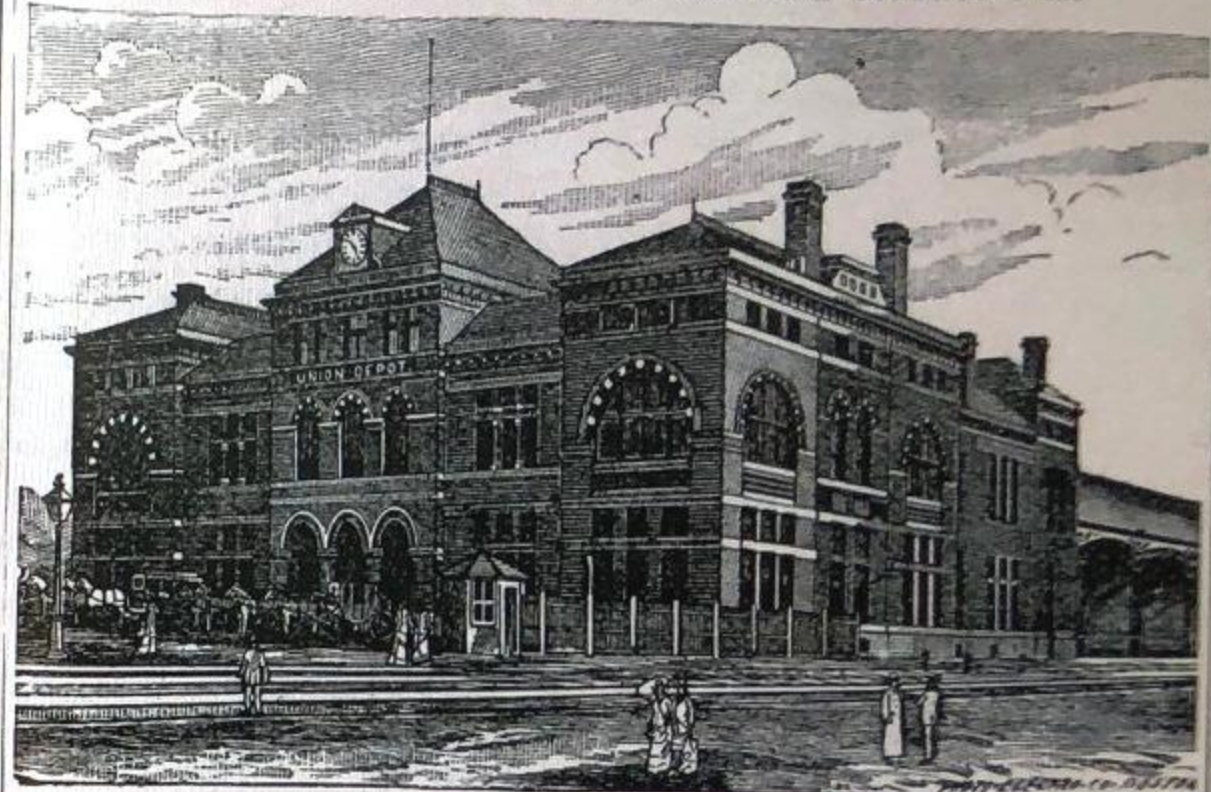
FOR TOURISTS this is a most delightful trip, affording rest, the elegant Steamers being first-class in every appointment, giving the best meals, home comforts and conveniences; making the largest port landings, which gives a fine view of the Romantic Shore Scenery—all the more desirable for being a part boat and part rail ride, making a trip of varied interest to the traveler.

FOR EMIGRANTS this is certainly a cheap and desirable route; every home comfort is available. Luggage always accessible, provisions obtainable en route, fresh water, pure air, a continual feast, a varied ride on boat and rail; in fact, a route attended with interest from beginning to end.

ALL TRAINS OF THE NORTHERN PACIFIC LEAVE FROM AND ARRIVE IN THE

UNION DEPOT IN ST. PAUL

In which trains of all its Eastern Connections also Arrive and Depart, and of which this is a correct Cut.



INFORMATION FREE.

It is quite impossible even in so large a folder as this to speak of the numerous resources and attractions of the country reached by the Northern Pacific Railroad. Those desiring more detailed information regarding Minnesota, Dakota, Montana, Oregon or Washington, are requested to call upon or write the nearest agency of the Northern Pacific, stating explicitly the kind of information wanted. A full list of General and Traveling Agents of the Northern Pacific Railroad will be found below. A letter or postal card asking for information as to rates, routes, resources, attractions, etc., of any of the States or Territories named above will receive prompt attention. Persons going West will save money and distance by taking the Northern Pacific Railroad. Through tickets to all principal points on or reached via the Northern Pacific Railroad are on sale at all important ticket offices in the United States and Canada.

GENERAL AND TRAVELING AGENTS.

The following is a list and addresses of the General Agents and the Traveling Agents of the Northern Pacific Railroad. They will furnish all information desired, and will send to all applicants the various publications of the Northern Pacific R. R. The Traveling Agents will visit any parties or colonies that may be forming to come out on the Northern Pacific R. R., either as land viewers or land buyers, or as pleasure seekers, sportsmen and tourists; and if such parties or colonies are sufficiently large in numbers to justify, the Traveling Agent of the district in which they reside will accompany them on the trip.

- A. J. QUIN, Traveling Agent, 296 Washington street, Boston, Mass.
- GEO. DEW, Traveling Agent, 72 Yonge street, Toronto, Can.
- CHARLES EWALD, Agent, 285 Broadway, N. Y.
- LEWIS L. HOUP, Traveling Agent, 1734 Park Ave., Philadelphia, Pa.
- GEO. D. TELLER, Traveling Agent, 21 Exchange Place, Buffalo, N. Y.
- P. P. YOUNG, Traveling Agent, 113 Vine street, Cincinnati, O.
- FRED H. LORD, Traveling Agent, 52 Clark street, Chicago, Ill.
- J. H. JACK, Traveling Agent, 112 North 4th street, St. Louis, Mo.
- T. K. STATELER, Traveling Agent, St. Paul, Minn.
- A. D. EDGAR, General Agent, 52 Clark street, Chicago, Ill.

MILLIONS AND MILLIONS OF ACRES OF Northern Pacific Railroad LANDS FOR SALE

- AT THE -

LOWEST PRICES

EVER OFFERED BY ANY RAILROAD COMPANY.

RANGING CHIEFLY FROM

\$2.60 to \$4.00 per Acre

- FOR THE -

**Best Wheat Lands,
Best Farming Lands
Best Grazing Lands
IN THE WORLD.**

These extremely productive Lands stretch out for 50 miles on each side of the Northern Pacific Railroad, and extend from the Great Lakes to the Pacific Ocean. An equal amount of government lands, lying in alternate sections with the Railroad lands, and FREE TO ALL, are open for settlement under the homestead, pre-emption, tree-culture laws, all through

**MINNESOTA,
DAKOTA, MONTANA, IDAHO,
WASHINGTON and OREGON,**

THE GREAT NEW

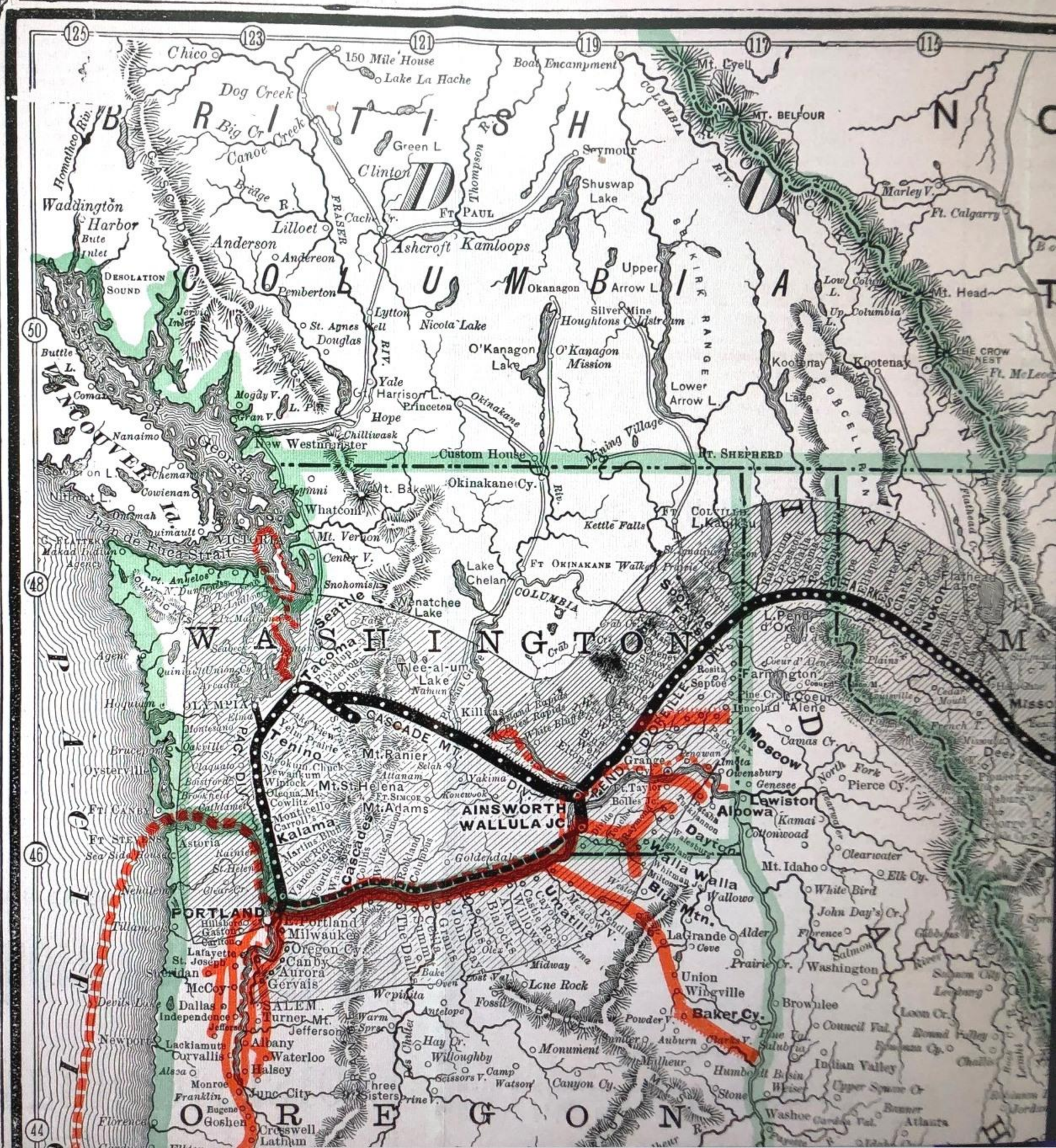
Northern Pacific Country!

All persons intending removal, and settling in the West, should visit this region before deciding upon a location elsewhere, as this country produces

LARGE AND SURE CROPS EVERY YEAR,

and all the people are prosperous, while large numbers have secured a competency, many have acquired wealth, and **thousands have made fortunes this year.**

Come and examine a country which speaks for itself more favorably as to its great superiority over any other section





NORTH EAST

St. Joseph

L. Nipigon

English River

Red Rock

Ft. William

ISLE ROYAL

MICHIPICOTEN

Michipicoten

L. MISSINABE

L. ABBITIBEE

Abbitibee House

TEMISCAMINGUE

Ft. Frances

Vermillion L.

Winnibigoshish

Little Falls

Sauk Rapids

St. Paul

Wabasha

Waseca

Wells

WISCONSIN

ST. PAUL

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SHORE

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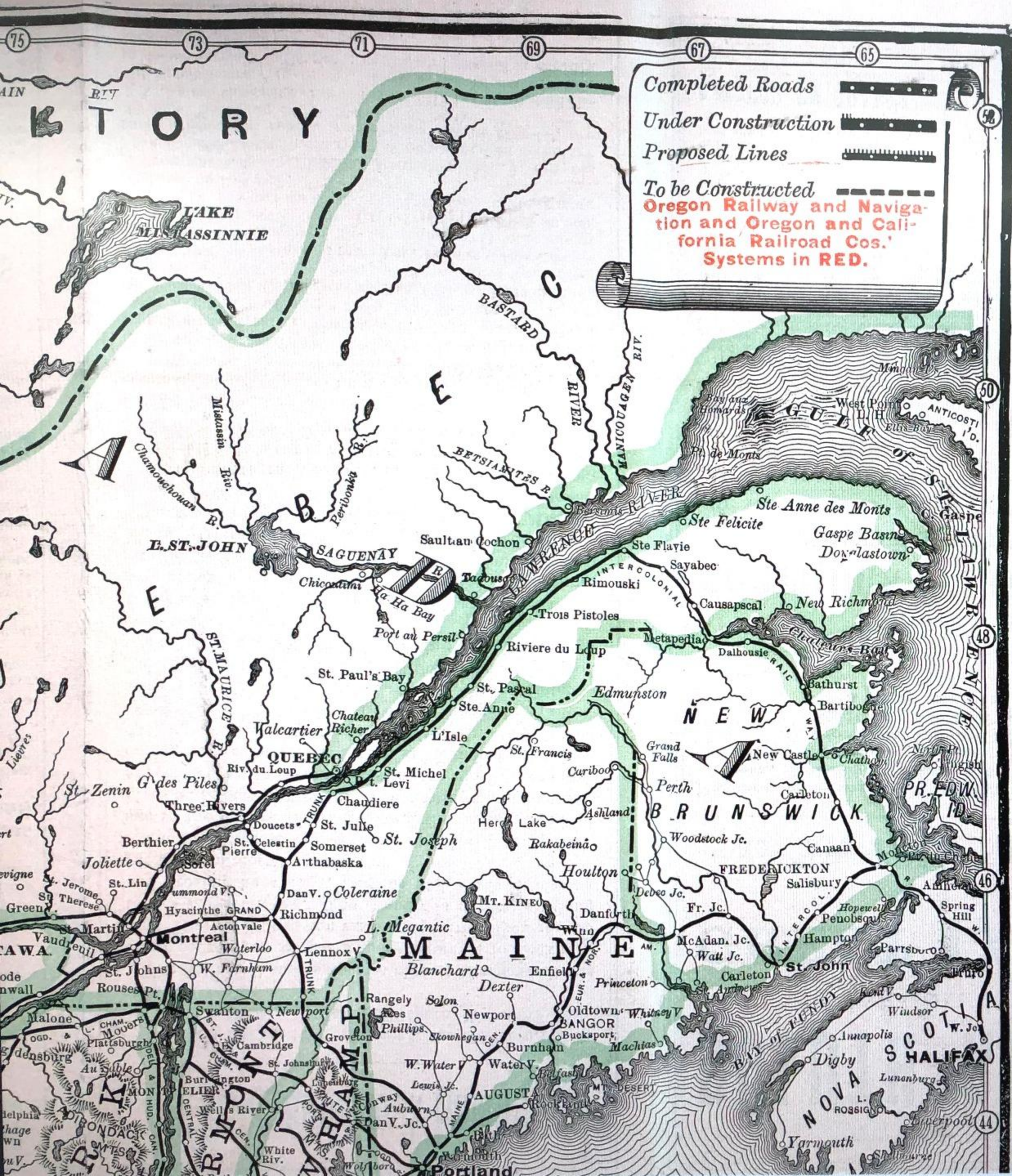
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INFORMATION FOR SETTLERS ON THE Northern Pacific Railroad Lands,

Giving the Cost of Materials, Animals, Farming Implements, Household Goods, Fuel, Lumber, &c. Suggestions about Breaking New Prairie, Location of Markets, &c., &c., and much other valuable Information.

The best time to come to the **GOLDEN NORTH-WEST**, either to MINNESOTA, DAKOTA, MONTANA, WASHINGTON, or OREGON, on the line of the Northern Pacific Railroad, is in the Spring, but farmers can come to this favored region at any time, properly outfitted, and make a fortune.

The breaking season extends from about May 15th to July 15th. Three horses or mules, each weighing from 1,200 lbs. upwards, or two yoke of oxen, constitutes a good breaking team for a sulky or walking plow.

Sowing grain commences as soon as the frost is out of the ground to the depth of a few inches. The work is generally begun on April 1st, and completed in ten to fifteen days. Some years the grain can be put in as early as March 15th.

Good farm horses can be bought at from \$100 to \$150, according to size, etc. Cows are worth from \$25 to \$35 each, and working oxen from \$80 to \$125 per yoke. Standard makes of farm wagons cost \$75. Breaking costs, usually, \$3 per acre, and back-setting \$1.50 to \$1.75.

The settler, opening a new farm, can always find plenty of work among his neighbors, after he has done his own breaking and back-setting and cut his hay. He can raise an abundance of vegetables from the sod the first year. From thirty to fifty bushels of oats can be raised on the sod the first year. Good common lumber ranges from \$20 to \$25 per thousand along the line of the railroad.

Household goods, farm implements and working stock can be bought at reasonable prices at St. Paul, Minneapolis, and at various points along the road.

Liberal provision is made by law for schools, and in the towns and country settlements, school-houses and churches of the several denominations abound. The people who come to this country believe in these institutions.

Settlers on the great open prairies between the Red and Missouri rivers have abundant supplies of fuel on each side of them, the forests of Minnesota on the east and the coal mines on the west.

Good water abounds all along the line of the Northern Pacific Railroad, and the entire country west of the Missouri is underlaid with coal, the settler can there mine his coal on his own land.

There is a combination of soil and climate in the Northern Pacific country which makes it the most reliable and produc-