





**BRainerd TRIBUNE.**

M. C. DUNN, EDITOR.

Official Paper of Crow Wing County.

Office: F. Howell & Co., 40 Park Row, New York...

**County Officers.**

- The following are the County Officers of Crow Wing county...

**County Commissioners.**

- Wallace Beane, chairman, F. W. Paake...

**GOOD OLD BUTLER.**

A rather amusing story is in circulation at the expense of the eminent gentleman from Massachusetts...

"Can't be did," responded "hub," in some irritation...

"Don't believe it. Didn't we get plenty at Bolknap's the other evening?"

"I tell you, now, don't be a fool; there ain't no refreshments, everybody says so,"

"You are quite mistaken, sir," said the Hon. S. S. Cox...

"You'll find him a little stuck up and cross, but you mustn't mind that; tell him to get you ter-rapins."

"This was said so gravely that the two struggled through the crowd to where General Butler stood...

"I say, mister, I am told you are the butler," said the man.

"I'm General Butler," replied Old Strabismus pleasantly...

"I don't care whether you are a general butler or not, but my wife wants some ter-rapins and lemonade."

"Sir?" snorted old B. in amazement and disgust.

"Oh! don't take on airs, old cook. Come, now, hurry up those ter-rapins."

"You must be drunk, sir! you must be drunk!"

"No ho sin't!" screamed the wife.

"He's a Good Templar; he ain't drunk, but I guess you are."

Roars of laughter greeted this, in which S. S. Cox was forced to join.

"I don't understand this extraordinary conduct. What do you want, sir—what do you want?"

"Ter-rapins, I tell you."

"What do you take me for, you good old fool?" roared Benjamin.

"You call me a jessed fool and I'll hit you on the snoot," screamed the man.

At this juncture an officer of the police seized the belligerent husband and led him away amid much laughter.

Butler, turning suddenly, saw the mischief maker.

"I say, Cox, did you do that?"

"Well, yes, I'm afraid I did."

"Well, I owe ter-rapins, and I'll pay you, mind that—I'll pay you."

And the two walked lovingly away.

—In the Green Bay (Wisconsin) post-office a notice is posted up which reads as follows: "Price of 3-cent stamps, 3 cents each; licked and stuck, 5 cents each; the clock will answer the question, 'Has the mail closed?'"

—The Whitewater (Wis.) Register learns that about 100,000 pounds of tobacco have been raised in that vicinity the past year.

**THE COLISEUM AT ROMA.**

The Emperor Neros, after his return from the Jewish war in the year 72 of the Christian era, caused this wonderful Amphitheatre to be built in that part of the ancient Rome where were the ponds and gardens of Nero. It was completed in four years, and his son Titus dedicated it by the slaughter of five thousand wild beasts in the arena.

Adrian caused the colossal statue of Nero to be removed from the vestibule of his own palace, and placed in this amphitheatre, where it was worshipped as Apollo.

The Coliseum derives its name from its colossal dimensions, being about 1,700 English feet in circumference. The form is oval. It was built of immense blocks of Travertine stone, and consists of four stories. The first story is adorned with Doric columns, the second with Ionic, the third and fourth with Corinthian. The entrances were eighty in number, seventy-six being for the people, two for the gladiators, and two for the Emperor and his suite.

Within the walls were twenty stair-cases leading to seats appropriated to the different classes of the people. The seats are said to have held eighty-seven thousand spectators, and the portion or gallery above them twenty thousand. There was an awning which covered the entire edifice in case of rain or intense heat.

Chateaubriand in his Martyrs, says: "There were riots of gold before the seat of the Roman Senators to guard them from the attacks of the wild beasts: The air was refreshed by means of machines ingeniously contrived to throw up wine and saffron water which again descended in an odoriferous dew. Three thousand bronzed statues, fine pictures, columns of jasper and porphyry, crystal balustrades, vases of precious workmanship, decorated this scene of savage cruelty."

A hippopotamus and some crocodiles swam in an artificial canal which surrounded the arena. Five hundred forty elephants, tigers, panthers, bulls and bears, kept for the inhuman purposes of tearing human beings to afford amusement to their savage species, were heard roaring in the caverns of the amphitheatre.

Such were the sports of the Romans when their empire was in the plenitude of its power.

**ALEXIS AS A HERO.**

The Emperor's third son, Alexis, is in the naval service. Somewhat more than a year ago, when holding the rank of midshipman, the flagship in which he was serving was wrecked on the coast of Denmark. The admiral ordered the lifeboats to be lowered, and directed Alexis to take charge of the first boat. The royal midshipman declined to obey the order. It was peremptorily repeated: "I, your commanding officer order you into the boat."

"Admiral, I cannot obey you," said the young prince. "It would not become the son of the Emperor to be the first to leave the ship. I shall remain with you to the last." "But I shall put you under arrest for disobedience of orders as soon as circumstances will allow me to do so."

"I mean no disobedience, but I cannot obey," replied the youthful hero. In due time almost the entire crew reached the shore in safety, only some four or five having perished in the transit from the ship. Among the last to land were the admiral and the Grand Duke Alexis. Tents were hastily erected from the sails and spars saved from the wreck, and the rigid discipline of ship-life was promptly resumed. The young prince was placed under arrest for his previous disobedience of orders. As soon as possible the Russian Minister at Copenhagen was informed of the facts, and telegraphed them to the Emperor, from whom he received the following reply: "I approve of the act of the admiral in placing the midshipman under arrest for disobedience of orders, and I bless and kiss my son for disobeying them."

—An Indiana farmer has lost fifty dollars worth of eggs from lack of ventilation. Hog barns and enclosures should be warm, but they must be built so that fresh air may circulate freely over the animals.

—The "meanest man" in Central Illinois is a farmer living near Deostler. He discharges his laborers Saturday night, an charge them for lodging and board over Sunday.

**SPREAD WHEAT AND THE CHANGING PRICE.**

The comparatively high price of wheat may lead farmers to sow large quantities of this grain the coming Spring, right in the face of threatening danger from the ravages of the chinch bug in regions so infested. It is true, early sowing and early ripening may prevent the worst consequences, but it is not to be relied upon with certainty. Early sowing on a well pulverized soil, seeded with not less than one and a half bushels per acre, of plump, healthy grain placed within half an inch of the surface of the ground, are prerequisites to success.

It has been hoped that the severity of the Winter would lead to lessen the number of bugs the coming year, but this does not follow as a natural consequence. It is denied by entomologists that the chinch bug winters above the ground in corn-stalks, but our observation is different, for we have found them alive and apparently healthy in the Winter under the blades, and among the husks. Our observation, too, is that the bugs do more damage to wheat sown on corn-stalk ground, than upon stubble ground plowed in the Fall. —Western Rural.

**FARMERS' CLUBS FOR MUTUAL PROTECTION.**

Dr. R. H. Anderson, one of the editors of the Hannibal, Mo., Courier, in an article in relation to grain rings whose ramifications extend over the country, and are participated in by railroads and elevator men, pertinently asks:

"Why not form clubs in every township in the State, for mutual protection. The present objects of these clubs are good enough in their way, but do not meet the necessities of the case, afford you no protection to your great interests, do not counteract the plots against you. Perfect your organizations, extend the objects and influences of these associations, and make, as you can, your influence felt in every market; indeed control the produce market so far as speculation is concerned. Let supply and demand be the rule of prices, and you can make it so by union of effort and an arrangement by which all producers may sell when they wish, and not have their produce forced into market at the lowest of the trader."

**CARE OF POULTRY.**

At this season of the year, the necessity for dryness and thorough ventilation in our coops (Poultry Houses) cannot be too forcibly instilled into the minds of our posteriors. The coops should be dry, the soil even draughts, and, if properly constructed, need no artificial heat.

Fowls should not be allowed to roam on the frosty grounds in winter, and if the coops are not constructed, they will thrive much better during the winter months in confinement, if fed with a variety of food and well supplied with ground bone, which I consider an indispensable article for laying fowls.

My coops (twelve in number) contain twelve fowls each. They are not allowed to run until April. They are fed as regularly as my other stock, and the coops cleaned every morning; and with such care, my fowls are more remunerative than any farm stock I can keep, returning in value of eggs at market price, 200 per cent. above the actual cost of food and care.

My favorites are still the Light Pencilled Necked Brahma, which breed I have bred for the past twenty years, and in style, color and size, have this season arrived as near perfection as I expect to attain. —J. S. Lee, in N. H. Mirror and Farmer.

—Three Southdown sheep—a ram and two ewes—were recently purchased in Mason, Ill., by an agent of the Japanese government, to accompany the cargo of choice animals now being accumulated in this country, for use upon the experimental farm of the Mikado, under the management of Commissioner Capron. The purchases of sheep, we understand, are to include the choicest animals to be had in all the established breeds. A son of General Capron is the purchasing agent.

—The parent who sends his son into the world uneducated, deprives the community of a lawful citizen, and bequeaths to it a nuisance. —Hector Kent.

**PROCLAMATION**  
**J. C. WALTERS,**  
**FIRST ANNUAL ADDRESS**  
TO ALL  
**Saloon Keepers**  
On the line of the N. P. R. R.,  
AND TO WHOM IT MAY CONCERN:  
Be it known that I have again opened up a strictly Wholesale Establishment for the sale of  
**WINES, LIQUORS, and CIGARS,**  
AT MY OLD STAND, ON FRONT STREET, BRainerd, MINN.

This being the only establishment in this part of the country, the public in general will find it greatly to their advantage to call and examine my stock before purchasing elsewhere.

**St. Paul, Duluth, or St. Cloud,**  
BILLS DUPLICATED HERE.

Strict attention paid to all orders, LARGE OR SMALL. Anything that customers want outside of my line will be purchased and put to their bill.

I tender my sincere thanks for their kind sympathy during my late FIERY MISFORTUNE.

SPECIAL NOTICE.—Strangers visiting the city will do well to call and see me. They will find my SAMPLE Room stocked with the best in the trade.  
J. C. WALTERS.

**A SUCCESS!**

Call and see the New "Davis" Vertical Feed Sewing Machine.

Live Agents wanted in Northern Minnesota, to whom unparalleled inducements will be offered.

We have the Simplest Machine in the world.

**J. P. DUNN,** Agent, Brainerd.  
**CHILDS & MULFORD,** State Agents, 236, Third Street, St. Paul.

**MILT ASKEW'S BILLIARD HALL,** Front Street, Brainerd, Minn.

This Billiard Hall is furnished with Brunswick's Champion Tables, and is elegantly fitted up throughout, for the entertainment of the public. At the bar may be found the choicest Wines, Liquors & Cigars to be found West of Chicago. Call and see.

Live! And Let Live! SALOON.

DAVID MULLEN, Prop., Brainerd, Minn. CORNER FRONT AND FRONT STS. The bar always supplied with choicest liquors, cigars, etc. SALL TWICE A WEEK. Patrons treated in a gentlemanly and courteous manner, and good order positively enforced.

**City Restaurant** FRONT STREET, BRAINERD, MINN.

DEWEE McHANNAL, Prop. The City Restaurant has been thoroughly refitted throughout and no pains will be spared TO MAKE GUESTS COMFORTABLE. Conveniently Situated to Business. Tables furnished with The Best the Market Affords.

Meals at all hours, and heard by the West of reasonable rates.

**J. P. DUNN, & Co.,**  
**DRUGGIST.**  
DRUGS, Paints, Oils, Varnishes, Glass, &c., &c.  
CORNER FIFTH AND FRONT STREETS, BRAINERD, MINN.

**MILWAUKEE, ST. PAUL** AND MINNEAPOLIS RAILWAY, VIA McGEORGE AND MILWAUKEE.

THE ONLY ALL RAIL LINE. And the only route by which baggage is checked through.

Milwaukee, Chicago, and ALL EASTERN POINTS.

Passengers change cars only at terminal points. This securing seats in closed coaches. A good night rest in sleeping cars or night train.

On and after December 1st, EASTERN EXPRESS TRAIN leaves and arrives at St. Paul as follows:

ACTIVE & SOON Depart 1:00 A.M. On and after December 1st, Active train arrives here at 11:30 A.M., departs at 4:50 P.M.

MINNEAPOLIS & ST. PAUL TRAINS. Arrive 7:30 A.M. Depart 10:30 A.M. 5:30 P.M.

Daily through excepted. Daily through excepted by J. P. DUNN, Agent, at St. Paul, Union Depot, corner of Third and South streets, and Depot office, East of Summit street, St. Paul. J. P. DUNN, Superintendent. A. W. CAMPBELL, Gen. Agent. I. K. HERRILL, Gen. Manager.

**BISHOP & MARTIN,** Front Street, BRAINERD, MINN., Dealers in Family Groceries & Provisions.

LIQUORS, CIGARS, SHIRTS, SOCKS, TRAPS, NOTIONS, &c., &c.

Country Produce Bought and Sold.

St. Paul Prices paid for FURS. FEATHERS, and other productions incident to this region brought at highest market price.

Goods sold cheap for cash.

**THE Brainerd Tribune**  
M. C. RUSSELL, Editor.

**A Princely Present to General Ira Spaulding.**

General Ira Spaulding, Chief Engineer of the Minnesota Division of the Northern Pacific Railroad, was made the recipient of a present by his noble Corps of assistant engineers who have been with him during the discharge of the important and laborious duties attached to his elevated position, the character of which is well calculated to convey to him the warm feelings and esteem entertained by the givers.

The General's mission hitherto in the capacity of Chief Engineer, has ended—the line is now complete. We take the following from the Duluth Herald, and fully endorse the references made to General Spaulding, and could even say more of him, but we forbear.

Amongst the men whose exertions have greatly helped to stretch the men rails westward from Duluth, no one is deserving of more honorable mention than General Ira Spaulding, Chief Engineer of the Minnesota Division of the Northern Pacific. To him belongs the credit of having engineered and completed the first great division of the line; and it affords us unfeigned satisfaction to inform our readers that, in connection with his work in that direction, the most pleasant episodes in life which renders existence on this mundane sphere unusually agreeable has lately transpired. It gives us much satisfaction to be able to lay before our patrons a few of the particulars connected therewith, which are as follows:

It being known to the various assistant chief engineers who have been engaged on Gen. Spaulding's corps that the chief had successfully accomplished the arduous duty of laying out the pathway for and completing that part of the great northern trans-continental line extending from Lake Superior to the Red River of the North, he was desirous to resign his position, they, with one accord, determined to associate with his act of retirement some manifestation of their appreciation of not only the goodness of his head and heart but also of his ability. Without any necessary clamor and in so quiet a way that even their most intimate friends and acquaintances—as well as those prying fellows, the newspaper men—were kept in the dark as to their motives, a committee in question contributed the necessary funds and ordered for presentation to General Spaulding a valuable evidence of their good-will and consideration for his untiring zeal and uniformly clever department forward them.

The token tendered, in so delicate and touching a manner by his earnest and sincere assistants to Gen. S., is one of which we will be proud to consist of a magnificent massive-cased gold watch, with plain heavy vest chain, with seal; plain heavy watch chain, and very elegant heavy moss-agate ring, made in Paris expressly for the purpose. The watch, which was manufactured by the U. S. Watch Co., bears the following inscription:

A TOKEN OF REGARD TO OUR CHIEF ENGINEER, GENERAL IRA SPAULDING,  
From his Assistants on Minnesota Division  
N. P. R. R.  
February 29, 1872.

Col. Wm. B. Gaw, Engineer-in-Charge of the Duluth Docks and Harbor Improvements of the Company, having been appointed a committee to tender Gen. S. the gift, which he had previously been secured in New York by Gen. Thos. L. Rosser, formerly Gen. S.'s Principal Assistant and now Chief Engineer of the Dakota Division), through M. C. Kimberly, Esq., with the following kind and feeling letter:

NORTHERN PACIFIC RAILROAD,  
Duluth Docks and Harbor Improvements,  
DULUTH, March 20, 1872.

General Ira Spaulding, Chief Engineer Minnesota Division Northern Pacific Railroad.

DEAR GENERAL—The undersigned, appointed a committee on behalf of the Civil Engineers of the Minnesota and Dakota Divisions of the Northern Pacific Railroad, to present you with a slight testimonial of their esteem, in view of your retirement from the active duties of the profession, and the termination of your connection with the road, transmits herewith, through M. C. Kimberly, Esq., the accompanying souvenir, which you are requested to accept as a token of the good-will and respect ever entertained toward you by the Civil Engineers under your command.

Your uniform courteous demeanor toward them (the seal displayed by you in the production of the great enterprise with which you have been identified as a pioneer engineer from the first when the first stake of the line was struck at the head of Lake Superior until the final completion of your division and the waters of the Red-River of the North were reached (the iron rail) your acknowledged integrity and professional attainments make us the more regret the severing of ties which have so long bound us together in professional duty.

Hoping that you will be as successful as pleasant as the past has been may I am, very respectfully, yours, &c.,

Wm. B. Gaw,  
Engineer-in-Charge.

Eng. Kimberly having performed, on the 21st, the agreeable task assigned him, General Spaulding acknowledged his deep sense of gratitude for the honor conferred in the subjoined reply to Col. Gaw's communication:

NORTHERN PACIFIC RAILROAD, Minn. Div.,  
Duluth, Minn., March 25, 1872.

DEAR COLONEL—I am in receipt of your note of the 20th inst., accompanying the beautiful "souvenir" sent me by you through Mr. Kimberly on behalf of the Civil Engineers of the Minnesota and Dakota Divisions, Northern Pacific Railroad.

These "Tokens of Regard" from my late assistants, and the kindly sentiments conveyed to me in your letter, which have touched me deeply. No man was ever more ably or generously seconded by his assistants than I have been on this line, or more fortunate in having associated with him men worthy of affectionate regard and esteem.

To you, my dear Colonel, and to all those gentlemen whom you represent, I wish a most happy and prosperous future, and

feel sure that, like all good engineers, your greatest reward for severe labor and privations, will be the assured success and prosperity of the great enterprise to which you are devoting all your energies and the best years of your lives. Sincerely yours,  
I. SPAULDING,  
Col. W. B. Gaw, Eng'r-in-charge, &c."

**The Northern Pacific in Great Britain.**

The people of Great Britain find in the Northern Pacific Railway not only a profitable and desirable field for investment, but a powerful agency for the consolidation and development of their colonial possessions extending from Halifax to the Pacific Ocean, and for the maintenance of their trade with the far East. Below are given brief extracts from recent articles in leading British journals, which indicate the cordial good will extended to the enterprise by the English Public:

The whole area of England and Scotland is about fifty-seven million acres, and that of England, Scotland and Ireland is about seventy-five millions; so that the territory given by the American Government to the Northern Pacific Railway Company exceeds that of Great Britain by three millions of acres, and is only fifteen millions of acres less than the whole area of the United Kingdom.

Our interest in this particular American enterprise arises from the circumstance that it appears to open up to us a portion of our own dominions which have hitherto been almost inaccessible.

In short, from the Eastern to the Western terminus of the line that is now being surveyed a region most desirable for settlement and rich in resources, whose development will be almost as profitable to British as to American interests.—[London Morning Post.]

Our American cousins are given to acting while we are debating and planning. In the recent completion of the Northern Pacific Railway across the State of Minnesota, another stride has been taken in that path which has for its goal the rendering accessible to industry and civilization every available portion of the globe. What has already been accomplished in the completion of the Minnesota Division of the Northern Pacific Road is of immense importance in furnishing access to and an outlet for Manitoba and our other British provinces in the Northwest.

This great work has commenced under the most favorable auspices—not alone in a commercial but in an international sense. If by the time the construction train of the Northern Pacific is reaching along the rich valleys of Montana, a branch line in a northerly direction shall not have been projected to tap direct the fertile British-American provinces of the Saskatchewan, we shall be disappointed in our estimate of the enterprise of those at the helm of this great project.—[London Morning Advertiser.]

The importance of the Northern Pacific line has been acknowledged by the United States Government by endowing the Company with the largest Land Grant ever made for any public work in the United States.

The value of the property possessed by the Company is undoubted, and the bonds will, we have every reason to believe become a favorite source of investment not only in the United States, but on this side of the Atlantic, where (despite one or two exceptions) American Railway securities are rapidly growing in public estimation.

We may add that a glance at the names of the Directors of the Northern Pacific Company shows that the management is in the hands of gentlemen of well-known standing, many of whom have had great experience in connection with other important lines.—[Railway Gazette, London.]

The importance of the Northern Pacific Road, or the value of the security it offers can scarcely be overrated, and as such we commend its First Mortgage Bonds to the consideration of any of our readers who are seeking first-class investments or contemplating a settlement on the other side of the Atlantic, the bonds being available to pay for lands or the Company at \$1.10 United States currency.—[Liverpool Journal of Commerce.]

Much of the territory which the Northern Pacific route traverses is of unsurpassed fertility. The soil and climate are alike favorable to the farmer, for when tillage ceases to be profitable the land is available for grazing.

And here the fact should not be lost sight of, that by its connection at one end with the Canadian lines and by its proximity to British Columbia at the other, it will become an international line fraught with social and commercial advantages to both countries, and the link to strengthen that political chain by which we are every day becoming more closely allied in feelings and aspirations with our cousins in America.—[Nottinghamshire (Eng.) Guardian.]

In whatever way the Northern Pacific Railroad is regarded, whether as to executive management, route, resources, or business, it is a great enterprise of universal interest. The northern portion of the American Continent is rapidly being opened up as a result of the union between the trans-Atlantic and European railways, and especially the

Northern Pacific Railway, will naturally command a great through traffic; and the local business will increase year by year with the development of the country. The line passes through one of the best wheat-growing regions in the world, and through districts teeming with many kinds of mineral wealth. These are the elements that attract population, and population implies industry, by which wealth is accumulated and distributed.—[Money Market Review, London.]

Evidence is afforded that the local traffic will be enormous. Beyond Dakota the route lies through Montana, three times the size of the Empire State of New York, with lands of unsurpassed fertility, unequalled for grazing purposes, and with large deposits of gold, silver, copper and coal—features which, with its pure and salubrious atmosphere and dry climate, are sure to draw to it an immense population. \* \* \* With the extension of the line to Puget Sound, goods will be conveyed between Liverpool and Yokohama in 13 days less than by the Suez Canal. Thus, independently of colonial interests, Great Britain, which can afford to neglect nothing that will end in maintaining her ascendancy in the far East trade, has an immense stake in the completion of the Northern Pacific Road.—[Herepath's Railway Journal, London.]

California has ripe blackberries. England trots out a horse named "Sterling" which is claimed to be the fastest in the world.

Cyrus W. Field, having successfully laid a cable or two, would now like to connect England and America by accord.

Miss Heider, of Indianapolis, being unable to hide her indignation, uses one Oehler for a breach of promise.

A Wisconsin editor speaks of a wind which "just sat on its hind legs and howled."

**Prospectus.**  
SEVEN-THIRTY GOLD LOAN.

In its First Mortgage Gold Bonds the Northern Pacific Railroad Company furnishes to the public an Investment Security which combines the ready Negotiability, the Convenience, and the high Credit of a first-class Railroad Bond, with the Safety and Security of a Real Estate Mortgage on Land worth at least twice the amount loaned.

These Bonds, which AFTER FULL INVESTIGATION, WE STRONGLY RECOMMEND AS A RELIABLE AND USUALLY PROFITABLE INVESTMENT, AND WHICH NOW STAND AMONG THE MOST SOLID AND FAVORITE SECURITIES, have the following leading features:

1. The issue is limited to \$50,000 per mile of road; holders are exempt from United States tax; the Principal and Interest are payable in Gold—the Principal in thirty years, and the interest (at the Banking House of Jay Cooke & Co., New York) semi-annually, first of January and July, at the rate of 7 3/4 per cent. per annum—nearly 8 1/4 per cent. currency. Denominations: Coupon, \$100, \$500 and \$1000; Registered, \$100, \$500, \$1000, \$5000 and \$10,000. Present selling price, PAR AND ACCRUED INTEREST IN CURRENCY.

2. The bonds are a First and Only Mortgage on the Road, its Equipments and Earnings, and also on a Land Grant which, on the completion of the Road will exceed 23,000 Acres to each mile of track, or 600 acres of Land to secure each \$1000 bond.

3. They are at all times redeemable at PAR PER CENT. PREMIUM (1.10), in payment or exchange for the Company's Land at market prices—a provision which practically gives the holder of these mortgage bonds the power of foreclosure at will.

4. The proceeds of all sales of Land are required to be devoted by the Trustees of the bondholders as a Sinking Fund to the purchase and cancellation of the first mortgage bonds, or temporarily to the payment of interest thereon, if necessary. This provision will make the Railroad Company itself a constant and heavy purchaser of its own securities in the open market from the time the Road is completed until the bonds mature, or are all brought in. The effect of this will naturally be a steady rise in the value of the bonds.

EXCHANGING U. S. 5-20's.—In view of the ability and fixed policy of the Government to call in all its 5-20's and substitute a low interest bond, many holders of 5-20's are exchanging them for Northern Pacifics, thus adding to their principal the present premium on Government Bonds, and increasing their yearly interest income nearly one-third.

All marketable stocks and bonds will be received (by express or otherwise), at current prices in exchange for Northern Pacific seven-thirties without expense to the investor. Pamphlets and full information will be furnished on application.

**Jay Cooke & Co.,**  
Philadelphia, New York and Washington.  
Financial Agents Northern Pacific Railroad Company.  
FOR SALE BY BANK AND BANKERS

**Something NEW!**

**HARDWARE AND STOVES.**

**Branch of the Oldest House in the State.**

**E. H. DAVIE, Pro.**

COR. FRONT AND FIFTH STREETS,  
BRainerd, MINN.

TINWARE, NAILS, AXES,  
MECHANIC'S TOOLS,  
WOODENWARE, CUTLERY,  
TABLE-WARE,  
And in short everything usually found in a FIRST CLASS ESTABLISHMENT.

**AGENT FOR MONITOR PLOW WORKS, OF MINNEAPOLIS.**

**THE People's STORE!**

**H. A. Hills.**

**FRESH Spring AND Summer STOCK!**

Consisting in part of  
**Dry Goods, Fancy Goods, Clothing, Gents' Furnishing Goods, Hats, Caps, Notions, Groceries, Provisions, Liquors, Etc.,**

**Wholesale and Retail.**

**All goods shown with pleasure. Competition defied, either in quality or prices!**

**Duluth Business Houses.**  
C. H. Eyster & Bro.  
Wholesale and Retail  
**Drugs, Chemist's**  
PATENT MEDICINES,  
And Pharmaceutical Specialties, &c. Or-  
ders solicited and promptly filled.  
DULUTH, MINN. 21-2m

**Hunter & McLeas,**  
STOVES AND TINWARE,  
Superior Street, Duluth, (opposite Clark House).  
All kinds of Tin and Sheet-iron work with neatness and dispatch at low rates.  
21-6m

**Woodbridge & Forbes,**  
Wholesale Stationers,  
**BOOKSELLERS,**  
Publishers of LEGAL and Real Estate BLANKS, and dealers in SHEET MUSIC, and WRAPPING PAPER and TWINES.  
At Manufacturer's Prices!  
DULUTH, MINN.  
Orders by Mail promptly filled. 21-1y

**N. Peterson,**  
Watchmaker and Jeweler,  
DULUTH, MINN.  
Has always a large stock of Watches, Clocks and Solid Gold Jewelry on hand. Any goods ordered by mail will be sent promptly by Express, C. O. D. Satisfaction guaranteed—if not, return at my expense.  
21-1y

**George W. Cottrell, Dealer in Hardware, Nails, STOVES AND TINWARE,**  
Hayes' Brick Cook, Superior Street, Du-  
luth, Minn.  
Orders for all kinds of Tin and Sheet Iron Work promptly executed. 5-3m

**C. Poirier, Manufacturer and Wholesale and Retail Dealer in Boots and Shoes,**  
SUPERIOR STREET,  
North Side, between First and Second Avenues, east DULUTH. Superior work and moderate prices.  
My aim is to make the best Boots and Shoes to be found at the head of Lake Superior. I keep an agent traveling from the JUNCTION TO THE END OF THE ROAD, and any measure or order through him will receive my best attention. Dealers will find my prices very low for custom work. Boot Pats a specialty. I can supply merchants on short notice. Samples will be sent when requested. [5-6m] C. POIRIER. 21-1y

**J. Kimball, Merchant Tailor.**  
And dealer in GENTS' FURNISHING GOODS,  
SUPERIOR STREET, DULUTH, MINN. [5-1y]

**E. W. Clark & Co. BANKERS,**  
DULUTH, MINN.  
Bonds, Land Warrants, and Land Scrip, Bought and sold.  
Issue Bills of Exchange, payable in principal cities of Europe.  
Passage Tickets To or from all important cities of Europe.  
LIBERAL INTEREST ALLOWED ON TIME DEPOSITS. 21-1y

**Oswald & Rothschild,**  
Wholesale dealers in  
**Wines, Liquors, Cigars,**  
TOBACCO, FANCY GOODS, &c.  
Wholesale Agents for Warner's Celebrated Wine of Life and English Gin.  
Orders filled at Manufacturer's Prices. 21-1y

**Francis Berqueux, Oscar F. Johnson, Berqueux & Johnson,**  
Wholesale and Retail  
**BOOKSELLERS AND STATIONERS**  
And General News Dealers.  
WALL PAPER, SCHOOL BOOKS, and Views of Minnesota Scenery.  
Superior Street, DULUTH, MINN. Near 1st Avenue East. 21-1y

**C. W. Brayton, Watchmaker and Jeweler,**  
FRONT ST. BRainerd.  
Also dealer in Watches, Clocks, Jewelry, &c. &c. Repairs of all kinds done promptly and at reasonable rates. 1-1y

**A. T. Waterbury, Contractor and Builder,**  
BRainerd, MINN.  
Is prepared to take contracts for building in this city and vicinity. All descriptions of building done promptly, and in a thoroughly workmanlike manner, and at reasonable rates. Plans and estimates made a specialty. Estimates on all kinds of work given promptly. 21-1y

**Hotel Sveen, Corner Leavelle St. and Broadway, BRainerd, MINN.**  
Wick & Mahlen, Proprietors.  
This hotel is the finest in the city, and is beautifully located, with an abundance of water, and good stabling on the premises. Everything new, convenient and comfortable. Charges moderate. The public cordially invited to call.  
6-1y

**BEAULIEU & HENNINGSON,**  
(Successors to Peake & Wakefield.)  
FRONT STREET, BRainerd.  
Have on hand, and to arrive, a large and complete stock of  
**DRY GOODS, Groceries, Etc., Etc.**  
Low Prices Guaranteed.  
We do business on a strictly cash system, and persons desirous of making close bargains will find it to their advantage to call and see us before purchasing elsewhere.  
6-1y

**FOR SALE! The 'Albert Hall'**  
BUILDING AND SALOON,  
Brainerd, Minn. A great bargain for the ready cash. Apply to, or address, 237 WARD & SAUNDERS, Brainerd, Minn.  
**Pine Restaurant, Front St., Brainerd Minn.**  
W. M. FALCONER, Proprietor.  
First Class Accommodations in the Restaurant Line.  
Tables furnished with all the Good things incident to the season, and courteous attention paid to guests.  
MEALS AT ALL HOURS.  
And regular Board and Lodging furnished when desired.  
AT REASONABLE RATES. 1-1y  
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**Caswell & Davy, Photographers,**  
And manufacturers of STEREOSCOPIC VIEWS.  
DULUTH, MINN.  
Views on the Northern Pacific and Lake Superior & Mississippi Railroad, Dulles of the St. Louis River, and Duluth City.  
Constantly on hand. Parties visiting Duluth are invited to call and inspect our rooms and work. We produce photographs from miniature to life size in the latest style of the art. Copying and enlarging old pictures a specialty. 21-2m

**Eating House AND Confectionery**  
N. P. JUNCTION. J. M. SMITH, Prop.  
"Square Meals" at all hours and at moderate prices. Fruits and Confections, News papers and Periodicals. At the Post-office, just north of Depot. Railroad travelers, and others, please take notice. 21-1y

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