Thirty Whites Probably Butchered at the Port-A Skirmish at Battleford, and an Early Attack Expected.

Winnipeg, Special Telegram, April 23.-At Battleford, yesterday, five mounted policemen arrived from Fort Pitt, bearing intelligence that in an attack by the Indians one of the policemen was killed and one wounded. All the other occupants of the fort, including the Hudson Bay factor, Mc-Lean, and family, have taken refuge in a camp of friendly Indians near the post. The police, who escaped upon a raft, tell the story of the fight and give details of the position. For two weeks the fort was surrounded by Indians, who constantly menaced the place, and an attack was constantly expected. The Indians demanded the surrender of the fort, but Inspector Dickens of the police resolutely by an attack was constantly expected. The Indians demanded the surrender of the fort, but Inspector Dickens, of the police, resolutely refused. There were about fifty men in the barracks, including the police, and as they were well armed they could have kept the Indians away, but Chief Big Bear sent to have a parley with McLean, the chief factor. The chief told him if the civilians and police would lay down their arms and surrender he would protect them. McLean is timid, and accepted the offer for himself and the civilians. Inspector Dickens even after the civilians had left him, refused to surrender; and, with his men, he was embarking on a raft for Battleford when a band of a hundred Indians under Big Bear attacked him. The police fought desperately and killed a considerable number of red-skins. The band was finally forced to retreat and the police escaped. William Cowan, one of the number, was killed, and another, named Lonsby, fatally wounded. Others were wounded, but not seriously. The timidity of McLean embarrassed the police and proved fatal to the liberty of thirty whites—men, women and children—who are believed to have fallen victims to the treachery of the Indians before this. The police who escaped brought intelligence regarding the Frog Lake massacre, which was reported a few days ago to have been a canard. The Indians about Frog Lake had been acting in a strange manner for some time, and one Sunday they invited the whites to attend church. The frightened people complied. There in the sanctuary for hours sat the trembling women and children and much scared men, side by side with their dusky enemies. When the service was over the Indians retired first, and as the whites left the editice ten of them were shot instantly. tuary for hours sat the trembling women and children and much scared men, side by side with their dusky enemies. When the service was over the Indians retired first, and as the whites left the edifice ten of them were shot instantly. The two priests, Fathers Fafard and Marchaud, who bad officiated at the service, were then seized by the bloodthirsty Indians, and after being beaten to death, the bodies were burned. The redskins subsequently raided houses in the vicinity and committed many depredations. Battleford dispatches states that Frank Smart, store-keeper there, while on duty at the barracks, was killed by a bullet from a rifle in the hands of an Indian sharpshooter. The guards then fired upon a band of Indians at Battle river crossing with what result is not known. Moosimin's band is in communication with Poundmaker's, and trouble is feared. An early attack on Battleford is expected. The garrison is thoroughly alarmed. Word has been sent to Col. Otter to make all haste with his column to the relief of the besieged. It is now expected that he will reach there Saturday. There seems little doubt he will have some fighting to do, as the entire country about Battleford is supposed to be swarming with hostile Indians. A sufficient amount of supplies has at last reached Middieton to enable him to proceed forward. A dispatch received this morning said: ceived this morning said:

ceived this morning said:

MIDDLETON WOULD ADVANCE TO-DAY.

Melgund and his scouts encountered several of Riel's scouts vesterday and exchanged shots with them, but as Riel's men retired into ambush, where it was probable that half-breed reinforcements lay, Melgund retired. Middleton telegraphed instructions to have the steamer Northcotte bring on supplies with all haste. The steamer is now on the way to Prince Albert, heavily freighted with provisions. Middleton says he will meet her in Prince Albert in three days, by which time he expects to have cleaned out the rebels. Arrangements have been made for Irvine to meet him near Batoche's Crossing, Quebec school of cavalry go to Fort Qu'Appelle. The object is to reinforce Middleton from the rear should it be necessary for him to fall back. They will also be used to guard supply depots along the line. It is believed here that Middleton has information regarding Riel's intention and his forces which led him to ask reinforcements. A late dispatch from Middleton to-night announces that he has postponed his forward movement till to morrow morning. Prince Albert intelligence indicates all well, but anxiously awaiting relief Charles Newitt, who was reported killed at Duck Lake, is alive. Nohn, one of Riel's councellors, is a prisoner at Frince Albert.

prisoner at Prince Albert.

As telegraphed, Riel is at Batoche's, the greater part of his force being in rifle pits and (it is alleged) intrenched on the south side of the river. According to the best information attainable by Gen. Middleton, the insurgent chief has 250 half-breeds armed with forty chief has 250 half-breeds armed with forty Winchesters, twenty Snider's (captured at the Crozier fight, together with 400 to 500 rounds of ammunition) and 150 to 200 shot guns, the latter effective at 100 yards when loaded with slugs and buckshot. It is now positively asserted that he has two brass field pieces (seven-pounders) with a few rounds of solid shot for each. If he has, the guns are relies of those formerly owned by the Hudson Bay company and not regarded as very dangerous in these modern days. Estimates of life's Indian allies vary from three hundred to five hundred, and the former is likely to be nearer the truth. The Indians have arms of all sorts—very similar in effectiveness and condition to those of our own Sioux and with the same lack those of our own Sioux and with the same lack those of our own Sioux and with the same lack of first-class ammunition. Reil's men have made up their minds that if caught they will be hanged—ergo, "'Tis better to have fought and died than never to have fought at all," and die anyhow. They will fight on the Indian style, each man on his own hook, and using every tree trunk and inequality of ground as coign of vantage. coign of vantage

Weekly Report of Gen. Grant's Doctors.

The New York Medical Record of Last Saturday says: The physical condition of Gen. Grant has markedly improved during the past week. There is no authority for the statement that his physicians at any time prognosthat his physicians at any time prognos-ticated speedy death, or did not give the most encouraging reports. It has been charged that the physicians were suppressing all reference to graver symptoms. The bulletins which have been issued at the request of the family of Gen. Grant, and in answer to the demands of the press, have been simply bare statements of the exact condition at the time without theories or comments. The medical staff has always main-tained that the amount of general constitutional tained that the amount of general constitutional depression was out of proportion to the extent of the local disease; that the latter would not of itself be the cause of death unless by accidental erasion of a large artery, or possible strangulation from the sudden separation of the slough. At one time only did death seem imminent from exhaustion and threatened

heart failure, and but for timely assistance would probably have occurred. The general has never been in any danger from choking, and the only hemorrage which occurred was of slight extent and closed of itself. Gen. Grant is now stronger. It was what might hace been expected, and all treatment has been directed to that end. The slough has nearly separated from the throat, and a source of immediate danger has been improved, but the throat disease is still there, although for the present it is quiescent. There has not been the slightest disagreement in regard to the management of disagreement in regard to the management of the case. The microscopic examination of the specimen removed from Gen. Grant's throat has disclosed the disease to be epitholoma."

A Little More Dynamite.

Last Thursday morning an explosion occurred in the basement of the admiralty building in London. Firemen and police were promptly summoned, and all gates of the admiralty building closed. A special guard was at once posted, and no person allowed to enter or depart from the premises until a thorough examination could be made. The explosion occurred in the secretary's department, and Edwin F. Swainson, assistant secretary and principal clerk, received a severe scalp wound. He was the only person injured. It is believed the explosion was caused by dynamite. Mr. Swainson's room, in which the explosion occurred, was completely wrecked, the adjacent corridors were badly damaged, while the windows fronting on the Horse Guards' parade were blown out. At first it was reported the explosion was caused by dynamite, and was the outcome of a plot hatched either by dynamiters or nihilists for the purpose of hampering the war preparations of the British government. Mr. Swamson gives it as his opinion that the explosive was thrown into the room through the window. The face of a small American clock, blackened by the explosion, together with some pieces of clock work attached, was found among the debris during the examination which followed. The admiralty officials suppose these fragments are parts of the infernal machine which caused the explosion. A strong suspicion now prevails in police and official circles that the explosion red in the basement of the admiralty building miralty officials suppose these fragments are parts of the infernal machine which caused the explosion. A strong suspicion now prevails in police and official circles that the explosion was the result of private malice, as Mr. Swainson was greatly disliked by a number of persons, including several employers of the office. It is certain that the infernal machine was placed in a bookcase just over the spot where Mr. Swainson's head would be when sitting at his desk. The detectives are certain that the outrage was the work of an employe, as no stranger could pass the janitor without some document showing that he had business with the head of some department. The janitor says no stranger to his knowledge has passed him during the past twenty-four hours. The latest conjecture is that the explosive in the admiralty building must have been placed in Mr. Swamson's desk. It probally came through the parcel post, and is thought to have consisted of two pounds of gun cotton or some similar agent. The only other explanation offered is that the miscreants gained admission to the building during a slight interval occurring between the reliefs of police, and posted the explosive in the office. The detectives are still completely in the dark. Officials are of the opinion that the explosion was caused by the spontaneous ignition of a specimen of torpedo explosion which had been sent to the admiralty for inspection. The general belief is that the explosive agent was not dynamite.

England and Russia.

There is considerable excitement in naval circles over the impending conflict between Russia and England. Even the more conservative are coming to the strong belief that war is inevitable. The interest has been greatreinforcements lay, Melgund retired. Middleton telegraphed instructions to have the steamer Northcotte bring on supplies with all haste. The steamer is now on the way to Prince Albert, heavily freighted with provisions. Middleton says he will meet her in Prince Albert in three days, by which time he expects to have cleaned out the rebels. Arrangements have been made for Irvine to meet him near Batoche's Crossing, where it is expected a fight will take place. Irvine will prevent the escape of the rebels in the event of an engagement. It is quite evident that the military authorities are in possossion of facts not known to the public, for percaptory orders were received from Middleton to have all troops stationed here togo to the front at once. The London fusileers and French battalion, each 300 strong, left in two special trains for Switt Current, from which point they will be forwarded by river to join Middleton. The governor-general's body guard, the Winnipeg troop of cavalry and Quebec school of cavalry go to Fort Qu'Apppelle. The object is to remforce Middleton from the rear should it be necessary for him to fall back. The instructions that the rear should it be necessary for him to fall back. The same instructions the reservation of the presence at Hampton Roads brite in the presence at Hampton Roads of a Russian corvette and a British man o-war, which, according to the bost advices, have been following each other over and about the high seas for some time past, and only waiting for a declaration of war to fight a grand naval duel. Believe, and the interest nable in the rear should it be necessary for him to fall best for the presence at Hampton Roads look of a Russian corvette and a British man o-war, which, according to the bost advices, have been following each other over and about the high seas for some time past, and only waiting for a Russian corvette sugard and about the high seas for some time past, and only waiting for a Russian corvette sugard and about the high seas for some time past, and only w ly increased by the presence at Hampton that the vessels will remain at Hampton Roads long enough to receive information of the declaration of war, then clear from American waters and open fire within three miles of Norfolk, making perhaps the first naval engagement of the conflict and affording an inspiring scene for the marines at the navy yard. The Strylax and Garnet are at anchor about a quarter of mile agent provided in the second s ter of a mile apart watching each other's movements with nervous anxiety.

National Commercial Convention at Atlanta, Ga.

A National Commercial Convention has been called to meet at the beautiful and progressive city of Atlanta, Ga., on the 19th of May, and invitations are extended all commercial bodies and cities to send accredited delegates. The Governors of each State will be eligible as dele-gates, and each State will be entitled to two additional delegates at large, to be appointed by the Governor. Each Association having fifty members or less, will be entitled to one delegate; Associations having more than fifty members, will have one other delegate for each additional fifty members; to be appointed by the Association. Any city or town of two
thousand inhabitants not having an organized
body as above will be entitled to one delegate,
and towns of over two thousand inhabitants
will have one other delegate for every additional five thousand inhabitants. Delegates to be
appointed by the Mayor or chief magistrate.

The object of the convention is to consider
the most effective means to better the house of fective means to be the track of the

the most effective means to better the business interests of the country. Among the subjects to be considered are treaties with foreign counto be considered are treaties with foreign coun-ries; a bankrupt law; coinage of silver; rail-way transportation; and such other ques-tions touching national, financial and commer-cial interests, as the Convention may deem proper for discussion and action. It is expect-ed that fares will be reduced materially and that the convention will be in session three days. There should be a full and able repre-sentation of the great northwest and there are assurances of a generous welcome at Atlanta.

Protecting Montana.

Granville Stuart, president of the Montana board of stock commissioners, a few days ago addressed a communication to Acting Gov. addressed a communication to Acting Gov. Tooker, setting forth the danger to stock in Montana which would result should the Canadian rebels and Indians retreat and cross the border, as seems likely. Mr. Stuart requested that the matter be laid before President Cleveland. Tooker has complied. He endorses Mr. Stuart's statements, and requests that early action be taken by the government to protect the lives and property of citizens of Montana in the lives and property of citizens of Montana in the event of an invasion by the partisans of Ricl.

The Ohio legislature has passed an act requiring all executions in Ohio to take place within the walls of the penitentiary.

The Railroad Act

Section 1. The governor, with the advise and consent of the council, shall appoint three competent persons, who shall constitute a board of railroad commissioners, and who shall hold their office for the term of two years from the first of April next. The governor shall, in like manner, appoint others to fill any vacancy caused by the death, removal, resignation, or by the expiration of term of office. Said commissioners shall hold their office until their successors are duly appointed and quality their successors are duly appointed and quali-

fied.

No person owning bonds, stocks, or other property in any railroad company, or who is in the employment of, or who is in any manner pecuniarily interested in any railroad corporation, public warehouse or elevator, shall be eligible to the office of railroad commissioner. Said commissioners shall be qualified electors of the territory and shall be selected, as nearly as practicable, one from the southern, one from the central, and one from the northern part of the territory.

as practicable, one from the southern, one from the central, and one from the northern part of the territory.

Sec. 2. Said commissioners shall have general supervision of all railroads in the territory, and shall inquire into any neglect or violation of the laws of this territory by any railroad corporation, its officers, agents or employes, doing business therein, and shall from time to time carefully examine and inspect the condition of each railroad in the territory and the manner of its conduct and management, with reference to its safety and general relations to the public business of the territory.

SEC. 3. Whenever, in the judgment of the railroad commissioners, it shall appear that any corporation fails in any respect or particular to comply with the laws of the territory, or its charter, or when, in their judgment, any repairs are necessary upon its road, or any addition to its rolling stock, or any addition to its rolling stock, or any addition or change in its station houses, or any change in the rates of passenger fare or its charges for transporting freight, or transferring the same from one road or station to another, or any change in the manner of operating its road, and conducting its business is reasonable and expedient in order to promote the security, convenience and accommodation erating its road, and conducting its business is reasonable and expedient in order to promote the security, convenience and accommodation of the public, said commissioners shall inform such railroad corporation of the improvements and changes which they adjudge to be proper by a notice in writing, to be served by leaving a copy thereof, certified by the commissioner's clerk, with any station agent, clerk for treasurer, or any director of said corporation, and a report of the proceedings shall be included in the report of the railroad commissioners to the legislature. Nothing in this section shall be construed as relieving any railroad company from their present responsibility or liability for damage to persons or property.

from their present responsibility or liability for damage to persons or property.

See 4. The said railroad commissioners shall, on or before the first Monday in Dezember in each year, make a report to the governor of their doings for the preceding year, containing such facts, statements and explanations as will disclose the workings of the system of railroad transportation in this territory and its relation to the general business and prosperity of the citizens of the territory, and such suggestions and recommendations in respect thereto as may to them seem appropriate. Said report shall also contain as to every railroad corporation doing business in this territory:

1. The amount of its capital stock.
2. The amount of its preferred, if any, and the amount of its preferment.
3. The amount of its funded debt and the rate of interest.

The amount of its floating debt. 4. The amount of its floating debt.

5. The cost and present value of its road and equipment, including permanent way buildings and rolling stock, all real estate used exclusively in operating the road, and all fixtures and conveniences for transacting its busi-

ness.

6. The estimated cash value of all other property owned by such corporation, with a schedule of the same, not including lands granted in aid of its construction.

7. The number of acres originally granted in aid of construction of its road by the United States or by this tension.

States or by this territory.

8. Number of acres of such land remaining

9. A list of its officers and directors, with their respective places of residence.
10. Such statistics of the road, and of its transportation business for the year, it may, in the judgment of the commissioners, be necessary and proper for the information of the general assembly, or as may be required by the governor. Such report shall exhibit and refer to the condition of such corporation on the first day of July of each year, and the details of its transportation business transacted during the year ending June 30. A list of its officers and directors, with

Juno 30.

11. The average amount of tonnage that can be carried over each road in the territory with an engine of given power.

Sec. 5. To enable said commissioners to make such a report the president or managing officer of each railroad corporation doing buissness in this territory shall appeally make to the said commissioners. annually make to the said commissioners, on the fifteenth day of the month of September, such returns, in the form which they may prescribe, as will afford the information required for their said official report. Such returns shall be verified by the oath of the officer making them and any real real code. Such returns shall be verified by the oath of the officer making them, and any railroad cor-poration whose return shall not be made as herein prescribed by the fifteenth day of Sep-tember shall be liable to a penalty of one hun-dred (100) dollars for each and every day after the sixteenth day of December that such re-turns shall be wifully delayed or refused. Sec. 5. The said commissioners shall hold their effice at such special control of the cont

Sec. 5. The said commissioners shall hold their office at such place as they shall determine. They shall each receive a salary of \$\subseteq\$—, to be paid as the salaries of other territorial officers are paid, and shall be provided at the expense of the territory with necessary office furniture and stationery, and they shall have authority to amoint a secretary who have authority to amoint a secretary who

office furniture and stationery, and they shall have authority to appoint a secretary, who shall receive a salary of fifteen hundred (1,500) dollars per annum.

Sec. 7. Said commissioners and secretary shall be sworn to the due and faithful performance of the duties of their respective offices before entering upon the discharge of the same, and no person in the employ of any railroad corporation, or holding stock in any railroad corporation shall be employed as secretary. Each of said commissioners shall enter into bonds, with security to be approved by the

road corporation shall be employed as secretary. Each of said commissioners shall enter into bonds, with security to be approved by the governor in the sum of ten thousand (10,000) dollars, conditioned for the faithful performance of his duties.

Sec. 8. The said commissioners shall have power in the discharge of the duties of their office to examine any of the books, papers or documents of any such corporation, or to examine under oath or otherwise any officer, discontinuous control of the said commissioners. documents of any such corporation, or to examine under oath or otherwise any officer, director, agent or employe of any such corporation. They are empowered to issue subpenas and administer oaths in the same manner and with the same power to force obedience thereto in the performance of their said duties as belong and pertain to courts of law in this territory, and any person who may willfully obstruct said commissioners in the performance of their duties, or who may refuse to give any information within his possession that may be required by said commissioners, within the line of their duty, shall be deemed guilty of a misdemeanor, and shall be liable, on conviction thereof, to a fine not exceeding one thousand (1,000) dollars, in the discretion of the court, and the cost of such subpenas and investigation, to be first paid by the territory, on the certificate of said commissioners.

vestigation, to be first paid by the territory, on the certificate of said commissioners.

Sec. 9. It shall be the duty of all railroad corporations doing business in this territory, upon reasonable notice, to furnish suitable cars to any and all persons who may apply therefor, for the transportation of any and all kinds of freight, and to secure and transport such freight with all reasonable dispatch, and provide and keep suitable facilities for the seruring and handling of the same at any depot on the line of its road, and also to receive and transport in like manner the empty and loaded transport in like manner the empty and loaded transport in like manner the compty and all railroad to provide and transport in like manner the compty and all persons who may apply therefor, for the transportation of any and all kinds of freight, and to secure and transport such freight with all reasonable dispatch, and provide and keep suitable facilities for the securing and handling of the same at any depot on the line of its road, and also to receive and transport in like manner the compty and loaded transport in like manner the compty and loaded

to be delivered at any station or stations on the line of its road, to be loaded or discharged, or reloaded and returned to the road so connect-ing, and for compensation it shall not demand or receive any greater sum than is expected by it from any other connecting railroad for sim-

it from any other connecting railroad for similar service.

Sec. 10. All railroad companies doing business in this territory, when desired by any person wishing to ship grain over its road, shall receive and transport such grain in bulk within a reasonable time, and load the same, either on its track adjacent to its depot, or at any public warehouse or side track without distinction, discrimination or favor between one shipper and another, and without discrimination or distinction as to the manner in which such grain is offered for transportation, or as to person, warehouse, elevator, or place where or to which it may be consigned. Every railroad company shall permit connections to be made, and maintained in a reasonable manner, its track to and from any warehouse, elevator or mil, without reference to its size or capacity, where grain or flour may be stored; previded, however, that such railroad company shall not be required to pay the cost of making and maintaining said connection or of the siding or switch track necessary to make the same; and provided, further, that a majority of the commissioners appointed under this act shall direct such railroad to make such connections and siding. Grain shall also be received from wagons or appointed under this act shall direct such rail-road to make such connections and siding. Grain shall also be received from wagons or sleighs, the same as when offered in car load lots from warehouses or elevators, allowing reasonable time for loading the cars, and the cars shall be placed in a convenient place easy of access

cars shall be placed in a convenient place easy of access.

Sec. 11. No railroad corporation shall charge, demand or receive from any person, company or corporation, for the transportation of persons or property, or for any other service, a greater sum than it shall at the time charge, demand or receive from any other person, company or corporation for a like service from the same place, and upon like conditions and all concession of rates, relates, drawbacks and contracts for special rates, shall be open to and allowed to all persons, companies and corporations upon like conditions, and they shall charge no more for transporting from any point on its line than a fair and a just proportion of the price it charges for the same kind of freight transported from any other point.

point.
Sec. 12. No railroad company shall charge, See. 12. No railroad company shall charge, demand or receive from any company or corporation an unreasonable price for the transportation of persons or property, or for the handling or storing of freight, or for the use of the cars, or for any privilege or service afforded by it in the transaction of its business as a railroad corporation, and shall not demand the payment of freight beyond the point to which the goods or property is consigned by the shipper.

payment of freight beyond the point to which the goods or property is consigned by the shipper.

Sec. 13. Any railroad corporation which shall violate any of the provisions of this act, as to extortion or unjust discrimination, shall forfeit for every such offence, to the person, company or corporation aggrieved therely, three times the actual damage sustained or overcharges paid by the said party aggrieved, together with costs of suit and a reasonable attorney's fee, to be fixed by the court, and if an appeal is taken from the judgment, or any part thereof, it shall be the duty of the appellant court to include in the judgment an additional attorney's fee for service in the appellant court or courts, to be recovered in a civil action therefor. And in all cases where complaint is made, in accordance with the provisions of section 14, hereinafter provided, that an unreasonable charge or regulation is made, the commissioners shall require a modified charge or regulation, such as they shall deem reasonable, and all cases of a failure to comply with recommendations of the commissioners, shall be embodied with the renort of deem reasonable, and all cases of a failure to comply with recommendations of the commis-sioners, shall be embodied with the report of the commissioners to the legislature, and shall apply to any unjust discrimination, extortion or overcharge by said company, or other vio-

apply to any unjust discrimination, extortion or overcharge by said company, or other violation of law.

Sec. 14. Upon the complaint of the mayor and alderman of any city, or board of county commissioners, or of the trustees or supervisors of any town or township, of the freight tariff charged or of an injustice to the public, growing out of any rule or regulation of a railroad company, it shall be the duty of the commissioners, in case they deem the case just and reasonable, to proceed to make examination, first giving the petitioners and corporation reasonable notice, in writing, of the time and place of entering upon the same. If, upon examination, it shall appear to said commissioners is well founded, they shall so find, and shall inform the corporation operating such railroad of their adjudication, within ten days, and shall also report their action to the governor,

road of their adjudication, within ten days, and shall also report their action to the governor, as provided in this act.

All steeping car companies, express companies and telegraph companies doing business in this territory shall make such reports of their business as the railroad commissioners may require, and said commissioners shall have the same authority over and supervision of all sleeping car companies, express companies and telegraph companies doing business in this territory as over railroad corporations.

Sec. 15. Nothing in this act shall be construed to estop or hinder any person or corporation from bringing suit against any railroad company for any violation of the laws of this territory for the government of railroads.

pany for the government of railroads.

Sec. 17. All acts and parts of acts in conflict with this act are hereby repealed.

A section was added to the bill authorizing the commissioners to fix the maximum amount of freight, but the same was afterwards repealed by a supplemental bill.

Coal has been found near Gage City,

Logan county. Peter Daly, the man who shot Plummer at Clifford, in Traill county, has

been committed to jail without bail. C. W. Morgan, a member of the leg-

islature from Traill county, has failed in The dead body af a man named Pat-

rick Cronin was found near Sanborn on the prairie. D. Elwell is negotiating for the pub-

lication of a new prohibiton and wo-men's rights tri-weekly paper to be published in Sioux Falls. The dwelling house on the Coats & Hollister farm, about a mile from Sioux

Falls, was burned recently with all its contents. The Barnum farm, near Sanborn, has been sold to Albert Bagemill for \$11,-

Rapid Citystes voted to issue \$45,000 with which to construct water works.

Four elevators with a capacity of 30 .-000 bushels each, are to be built on Park river this summer.

A pocket book lost by John Welch, near Alexander, last summer, was found April 1st, with all its contents in

Hans Erickson, of Blunt, formerly a resident of Litchfield, Minn., died suldenly in an Aberdeen saloon, of sup-

LAND OFFICE.

GOVERNMENT LANDS, AND CHEAP RAILROAD

Griggs County, Dak.

Settlers located. Final proofs made and money furnished. Railroad lands purchased and money furnished in part. Contest cases tried and determined. Money loaned on chattel security. "The early bird catches the worm."

IVER JACOBSON.

ATTORNEY AT LAW,

BUNELL AVENUE, COOPERSTOWN.

GRIGGS COUNTY, D. T.

Mervous Exhaustion, Premature Decay.

Loss of Manhood. An 80-page Cloth-bound Book of Advice to Young or Middle-aged Men, with prescriptions for Self-treatment by a Regular Physician. SENT FREE on receipt of two three-cond T. WILLIAMS & CO., MILWAUKEE, WE.









