

PIONEERING A RAILROAD.

WILD WEST SCENES REPRODUCED IN ADVANCE OF THE B. AND O.

A Novel Scheme to Create a Traffic—A Modern Amphitheatre in Which Indian Fights and Contests Between Man and Beast are Exhibited.

The Indian scout blazed the way for the mail coach, and the latter's beaten track opened the route for the iron horse. This is the history of the rail's progress across the country. In advance of the railroad were Indian fights and wonderful individual exploits by brave scouts and pioneer settlers; thrilling trips of the pony express and hair-breadth escapes of the stage coach. Then came the cowboy and the Mexican granger, and coupled with all were herds of buffalo and deer and droves of wild horses and cattle. These are things of the past, one would say. Yet so strange are the mutations of time that we find these same stirring scenes of the wild west reproduced in one of the suburbs of New York city, to lead the way toward the extending of another railroad to that metropolis.



A BUCKING BRONCHO.

It is a novel scheme, and originated with Erastus Wiman, the only man who would be likely to conceive such a thing and be able to carry it to what already seems to promise a satisfactory conclusion. The idea is this: The Baltimore and Ohio railroad, as is well known, is seeking an entry into New York. When it reaches a point in New Jersey about twenty miles southwest of New York city there are two courses open to it, and both beset with difficulties. One is to make a compromising arrangement with one of the railroads who own the whole water front on the west bank of the Hudson, opposite New York. The other plan would be to cut across the Arthur Kill and make the terminus at Staten Island, connecting by a ferry, of a half hour's sail, with New York. There are some drawbacks to this scheme, but it is said that the Baltimore and Ohio people have told those interested in the Staten Island route that if they will show them a traffic to warrant their building powerful and fast ferries they will be inclined to listen to the claims of their island.



SHOOTING FLYING OBJECTS FROM SADDLE. Immediately Erastus Wiman, the late New York newspaper, sets apart two large tracts of land to be devoted to the amusement of the people. Like the wizard that he is, he seems to touch these places with his magic wand, and almost immediately these grounds are transformed into amphitheatres, the like of which have not been seen since the days of Titus. One of these, as in old Roman days, is dedicated to national games, and in the other is reproduced the thrilling spectacles of war and contests with untamed beasts, just as exciting probably, though not so sanguinary, as the exhibitions which used to delight the old Roman maids and matrons in the Colosseum. And all that a great railroad may be induced to come that way. Who knows but Erastus may have copied the scheme of some former Roman magnate, and that the renowned Appian Way built to carry the populace to some great wooden amphitheater which did not long stand time's ravages, but was constructed to bring the Via Appia that way, and thus enhance real estate around it to the discomfiture of advocates of some other route.

On visiting the largest amphitheater it would seem that we are not removed many generations from Pagan Rome. There are realistic encounters between Indians and whites, and contests in which wild buffaloes and vicious horses, mules and steers test their powers with men; and when the bucking burro or steer comes nearest to annihilating his rider then is our modern maiden most pleased. The gladiatorial combats only are missing to take us back 2,000 years.

But it is a good thing, no matter if it is to help along a railroad, to take 20,000 of our people a day out into the open air and make them acquainted with the dangers which heroes braved in advance of civilization, and which feats are rapidly becoming legendary. There one can see the skill in marksmanship and horsemanship required of the Indian scout, and exemplified in such a well-known representative of those heroes as Buffalo Bill. One can see the famous Deadwood coach, in which to ride was often to die. The daring riding and lightning remounting of a rider of the "pony express," the original "Star Route" for carrying the mail, the attack on the settler's cabin, are also vividly portrayed. Graphic sketches of a few of the incidents are presented herewith.

For grand spectacles no land possesses material equal to ours in the reproduction of the romantic scenes which are fast fading away from our frontier; and commendable is the effort to exhibit them.

Louise Michel seldom speaks in public now, and when she does she is more hissed than cheered.

FINANCIAL STATEMENT

GRIGGS COUNTY,

JUNE 30, 1886.

INDEBTEDNESS—		ASSETS—	
Court house bonds.....	\$3,000 00	Court house and site, including jail and heating apparatus.....	\$8,171 22
Interest on same.....	1,211 84	Furniture.....	1,468 98
Outstanding orders, general fund.....	16,543 47	Two covered wagons.....	207 51
Outstanding orders, road and bridge fund.....	9,427 86	Two covered scrapers.....	155 00
Outstanding orders, court house and jail fund.....	31 95	Bridges.....	1,993 00
Balance.....	4,784 11	Delinquent taxes.....	8,447 89
		Due from Anton Eber from funds deposited in late bank of Cooperstown.....	5,610 73
		Cash.....	1,700 35
	\$31,038 23		\$31,038 23

TREASURER IS ACCOUNT WITH GRIGGS COUNTY JUNE 30, 1886.

To cash on hand July 1, 1885.....	\$ 4,173 42	By Territorial treasurer's receipts.....	\$ 1,792 42
To taxes collected.....	25,229 03	By warrants redeemed.....	4,470 47
To interest and penalty collected.....	1,701 83	By interest on same.....	310 48
To liquor licenses.....	2,000 00	By interest on court house bonds.....	2,252 00
To peddlers licenses.....	1 00	By supervisors' receipts.....	500 00
To Rent court house hall.....	6 00	By publication of delinquent taxes.....	201 00
To tax sales redeemed.....	1,385 26	By disbursements to schools.....	9,968 26
		By refunding orders.....	178 17
		By license money refunded.....	2,000 00
		By tax sale certificates returned.....	1,380 16
		By balance loan bank of Cooperstown.....	863 50
		By treasurer's commission.....	186 05
		By deposit in late bank of Cooperstown.....	5,610 50
		By cash.....	1,700 33
	\$ 32,210 44		\$ 32,210 44

EXPENDITURES FOR YEAR ENDING JUNE 30, 1886.

Elections.....	\$ 227 85	Brought forward.....	7,828 66
Justice court.....	156 75	Cosumer's court.....	63 30
Printing and stationery.....	709 63	Police court.....	181 89
Books.....	329 80	Miscellaneous.....	1,275 55
Officers' salaries.....	1,775 30	Assessment for 1886.....	441 75
Fuel.....	50 00	Assessment for 1885.....	1,000 00
Furniture.....	22 50	Salaris school township officers.....	255 00
Roads and bridges.....	2,436 08	Court house and jail from Ch. & J. fund.....	157 27
Court expenses.....	1,636 15		
Amount forward.....	\$ 7,828 66		\$10,277 46

27-31 (SEAL) Attest: H. P. SMART, County Clerk.

THE CHICAGO, MILWAUKEE ST. PAUL RY
Is the Fast-Mail Short Line from St. Paul and Minneapolis via La Crosse and Milwaukee to Chicago and all points in the Eastern States and Canada. It is the only line under one management between St. Paul and Chicago, and is the finest equipped railway in the Northwest. It is the only line running sleeping cars with luxuriant smoking rooms, and the finest dining cars in the world, via the famous "River Bank Route," along the shores of Lake Pepin and the beautiful Mississippi river, to Milwaukee and Chicago. Its trains connect with those of the Northern Lines, in the Grand Union depot at St. Paul. No change of cars of any class between St. Paul and Chicago. For through tickets, time-tables and full information, apply to any coupon ticket agent in the Northwest. R. Miller, General Manager, J. E. Tucker, Asst. Gen'l. Manager, A. V. H. Carpenter, Gen'l. Pass. and Ticket Agent, Geo. H. Headford, Asst. Gen'l. Pass. and Ticket Agent, Milwaukee, Wis. W. H. Dixon, Asst. Gen'l. Pass. Agent, St. Paul, Minn.

NOTICE OF FINAL PROOF.—Land Office at Fargo, D. T., June 20, 1886. Notice is hereby given that the following names have been entered at this office by Theodore Anderson, against Perez B. Grow, for failure to comply with law as to timber-entrance entry No. 673, dated Feb. 11, 1882 upon the NW 1/4 section 11, township 18N, range 38W, in Griggs county, Dakota Territory, with a view to the cancellation of said entry; complaint alleging that the said Perez B. Grow has failed to comply with the requirements of the timber-entrance law, that he has wholly failed to plant the second five-acre tract, free seeds, nuts, or cuttings, since said entry, and up to the present time that the present condition of said tract is wild, unimproved prairie. The said parties are hereby summoned to appear at this office on the 4th day of August, 1886, at 10 a. m., to respond and furnish testimony concerning said alleged failure. E. O. CLAREY, Receiver.

IF FARMERS
In the Northwest would consider that here the climate, soil and seasons differ from other sections of the United States they would see at once that different management must be observed and methods employed to make farming and stock-raising successful; hence the necessity of giving a preference to agricultural journals especially suited to their pursuits in this section. **GRAIN AND STOCK-RAISING, POULTRY AND BEE MANAGEMENT, DAIRYING, FRUIT AND VEGETABLE CULTURE** as it should be conducted in the Northwest, is related in **FARM, STOCK AND HOME**, edited by Col. John H. Stewart, a farmer and resident of Minnesota since 1848, assisted by many practical farmers of recognized authority. It is just the paper every farmer in the Northwest should have; is published the 1st and 15th of every month—21 times a year—and furnished at the very low and reasonable price of only 50 cents a year. Sample copy free. Write for it. Agents wanted. Address: **FARM, STOCK AND HOME**, Minneapolis, Minn.

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