

TIME TABLE.

S. C. & T. M. RAILROAD.

"Trains make the round trip every day, except Sunday, leaving Cooperstown at 8:55 a. m. and arriving at Sanborn 11:30 a. m. Returning, leaves Sanborn at 1:15 p. m. and arrives at Cooperstown 4 p. m.

S. P. Railroad, main line—Passenger trains via Sanborn:

Going east.....	3:45 p. m.
Going east.....	10:17 p. m.
Going east.....	8:30 a. m.
Going west.....	6:55 a. m.
Going west.....	11:45 a. m.

Tickets for all parts of the United States and Canada for sale at this station.

R. M. COWEN, Agent.
C. S. FEE, Gen. Pass. Agt.

COOPERSTOWN.

A prominent capitalist of Maine, who owns wild lands in nearly every western state and territory, said, over his own signature, in a letter to the Kennebec Journal, over a year ago: "Of my landed interests in the west I regard my North Dakota property as, ultimately, of the most value, and my acres in Griggs county as the most valuable of North Dakota investments, as far as quality and character of the soil are concerned." The county is one of the smallest in the territory, 720 square miles in area, made up of gently rolling lands, lower than the coteau lands of the Missouri, and some 200 feet higher

than the Red River Valley—all magnificent wheat land, drained by the Shyenne river and its main branch, which pass through the county, and diversified by beautiful lakes and productive meadows. The spring floods and the autumn drouths affect this "heart of Dakota" less than any other section of the wheat belt.

The capital of the county is Cooperstown, the terminus of the Sanborn & Cooperstown branch of the Northern Pacific. The road was designed to end here, and here in all probability the terminus will remain. Directly north of us is the unproductive reservation of the Cuthead Sioux, and Devil's Lake, northeast is the territory of the Manitoba

railroad, whose line from St. Paul to Chicago is a diagonal, as distinguished from the right angle which the branch makes with the Northern Pacific railroad.

To the northwest of us, but a few miles, are Carrington and Minnewaukan, with a branch of the Northern Pacific railroad extending from Jamestown, and obviating the extension of our branch in that direction. An extension east or west would only be made after the lapse of years. A great country trade naturally results for Cooperstown. Nearly a thousand car loads of wheat have already been shipped from this point this season, a showing that can be equaled by no other town of 500 inhabitants in the world. A fine court house

of red brick, erected at an expense of \$30,000, insures the holding of the county seat for all time, and ornaments the town.

A commodious hotel, erected at an expense of \$20,000, furnishes accommodation to the traveler, and two enormous elevators are engaged day and night in handling the product of the county.

A magnificent high school building, and numerous churches, demonstrate the respectability and intelligence of the people.

Timber is abundant upon the river and wood is furnished in town at \$5 per cord. The roads are at all times in admirable condition, and no pleasanter spot for a country life could be selected in the west.

Photography!



Photographs in the highest style of the art, and at reasonable prices. My work is guaranteed to equal that of any gallery west of Minneapolis. Give me a call.

JOHN AABERG, Cooperstown, Dak.

BLACKSMITHING!

The Place for Blacksmithing
AS IT SHOULD BE
— IS AT —

MOORE & SANBURN'S
Roberts Street, Cooperstown.

HORSESHOING receives special attention and is done in the best and most careful manner. **JOBGING** of every description. A trial solicited.

JAMES MUIR & CO.,
Contractors
and Builders.

Plans and estimates for building carefully prepared. All carpenter work promptly attended to.

COOPERSTOWN, Dak.

HOLMAN & NELSON,
DEALERS IN
GROCERIES AND PROVISIONS,
DAZEY, D. T.

Farmers of Northern Barnes and Southern Griggs can rely on getting of us Fresh Goods at reasonable prices.

Agents for
Champion Mowers and Binders.

Minneapolis & St. Louis
RAILWAY,
AND THE FAMOUS
Albert Lea Route.

TWO THROUGH TRAINS DAILY
FROM ST. PAUL AND MINNEAPOLIS
TO CHICAGO

Without Change, connecting with the Fast Trains of all lines for the
EAST AND SOUTHEAST!

The Direct and only Line running through cars between MINNEAPOLIS and
DES MOINES, IOWA,
Via Albert Lea and Fort Dodge.

SOLID THROUGH TRAINS
BETWEEN
MINNEAPOLIS AND ST. LOUIS
and the Principal Cities of the Mississippi Valley connecting in the Union Depot for all points West South and Southwest!

MANY HOURS SAVED!
and the Only Line running Two Trains Daily
Kansas City, Leavenworth and Atchison
making connections with the Union
Pacific and Atchison, Topeka &
Santa Fe Railways.

Close Connections made in Union Depot with all trains of the St. Paul, Minneapolis & Manitoba; Northern Pacific; St. Paul & Duluth Railways; from and to all points North and Northwest. The Trains of the Minneapolis, St. Louis & St. Paul Railway are composed of Comfortable Day Coaches, MAGNIFICENT PULLMAN SLEEPING CARS, and our lovely Palace Dining Cars!

150 lbs. of Baggage Checked Free. FARE ALWAYS AS LOW AS THE LOWEST! For Time Tables, Through Tickets, etc., call upon the nearest Ticket Agent or write to

S. F. BOYD,
Gen'l Tkt. & Pass Agt., Minneapolis, Minn.



Nine hundred car loads of wheat, at ten tons per car, have been shipped from the Cooperstown station this season. This is equivalent to 300,000 bushels. At an average cash valuation of 70 cents per bushel, \$210,000 have been distributed to the farmers for wheat alone. The population of Griggs

county is about 2,000, and the wheat distribution has been over \$100 to every man, woman, and child within its limits. In addition, we have had a market well supplied with live stock, poultry, butter, cheese, eggs, garden produce, and other cereals besides wheat.

Probably no tract of land, of equal

size in the world, is capable of greater production than this most fertile county of the most fertile territory, of the most fertile nation, of the most fertile continent, of the most fertile planet of which we know. Probably no community of the same number of people in this territory, or in any other new county, were ever

so happily situated, financially, on the average, as our people. We have still room for more settlers. The facts stated, regarding the shipment of grain at this point will be verified, to the doubting, by the affidavits of the managers of the elevators, R. C. Cooper and G. N. Stork.

Any inquiries regarding the county, directed to the Courier Office, will be cheerfully answered; and any person desiring to purchase improved, and unimproved, real estate, cheap for cash, or in exchange for unincumbered city property in the Northwest, can be accommodated with fine sections, of early selection, without commission, by the **COURIER.**