

Dacotah, and not then in existence, practically adds 400. Campbell—which we saw as Campbell's, an unfinished shanty not a week old, with one occupant in the person of the original Campbell—now numbers 493. As Georgetown, though near a line of railway running northward, is yet not on it, it can hardly be a place of much importance; its former use expired with the encroaching railways, and even in 1870 the population of the whole county in which it stands amounted to only 92; in 1880 the county had nearly 6,000, but no special returns are given for the towns.

Our journey back, most of the way about fifty miles eastward of our outward course, was largely in sight of the line, even then graded, of the present St. Paul, Minneapolis, and Manitoba Railway, which crosses the Two Rivers where we did, and has scattered towns all along its track, where we found nothing but an endless open prairie. Leaf City, the first house we found in Minnesota, seems to be not yet on the line of railway, and appears in the census as Leaf Lake, with a population of 159; but at Wadena, our next cabin, we touch the Northern Pacific Railway: this shows a population of 737, while all along the Crow Wing River to the Mississippi are found other thriving villages. Crow Wing, which I remember mostly for its single store and hotel in one, which could not