

The COURIER hasn't congratulated Major Edwards yet. It congratulates Fargo.

Dr. Stewart and Walzmouth of Spearfish, were banqueted on their return to the "Hills."

There is no bounty on gophers in Dakota, but there is a premium on badgers in Washington-Fairfield, of Wisconsin, is secretary of the treasury.

It is now Mayor Edwards of Fargo. It is hard to keep a good man down, and hard to beat a constant player. When Church sat down on the Argus, that settled it with Fargo. The Major will be a live, progressive mayor.

The Hope Pioneer cries out against the false economy that prevented the publication of the laws in the newspapers of the territory, whereby \$10,000 for certified copies would have been saved the people. The farmers killed the bill by proposing to "advertise for proposals," etc., etc., destroying the very purpose of the bill, which was to get the laws at once before the people.

Herbert Root and A. M. Carlson are mentioned as candidates for the mayorship at Valley City. Valley City owes her finely graded streets, sidewalks, and her sewerage to the Root administration, some years since, and it would be to the credit of the town to bring so aggressive, and progressive a man to the front again. Mr. Carlson is a good law abiding and conservative citizen, and would undoubtedly make a good mayor, himself. But what is the matter with Maor Gray.

Death of a Centennarian.—Mrs. Marina Wright died at the residence of Charles Northan, in Addison, on Tuesday, the 15th inst., at the advanced age of 103 years, 3 months and 14 days. She has been quite smart until within a few days, and during the past summer has been in the habit of walking a half mile to call upon neighbors. She has lived upon the farm where she died (which she owned) one hundred years.—Vergennes Vermonter.

Gospel Truth,
[Mayville Tribune.]

The laws passed by the Minnesota legislature has been printed and circulated in the form of newspaper supplements. The Dakota legislature refused to make the small appropriation required to secure the circulation of their acts in the same manner, and the people must for months remain ignorant of the nature of the laws that govern them. The Dakota legislature was not backward, however, in expending the people's money where it would do them less good.

Will Not Join.

Distret Attorney Andrus and chairman of the country board O'Malley returned from Bismark last night. We learn that Judge Francis declined to take any part in the settlement of the bond case other than the satisfaction of the judgement. This however will not prevent a quietus of all proceedings and in fact a final disposal of the matter, if enough is paid to satisfy the county authorities and meet the approval of the people.—Valley City Times.

Blue Laws.

The Connecticut legislature has passed and Gov. Lounsbury has signed a bill restricting railroad traffic in the state on Sunday. It goes into effect next June. It forbids the running of trains for any purpose, between 10:30 a. m. and 3 p. m. except in case of urgent necessity. Before 10:30 a. m. and after 3 p. m. the only trains permitted are mail trains and such other trains as may be authorized by the commissioners, if it shall appear that they are required by the public necessity or for the preservation of freight.

One day in a paroxysm of humor the COURIER mentioned that the editor had returned from the legislature and ordered a new job press and some job stock. It was a boomerang. The item in various shapes seems to be the most popular piece of humor that has ever emanated from the COURIER. The last shot is from the Republican:

Hon. Fred Adams, Editor of the Cooperstown COURIER, and member of the legislature, has been purchasing presses and other material since the adjournment. Fred, this calls for an explanation.

BALLOU'S MONTHLY.

The specialty of this revived literary publication is first class poems and stories, irrespective of the fame of the author. The result is bright and sparkling matter. The April number is not an exception.

G. W. BRADLEY, Publisher,
Boston, Mass.

When William Williams Travelled on a Pass, and Thought Well of the Company.

[At the risk of betraying confidence, we submit to the public the following letter from a citizen of Cooperstown to parties intending to come west.—Ed.]

COOPERSTOWN, D. T., Feb. 1, '87.
James Fairwether, Esq., Portland, Me.:
My Dear Sir: In answer to your inquiry as to the condition and prospects of Dakota, let me say that you are completely in error as to the monopolistic control of the railroads, and the excessive freight and passenger rates charged. Instead of finding the railroads the natural enemy of the settler and farmer, they are, on the other hand, public benefactors, and, next to the Supreme Being, the power upon which we rely in time of trouble, and to which we owe a debt of gratitude, only second to that due to Deity. That you may better understand this let me describe to you the mighty artery of the continent, known as the Northern Pacific railroad—one of the most stupendous and perfect works that human ingenuity, capital and benevolence have succeeded in creating. Its road bed is a mighty highway, which extends from the Zenith city on Lake Superior, to Puget Sound on the Pacific, in an absolutely straight line without change of grade. This has been accomplished by prodigious labor greater than that of the Egyptians in the construction of the pyramids, as the earth is greater than an orange. No Roman highway or causeway ever cost one per centum of the vast amount expended upon this road bed, yet so enormously wealthy is the company that it has never felt embarrassment, save that natural embarrassment which the philanthropist feels when the world does him honor. In order that there might be no deviation from a straight line without grade, the road bed is 3,000 feet above the water of Puget Sound at Tacoma. This enables the trains to get over the Rocky Mountains (3,000 feet high), without delay from any rise. The only reason that an enormous telescope on the track at the eastern end can not bring into view the elevated light house on the road bed at Tacoma, is because of the convexity of the earth. This huge grade is solid masonry and earth, and resembles in the distance an enormous table mountain 2,000 miles long. All the stations below the grade are reached by elevators run by electricity. At Duluth, five minutes before the train departs, the stranger is astonished to find himself ascending as if in a balloon—the mosaic pavement, the office, the restaurant, the baggage room, are all climbing upward as if by magic, the entire depot being enclosed in a hollow cylinder, like an ordinary elevator shaft and arising and descending by pressing an electric button. At the top is an enormous platform where the tracks commence—double passenger tracks covered with rubber to deaden the sound and prevent jar, and twelve different tracks for freight. The passenger trains are of such enormous length that I have often slept in the rear car and then taken a sharp walk of an hour to reach a favorite restaurant at the upper end; for on this road are restaurants, wholesale and retail clothing stores, barber shops, billiard rooms, and many kinds of business, running night and day. It is the design of the management to establish theatres for the production of standard dramas during the coming season. A fine public library of 10,000 volumes is open to everybody, while a daily paper, with the latest telegraphic news is issued morning and evening. There is no connection between the wires and the trains except the radiated electricity received upon an improved coil in the editorial rooms. The conductors, and there are several to each train, are all ex-college presidents or doctors of divinity, and, in addition to their other duties, give free lectures on psychology, moral science, and political economy to all passengers desiring to improve their minds. The brakemen are foreign noblemen of extraordinary politeness, or honorably discharged bank cashiers. No tickets are taken up, but the bookkeeper makes out the bills of the passengers and presents them before they reach their destination. It might at first be thought that the company would lose money—not so. So devoted are the people to this institution that should a passenger depart without paying his fare, he would, upon reaching terra firma, be instantly torn in pieces by an enraged populace. Real and chattel mortgages are sometimes taken where the passenger has been in hard luck and lost his money on 'change or backing the tiger. So popular is this road that when even a brakeman gets leave of absence for a day at any of the stations, he is banqueted, and a torch light procession is generally given in his honor in the evening. All the cars are double-decked drawing room cars with cozy sleeping apartments in the second story, and rich and poor, immigrant, and capitalist, are served exactly alike. Tropical fruits, and oysters on the half shell, with wine, are gratuitously passed around by bell boys every hour in the



After William Williams had Lost his Pass, Owing to the Provisions of the Inter-State Commerce Law.

COOPERSTOWN, D. T., April 1, '87.
James Gardner, Esq., Boston, Mass.:
In answer to your inquiry as to whether you better come out here and go to farming, let me say that I hardly know what to say. We labor here under great disadvantages. We can raise wheat, etc., but the trouble is to get it to market. We are in the hands of a soulless corporation, that is more extortionate and grasping from the fact that it is universally execrated. Its officers, from the president to the brakeman never appear on our streets except when heavily armed, and in numbers. A few lynching bees have taught them caution. The employes and officers of the company are mostly ex-foot pads, thugs, horse thieves and graduates from eastern penitentiaries. They receive no wages, and rely upon the chance for larceny, gambling, robbery, abduction and murder for their remuneration. Old settlers never close their eyes while on one of the trains, and sit with their revolvers ready for instant use. Several unfortunate widows and children have been beaten to death out of pure cussedness by these bandits, and many frozen to death. The road is utterly destitute of politeness. It has recently called in all passes. Some complain of this brutality but I am glad of it, as a man can travel much more rapidly and safely by his own conveyance. Accidents are of every day occurrence. Last week a passenger train jumped the track at Fargo and wandered around for two hours until it again hit it at New Buffalo. Half the inhabitants of the towns on the line are maimed. One-legged men are as thick as blackberries. Our poor houses are full of cripples—survivors of railroad wrecks. Our countries are all bonded in consequence of it, and our cities are bankrupt. I have even seen the engineer jump the track with his engine, and run down a herd of Holstein cows on the prairie, just to see the neat fly, and give the poor farmer something to kick about. The track is in a horrible condition. Often for a mile only a single rail marks where the track ought to be. I shipped a carload of wheat last fall and the freight amounted to \$15 more than I got for the wheat. A good canal, like the Erie, would pay if the company would exercise a little politeness. Nobody cares particularly for a pass; but it looks more friendly and business like. Excuse this hasty letter; but I must attend an Inter-State Commerce indignation meeting, and assist in drawing up some resolutions.
Respectfully,
WILLIAM WILLIAMS.

NORTHERN PACIFIC

And still the F. M. P. A. of Plankinton receives praises. An extract from a letter from B. C. Cooper:
Office of COOPER BROS.,
Cooperstown, Mar. 31, 1887.
Messrs. Simington & Miller, Cooperstown, D. T., agents for the F. M. P. A. of Plankinton.

I candidly believe that we have one of the best companies in the northwest. At least it is good enough for me.
Yours Respectfully,
[Signed] ROLLIN C. COOPER.
R. C. Cooper in 1886 had 1750 acres insured in the Farmers Mutual Protective Association of Plankinton, D. T. See "ad" of Simington & Miller on third page.

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

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

SOLID THROUGH TRAINS
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and the Principal Cities of the Mississippi Valley connecting in the Union Depot for all points East and Southwest!

MANY HOURS SAVED
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Close Connections made in Union Depots with all trains of the St. Paul, Minneapolis & Manitoba; Northern Pacific; St. Paul & Duluth Railways, from and to all points North and Northwest of the Great Lakes. The Train of the Minneapolis & St. Louis Railway are composed of Comfortable Day Coaches, MAGNIFICENT PULLMAN SLEEPING CARS, and our justly celebrated 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,
Ag't., Minneapolis, Minn.

NOTICE OF FINAL PROOF—Land Office at Fargo D. T., March, 4th, 1887.
Notice is hereby given that the following named settler has filed notice of his intention to make final proof in support of his claim and secure final entry thereof, viz:
John E. Warner, H. E. No. 8029, for the NW 1/4 of sec. 21, tp. 144 n., r. 58 w. and names the following as his witnesses, viz: William Bear, Edward Ladbury, Fred Ladbury, Charley Schultz, all of Dasey P. O., Barnes county, D. T.
The testimony of claimant and witnesses to be taken before Peter E. Nelson, judge of the probate court for Griggs county, at Cooperstown, D. T., on Tuesday the 26th day of April, A. D. 1887, at his office. MICHAEL F. BATTLE, Register, Griggs & MacLaren, Atty's. 9-14

NOTICE OF FINAL PROOF—Land Office at Fargo D. T., March 9th, 1887.
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THE CENTURY.
The April number cuts loose from the super-aesthetic style of alleged poetry, and furnishes some pleasing verses from Amelia Rivers, J. Solis Cohen, Minna Irying and Gertrude Hall.
Mrs. Schuyler van Rensselaer, the architectural crank, describes Canterbury Cathedral; Professor Whitney attacks "The Veda"; Frank R. Stockton continues his "Hundredth Man"; Edward Atkinson has a fine essay on the "Margin of profits," which may afford useful information to communists, dynamiters and trade-unions. "English as she is Taught," by Mark Twain, is a kind of introduction to the book of a more obscure author, and demonstrates that Mark's sense of humor is not getting gross and dull as old age approaches him. The most interesting installment of the life of Abraham Lincoln, appears in this number. It is a history of the dark days in Kansas, just before the war, when the border ruffians were wont to cross the Missouri line and control the politics of the territory. The engravings are, as usual, fine.
THE CENTURY CO.,
33 E. 17th St., New York.

regularly from the postoffice—whether directed to his name or another, or whether he has subscribed or not—is responsible for the payment.

2. If any person orders his paper discontinued he must pay all arrearages, or the publisher will continue to send it until payment is made and collect the whole amount, whether the paper is taken from the postoffice or not.

3. The courts have decided that refusing to take the newspapers or periodicals from the postoffice, or removing and leaving them uncalled for, is prima facia evidence of intentional fraud.

4. The taking of a newspaper from the postoffice and refusing to pay for it is theft and any person guilty of such act is liable to criminal proceedings the same as though he had stolen goods to the amount of the subscription.—Ex.

Facts Worth Knowing.

WILLOW, Griggs Co., Dak.,
March 24, 1887.
Messrs. Simington & Miller, agents for the F. M. P. Association of Plankinton.
Dear Sirs: Please receive my thanks for money received, and the fair adjustment of my losses for myself and the association. Respectfully,
[Signed] Mrs. A. C. Root.
Mrs. Root had a partial loss July 5th, 1886, on the 44 acres she insured, and received \$132, which was paid Nov. 15, 1886.

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ARE YOU MADE miserable by Indigestion, Constipation, Dizziness, Loss of Appetite, Yellow skin? Shiloh's Vitalizer is a positive cure. WHY WILL YOU cough when Shiloh's Cuz will give immediate relief. Price 10 cts., 50 cts. and \$1.
SHILOH'S CATARRH REMEDY—a positive cure for Catarrh, Diphtheria and Canker Mouth.
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Physician and Surgeon.

I am out of practice, but if you have plenty of money to pay for forty years professional experience, you can consult me at my drug store for nothing. If you need my services they can be had; but they come high.

C. M. MacLAREN,
Attorney

And Counsellor at Law,
COOPERSTOWN, DAK.

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COOPERSTOWN, DAK.

THEO. F. KEENE, M. D.
Physician and Surgeon

Cooperstown, Dakota.

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COOPERSTOWN, Dak.

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