

GOVERNMENT LAND FREE.

THE RAILROAD AND GOVERNMENT LANDS

In Minnesota and Dakota,

ALONG THE LINE OF THE

NORTHERN PACIFIC RAILROAD

Offer better inducements to the settler than can be found anywhere else in the United States. These lands are—CHOICE PRAIRIE, unexcelled in any country for wheat growing. HARD WOOD TIMBERED LANDS, rich soil and excellent for farming. NATURAL MEADOW LANDS, suitable for stock raising.

Selections can be made from these lands near the Road and Stations, having all the advantages of good Markets, Society, Churches, Schools, and in a country unsurpassed for healthfulness of climate.

PRICES LOW, TERMS REASONABLE. Reduced rates of Fare and Freight to Settlers.

For information, Maps, etc., apply to JAMES B. POWER, General Agent, Land Department, 45 Jackson Street, St. Paul, or Brainerd, Minn., or to L. P. HILLIARD, 54 Clark St., Chicago, Ill.

RAILROAD LAND CHEAP.

 "The Custer Route"

—TO THE—

**BLACK HILLS**

IS THE ONLY ROUTE HAVING  
**United States Military**  
PROTECTION.

The United States Government, recognizing the importance of this, the only first-class route to the Hills, have established a military post near the Foot Hills to protect the line from Bismarck to the Black Hills, thus making it as safe and free from danger in traveling as in any part of the States.

In addition to the protection given by United States troops, the Company have established a system of Outriders, two of whom accompany each coach. They have also adopted a plan to further protect passengers from raids by Road Agents. Passengers before starting can deposit all moneys not required for expenses of meals, etc., on the road, with their agent, and secure a draft for the amount on their agent at the other end of the line, thus obviating all danger of loss.

**Elegant Palace Sleeping Cars**

—BETWEEN—

**ST. PAUL AND FARGO,**  
ALSO  
**DULUTH and FARGO**  
ON  
**Northern Pacific Road,**  
On all Night Trains, also between  
**CHICAGO and ST. PAUL.**

**GOOD EATING HOUSES**

Are located at convenient points along the Line, between Chicago and Bismarck, and ample time always allowed passengers FOR MEALS.

Compare and Examine Carefully this Card.

TIME TABLE,  
**Northern Pacific Railroad**

(DEPOT FOOT SIBLEY ST., ST. PAUL.)

**THROUGH EXPRESS TRAIN**

Summer Arrangement, 1879.

WEST.		Miles	STATIONS.		EAST.	
*5.40 p.m.	†7.05 a.m.	0	Lv. Saint Paul	Ar.	6.40 p.m.	10.05 a.m.
6.25 "	7.45 "	"	" Minneapolis	Lv.	6.30 "	9.45 "
10.10 "	11.20 "	76	" Sank Rapids	"	3.00 "	5.50 "
11.23 "	12.35 p.m.	105	" Little Falls	"	1.45 "	4.21 "
12.45 a.m.	2.15 "	136	" Brainerd (meals)	"	12.25 p.m.	2.50 "
1.50 "	3.25 "	159	" Motley	"	11.05 a.m.	1.50 "
2.45 "	4.27 "	177	" Verndale	"	10.18 "	1.00 "
3.05 "	4.52 "	184	" Wadena	"	10.00 "	12.38 a.m.
3.45 "	5.38 "	197	" N. Y. Mills	"	9.25 "	12.00 m.
4.17 "	6.15 "	208	" Perham	"	8.56 "	11.25 p.m.
4.51 "	6.45 "	219	" Frazee City	"	8.30 "	10.47 "
5.21 "	7.15 "	229	" Detroit	"	8.00 "	10.13 "
5.43 "	7.40 "	236	" Audubon	"	7.40 "	9.48 "
6.00 "	8.20 "	242	" Lake Park	"	7.25 "	9.29 "
6.32 "	8.50 "	253	" Hawley	"	6.58 "	8.50 "
7.10 "	9.25 "	266	" Glyndon	"	6.25 "	8.05 "
7.35 "	9.50 "	275	" Moorhead	"	6.05 "	7.30 "
7.40 "	9.55 p.m.	276	Ar. Fargo (meals)	Lv.	6.00 a.m.	7.25 "
8.10 "	"	"	Lv. Fargo	Ar.	"	6.55 "
8.52 "	"	289	" Mapleton	Lv.	"	6.14 "
9.17 "	"	296	" Casselton	"	"	5.48 "
9.40 "	"	303	" Wheatland	"	"	5.25 "
11.28 "	"	334	" Valley City	"	"	3.40 "
1.55 p.m.	"	369	" Jamestown	"	"	1.30 p.m.
7.10 p.m.	"	471	Ar. Bismarck	Lv.	"	†7.45 a.m.

**DULUTH TRAINS.**

*5.00 p.m.	0	Lv. Duluth	Ar.	9.55 a.m.
6.35 "	24	" N. P. Junction	"	8.15 "
12.45 a.m.	115	" Brainerd	"	3.05 a.m.
7.10 "	243	" Glyndon	"	8.05 p.m.
8.10 "	254	" Fargo	Lv.	7.25 p.m.
7.10 p.m.	448	Ar. Bismarck	Lv.	†7.45 a.m.

† From St. Paul, Minneapolis and Bismarck daily, except Sunday.  
\* Daily except Saturday.

**Palace Sleeping Coaches** on all night trains between St. Paul and Fargo; also between Duluth and Fargo.  
Passengers leaving St. Paul or Minneapolis at 5.40 p.m., reach Fargo for breakfast next morning, and Bismarck on the following evening.

**Connection** made at Bismarck with tri-weekly Steamers for Fort Benton and all points on the Missouri and Yellowstone rivers, and with Stages for Deadwood and all points in the Black Hills, also for Fort Buford, Standing Rock, Fort Keogh, Tongue River and intermediate points, and at St. Paul with trains to and from all points East and South.  
(In effect May 25, 1879.)

**Bismarck AND Deadwood!**

—THE—

**Northwestern Express, Stage**

—AND—

**TRANSPORTATION CO.,**

Organized under a Charter of the State of Minnesota, with a capital of \$100,000, run a DAILY LINE OF COACHES between

**BISMARCK**

—AND—

**CROOK CITY, DEADWOOD**

*And other Points in the Black Hills.*

In the most comfortable and expeditious manner, making the quickest time of any line to the Hills.

First and Second Class Passengers will be transported in first-class

**Four-Horse Concord Coaches,**

And may be assured of safe and speedy transit, with good accommodations for meals, etc. It is the design to make this the Banner Route to the GOLD FIELDS IN THE BLACK HILLS.

Freight in large or small lots will be transported in less time and at as low rates as by any competing line.

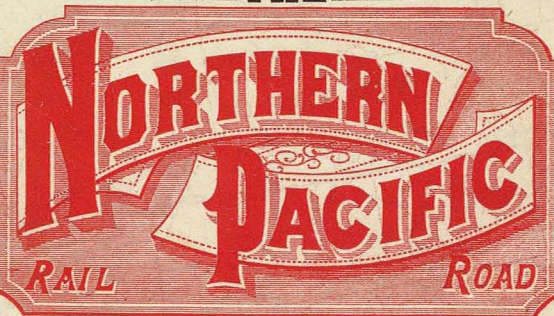
R. BLAKELEY, President, St. Paul, Minn.  
N. P. CLARK, Vice President, St. Cloud, Minn.  
C. W. CARPENTER, Sec'y and Treas., St. Paul, Minn.

JULY, 1879.

**BLACK HILLS, MONTANA**

Upper Missouri and Yellowstone Rivers,  
Northern Dakota and Minnesota.

—THE—



In connection with the

**Northwestern Express, Stage & Transp'n Co.**

—OR—

**MISSOURI RIVER STEAMERS,**

—FOR—

**HELENA,  
FORT BENTON,  
YELLOWSTONE RIVER,  
FORT KEOGH,  
FORT CUSTER,  
DEADWOOD,  
BISMARCK,  
FARGO,**

AND ALL POINTS IN

**The New Northwest,**

During Season of Navigation of 1879.

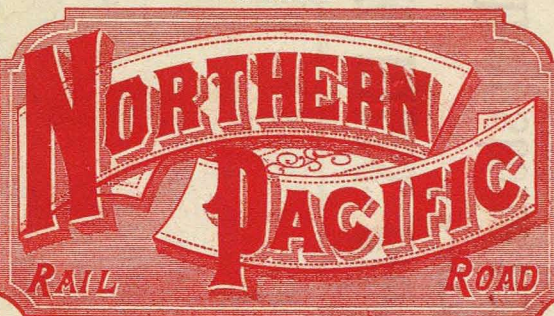
H. A. TOWNE, G. G. SANBORN,  
Sup't, Brainerd, Minn. Gen'l Fr't & Pass. Ag't, St. Paul, Minn.  
H. E. SARGENT,  
Gen'l Manager, St. Paul, Minn.

7-Jy.-79. Rand, McNally & Co., Printers, 77 and 79 Madison Street, Chicago.

JULY, 1879.

The Shortest, Quickest and Only Direct Route  
TO ALL POINTS IN THE  
**NEW NORTHWEST**

—IS VIA THE—



Leave **CHICAGO**, Daily,

\* Except Sunday. † Except Saturday.  
—VIA—  
C., M. & St. P. R'y, C. & N.-W. R'y,  
—AT—  
\* 10.00 A. M. \* 10.00 A. M.  
† 9.00 P. M. † 9.00 P. M.  
St. Paul to Bismarck, - - 22 Hours  
St. Paul to Deadwood, - 66 Hours  
Chicago to Deadwood, - 84 Hours

**ALL PASSENGER EQUIPMENT**

On this Line is provided with

**WESTINGHOUSE AIR BRAKE,  
MILLER PLATFORM, ETC.**

**Daily Stages between Bismarck & Deadwood**  
(SEVEN STAGES EACH WEEK.)

**BISMARCK TO MONTANA**

AND ALL POINTS ON

**YELLOWSTONE AND MISSOURI RIVERS,**

During Season of Navigation of 1879,  
TRI-WEEKLY STEAMERS leave Bismarck for Forts Berthold, Buford and Benton; Powder, Tongue, Yellowstone and Upper Missouri Rivers; Big Horn City, Bozeman, Helena, and the Big Horn Mountains.

**REMEMBER THE ABOVE** and purchase Tickets over no other Line.

For further information, apply to or address  
G. G. SANBORN, Gen'l Fr't & Pass. Ag't, N. P. R. R.  
St. Paul, Minn.

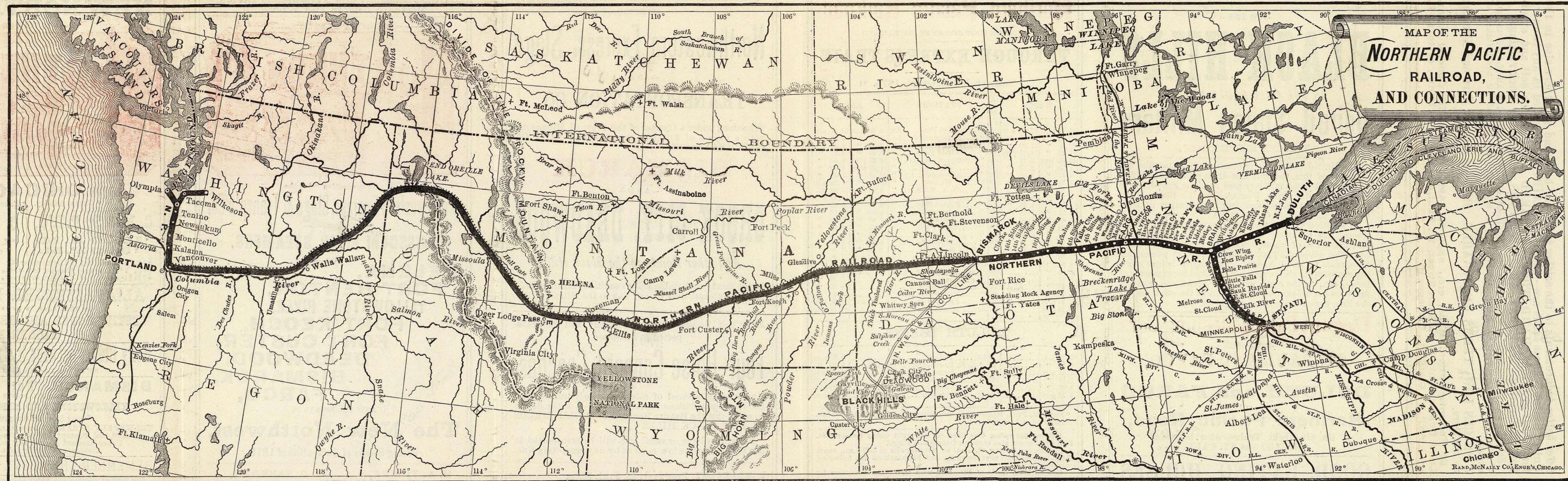
Or L. P. HILLIARD, Agent, 54 Clark Street, Chicago.  
W. C. ANDRUS, Gen. East'n Traveling Ag't, 54 Clark St., Chicago.

Rand, McNally & Co., Printers, 77 and 79 Madison Street, Chicago.



**TAKE THE  
NORTHERN PACIFIC ROUTE  
FOR THEM**

**It is the SHORTEST, QUICKEST and BEST Route,**



**And the Fare is Always as Low as the Lowest.**

**BLACK HILLS, BIG HORN MOUNTAINS, MONTANA  
AND ALL POINTS ON  
Yellowstone and Upper Missouri Rivers.**