

GLEN ULLIN

Glen Ullin was founded in 1883 along the transcontinental route of the Northern Pacific Railway. The name was created by Northern Pacific land agent Major Alvan E. Bovay of Ripon, Wisconsin, who had surveyed the area in 1881. Because the chosen location lay in the Curlew Valley, the name began with the Gaelic word for valley. Bovay chose Ullin from one of his favorite poems: "Lord Ullin's Daughter" by Thomas Campbell.

Bovay and another land agent, Isaac Richardson of Cleveland, Ohio, had organized a group to settle in western North Dakota. The group was comprised mostly of Germans from Russia. The town site was platted on August 6, 1883 and Glen Ullin was incorporated as a village on March 9, 1901. By 1910, the population of Glen Ullin was 921, and the village became a city.



Birds Eye View of Glen Ullin, N. D.

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This real photo postcard shows Glen Ullin in the early 1900s.
Photo credit: Institute for Regional Studies, NDSU, Fargo (2000.205.2)



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This early postcard shows the Sacred Heart School and Catholic Church in Glen Ullin. Circa 1908.
Photo credit: Institute for Regional Studies, NDSU, Fargo (2000.205.9)



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At the west end of the business district in Glen Ullin, women cross the street in front of the prominent two-story Barnes & Nelson building. Circa 1910.
Photo credit: Institute for Regional Studies, NDSU, Fargo (2000.205.5)



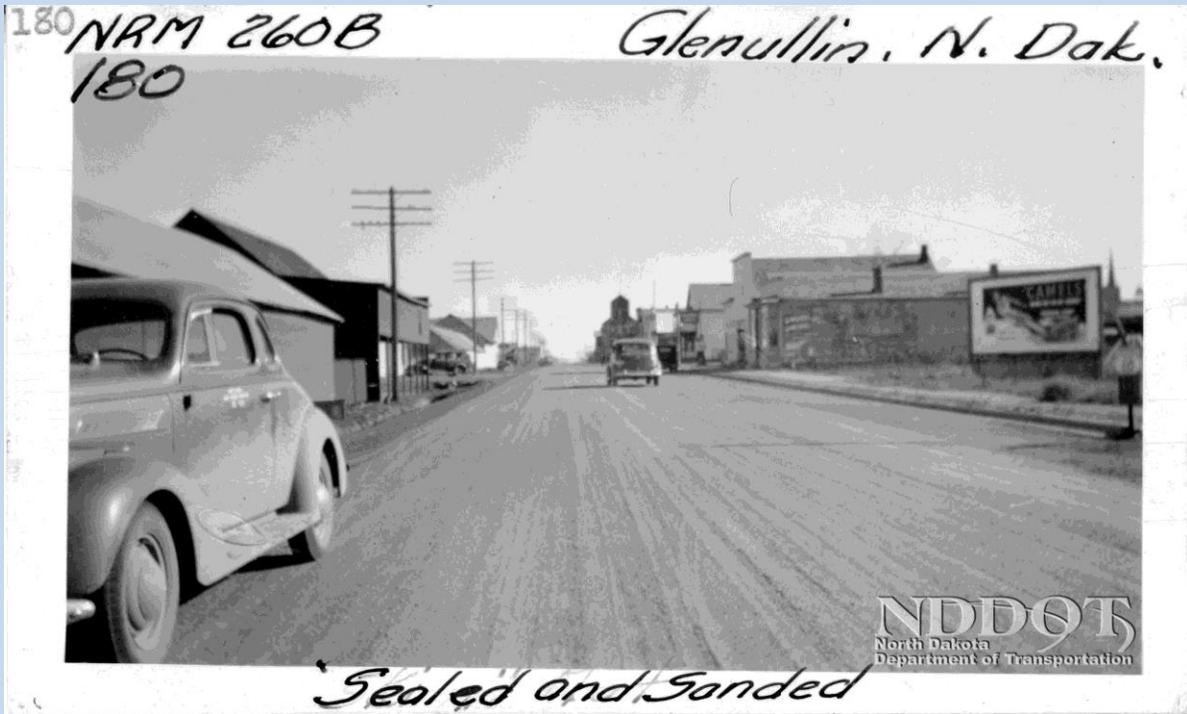
The Edward Freisz farm near Glen Ullin was built about 1905 by William Schroeder. The house was made of clay bricks with a clay exterior. This was one of the few clay brick homes in the area. It was abandoned in the 1950s.
Photo credit: Germans from Russia Heritage Collection, NDSU Libraries, Fargo (110.79)



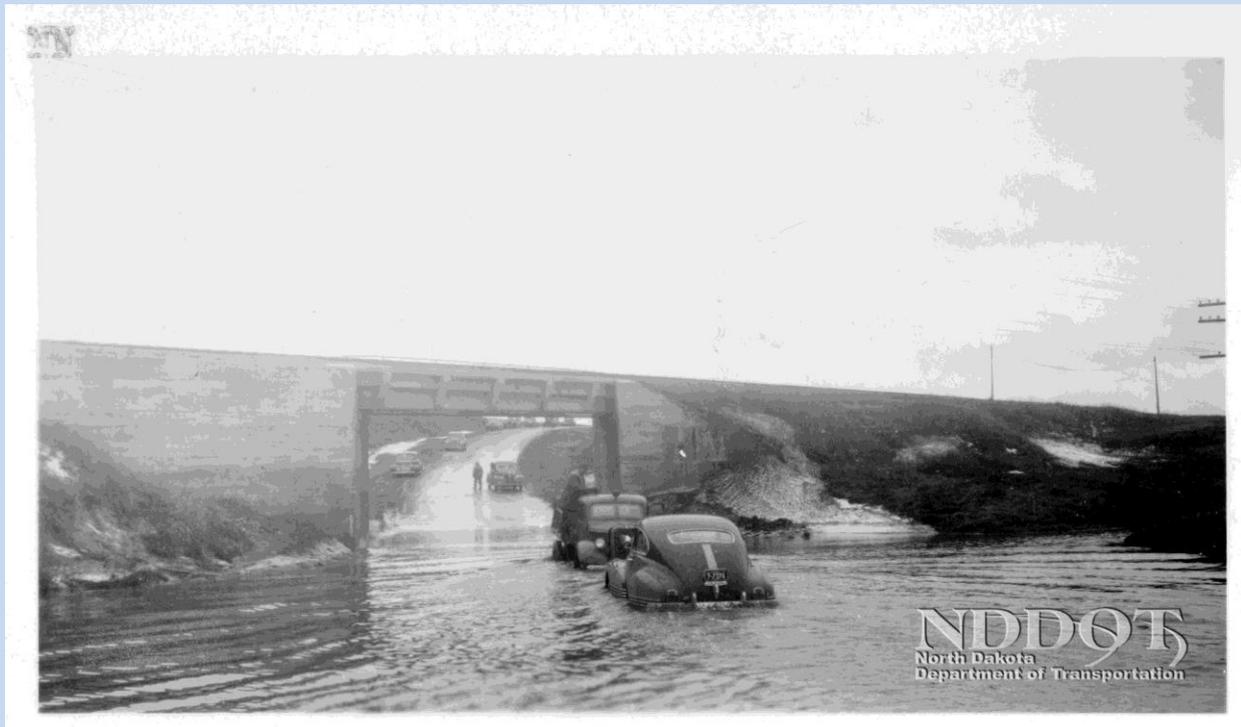
State Historical Society of North Dakota

Reflecting the agricultural heritage of the region, these Rambouillet Sheep stand near a thicket of bushes on the Wickham farm near Glen Ullin. Circa 1900-1909.

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U.S. Highway 10 in Glen Ullin after a seal coat project in 1937.
Photo courtesy of the North Dakota Department of Transportation



A stalled car being towed out of flood waters at the U.S. Highway 10 underpass
east of Glen Ullin in March 1947.
Photo courtesy of the North Dakota Department of Transportation