

(Concluded from sixth page.)

do	14	do	do	do	do
do	15	do	do	do	do
do	16	do	do	do	do
do	17	do	do	do	do
do	18	do	do	do	do
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do	22	do	do	do	do
do	23	do	do	do	do
do	24	do	do	do	do
do	25	do	do	do	do
do	26	do	do	do	do
do	27	do	do	do	do
do	28	do	do	do	do
do	29	do	do	do	do
do	30	do	do	do	do
do	31	do	do	do	do
do	32	do	do	do	do
do	33	do	do	do	do
do	34	do	do	do	do
do	35	do	do	do	do
do	36	do	do	do	do
do	37	do	do	do	do
do	38	do	do	do	do
do	39	do	do	do	do
do	40	do	do	do	do
do	41	do	do	do	do
do	42	do	do	do	do
do	43	do	do	do	do
do	44	do	do	do	do
do	45	do	do	do	do
do	46	do	do	do	do
do	47	do	do	do	do
do	48	do	do	do	do
do	49	do	do	do	do
do	50	do	do	do	do

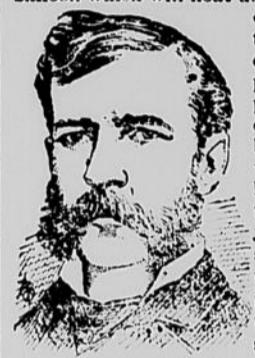
Farm Lands.

Description.	Sec.	T. R.	Acres.	Year.	Am't.	\$	cts
w 1/2 of w 1/2	6	144	58	1900	1885	20	88
e 1/2 of w 1/2	8	do	do	1900	do	22	82
ne 1/4	18	do	do	1900	do	19	72
nw 1/4	10	145	do	1900	do	17	63
e 1/2 of sw 1/4	14	do	do	1900	do	15	40
sw 1/4	16	do	do	1900	do	5	28
sw 1/4	18	do	do	1900	do	22	89
sw 1/4	20	do	do	1900	do	23	67
sw 1/4	22	do	do	1900	do	20	88
sw 1/4	24	do	do	1900	do	17	39
sw 1/4	26	do	do	1900	do	19	31
sw 1/4	28	do	do	1900	do	21	51
sw 1/4	30	do	do	1900	do	21	51
sw 1/4	32	do	do	1900	do	21	51
sw 1/4	34	do	do	1900	do	21	51
sw 1/4	36	do	do	1900	do	21	51
sw 1/4	38	do	do	1900	do	21	51
sw 1/4	40	do	do	1900	do	21	51
sw 1/4	42	do	do	1900	do	21	51
sw 1/4	44	do	do	1900	do	21	51
sw 1/4	46	do	do	1900	do	21	51
sw 1/4	48	do	do	1900	do	21	51
sw 1/4	50	do	do	1900	do	21	51
sw 1/4	52	do	do	1900	do	21	51
sw 1/4	54	do	do	1900	do	21	51
sw 1/4	56	do	do	1900	do	21	51
sw 1/4	58	do	do	1900	do	21	51
sw 1/4	60	do	do	1900	do	21	51
sw 1/4	62	do	do	1900	do	21	51
sw 1/4	64	do	do	1900	do	21	51
sw 1/4	66	do	do	1900	do	21	51
sw 1/4	68	do	do	1900	do	21	51
sw 1/4	70	do	do	1900	do	21	51
sw 1/4	72	do	do	1900	do	21	51
sw 1/4	74	do	do	1900	do	21	51
sw 1/4	76	do	do	1900	do	21	51
sw 1/4	78	do	do	1900	do	21	51
sw 1/4	80	do	do	1900	do	21	51
sw 1/4	82	do	do	1900	do	21	51
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sw 1/4	86	do	do	1900	do	21	51
sw 1/4	88	do	do	1900	do	21	51
sw 1/4	90	do	do	1900	do	21	51
sw 1/4	92	do	do	1900	do	21	51
sw 1/4	94	do	do	1900	do	21	51
sw 1/4	96	do	do	1900	do	21	51
sw 1/4	98	do	do	1900	do	21	51
sw 1/4	100	do	do	1900	do	21	51
sw 1/4	102	do	do	1900	do	21	51
sw 1/4	104	do	do	1900	do	21	51
sw 1/4	106	do	do	1900	do	21	51
sw 1/4	108	do	do	1900	do	21	51
sw 1/4	110	do	do	1900	do	21	51
sw 1/4	112	do	do	1900	do	21	51
sw 1/4	114	do	do	1900	do	21	51
sw 1/4	116	do	do	1900	do	21	51
sw 1/4	118	do	do	1900	do	21	51
sw 1/4	120	do	do	1900	do	21	51
sw 1/4	122	do	do	1900	do	21	51
sw 1/4	124	do	do	1900	do	21	51
sw 1/4	126	do	do	1900	do	21	51
sw 1/4	128	do	do	1900	do	21	51
sw 1/4	130	do	do	1900	do	21	51
sw 1/4	132	do	do	1900	do	21	51
sw 1/4	134	do	do	1900	do	21	51
sw 1/4	136	do	do	1900	do	21	51
sw 1/4	138	do	do	1900	do	21	51
sw 1/4	140	do	do	1900	do	21	51
sw 1/4	142	do	do	1900	do	21	51
sw 1/4	144	do	do	1900	do	21	51
sw 1/4	146	do	do	1900	do	21	51
sw 1/4	148	do	do	1900	do	21	51
sw 1/4	150	do	do	1900	do	21	51
sw 1/4	152	do	do	1900	do	21	51
sw 1/4	154	do	do	1900	do	21	51
sw 1/4	156	do	do	1900	do	21	51
sw 1/4	158	do	do	1900	do	21	51
sw 1/4	160	do	do	1900	do	21	51
sw 1/4	162	do	do	1900	do	21	51
sw 1/4	164	do	do	1900	do	21	51
sw 1/4	166	do	do	1900	do	21	51
sw 1/4	168	do	do	1900	do	21	51
sw 1/4	170	do	do	1900	do	21	51
sw 1/4	172	do	do	1900	do	21	51
sw 1/4	174	do	do	1900	do	21	51
sw 1/4	176	do	do	1900	do	21	51
sw 1/4	178	do	do	1900	do	21	51
sw 1/4	180	do	do	1900	do	21	51
sw 1/4	182	do	do	1900	do	21	51
sw 1/4	184	do	do	1900	do	21	51
sw 1/4	186	do	do	1900	do	21	51
sw 1/4	188	do	do	1900	do	21	51
sw 1/4	190	do	do	1900	do	21	51
sw 1/4	192	do	do	1900	do	21	51
sw 1/4	194	do	do	1900	do	21	51
sw 1/4	196	do	do	1900	do	21	51
sw 1/4	198	do	do	1900	do	21	51
sw 1/4	200	do	do	1900	do	21	51

w 1/2 of w 1/2	4	do	do	120	do	12	50
sw 1/4	5	do	do	40	do	4	32
sw 1/4	5	do	do	40	do	4	32
sw 1/4 of nw 1/4 & w 1/2 of	5	do	do	120	do	14	86
sw 1/4 of nw 1/4	6	do	do	40	do	4	32
sw 1/4 of nw 1/4 & w 1/2 of	8	do	do	160	do	19	08
sw 1/4 of nw 1/4	11	do	do	80	do	11	48
sw 1/4 of nw 1/4	12	do	do	160	do	17	08
sw 1/4	12	do	do	160	do	15	40
sw 1/4	14	do	do	160	do	19	72
n 1/2 of ne 1/4 & e 1/2 of	17	do	do	160	do	19	33
n 1/2 of ne 1/4 & e 1/2 of	17	do	do	160	do	19	81
n 1/2 of ne 1/4 & e 1/2 of	17	do	do	160	do	23	13
n 1/2 of ne 1/4 & e 1/2 of	17	do	do	160	do	21	20
n 1/2 of ne 1/4 & e 1/2 of	17	do	do	160	do	18	10
n 1/2 of ne 1/4 & e 1/2 of	17	do	do	160	do	18	25
n 1/2 of ne 1/4 & e 1/2 of	17	do	do	160	do	22	24
n 1/2 of ne 1/4 & e 1/2 of	17	do	do	160	do	12	66
n 1/2 of ne 1/4 & e 1/2 of	17	do	do	160	do	29	40
n 1/2 of ne 1/4 & e 1/2 of	17	do	do	160	do	29	40
n 1/2 of ne 1/4 & e 1/2 of	17	do	do	160	do	18	48
n 1/2 of ne 1/4 & e 1/2 of	17	do	do	160	do	29	40
n 1/2 of ne 1/4 & e 1/2 of	17	do	do	160	do	38	64
n 1/2 of ne 1/4 & e 1/2 of	17	do	do	160	do	34	79
n 1/2 of ne 1/4 & e 1/2 of	17	do	do	160	do	38	82
n 1/2 of ne 1/4 & e 1/2 of	17	do	do	160	do	31	51
n 1/2 of ne 1/4 & e 1/2 of	17	do	do	160	do	30	91
n 1/2 of ne 1/4 & e 1/2 of	17	do	do	160	do	15	40
n 1/2 of ne 1/4 & e 1/2 of	17	do	do	160	do	15	40
n 1/2 of ne 1/4 & e 1/2 of	17	do	do	160	do	18	90
n 1/2 of ne 1/4 & e 1/2 of	17	do	do	160	do	18	90
n 1/2 of ne 1/4 & e 1/2 of	17	do	do	160	do	12	96
n 1/2 of ne 1/4 & e 1/2 of	17	do	do	160	do	4	32
n 1/2 of ne 1/4 & e 1/2 of	17	do	do	160	do	4	32
n 1/2 of ne 1/4 & e 1/2 of	17	do	do	160	do	14	09

The Steam Balloon Invented by William Patterson, San Francisco.

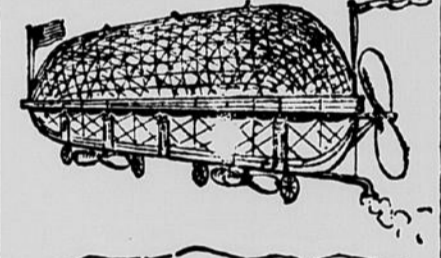
Now comes Professor William Patterson, bridge builder, actor, hunter, squatter, trapper, soldier and inventor, of San Francisco, and solemnly avers that he has constructed a balloon which will float upon the air like an ordinary balloon on the one hand, and on the other will permit itself to be propelled and steered by steam, like a boat upon the water. All must hope that Mr. Patterson's faith will be justified by the results. His balloon may not yet be the particular invention which will solve the problem of air navigation, yet let no one doubt that the problem will be solved. If Professor Patterson does not do it, then somebody else will. This is the age of wonder.



Mr. Patterson has invented a number of articles in his time. One of them is an auger which cuts a square hole. He is a disabled soldier and wears a G. A. R. badge.

For twenty years he has been studying about this steam balloon. He thought by day and dreamed by night. At last his mingled dream and thought have taken material form in the machine shown in the picture.

It will be observed that this balloon, like the steamship and sail boat, takes the shape of a bird or fish, those creatures which travel at ease through air and water. This is a point in its favor. The whole machine is 180 feet long. In its widest part it is 48 feet. It has a lifting power of 17,000 pounds. A unique feature is its propelling power. This consists of 3 separate engines of 12 horse-power each, 36 horse altogether. They work either together or separately. A parachute of 11,000 square feet is attached, to save the air travelers in case of accident. It lies folded upon the side of the balloon, but can be unfurled almost instantly, the inventor says. Great arms or ribs are shot out and the covering straightens itself upon them. The parachute is opened and closed by the balloon's steam machinery. The car is 12 feet deep. The balloon part alone is 54 feet high. The entire height, bag, car and wheels and wheel shafts is 54 feet. The whole machine weighs 9,500 pounds and cost \$15,000.



PATTERSON'S STEAM BALLOON.

The man who had faith enough in this air steamer to advance money to help build it was not one of the California millionaires, as one might expect. It was a person who was himself a practical aeronaut, Professor Carl Meyers, of New York. The fact that he, with his experience, put in his money to construct the thing, scores a long mark in its favor.

The car part consists of hickory or white ash ribs, veneered with birch. It is flat-bottomed. The balloon or inflated part is divided into three compartments by strong, white cotton sheeting. This prevents the rush of gas to one portion of the balloon. The bag is itself made of the strong, white cotton cloth, of triple thickness at the top. The danger of bursting is thereby lessened.

The bag is inclosed in a net of flat woven linen bands, with a three-inch mesh. The netting is attached to the car by iron hooks, caught into eyelets in leather straps.

Professor Patterson has expected for two years to make the attempt to cross the continent from San Francisco to New York, but circumstances have thus far prevented his making the attempt. There is lack of money sufficient to try the experiment, for one thing. This is how it is at present with the bright idea that struck Billy Patterson. The propelling force of the machine is placed immediately at the intersection of the car and balloon, so that both can be controlled by it. The engine is thus elevated above the bottom of the car. The Herrshoff engine is employed.

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