

AROUND TOWN.

The hole in the wall is stopped up. Seeding is about over, as to wheat. Rev. C. L. Westburg has a new horse, as big as the two old ones. Halvor Arestad is the name of Syverson's new clerk. Dr. Newell has acquired a new show case, of which he is justly proud.

Dr. McGuire has a new fence, in which a young man got tangled, a few nights since.

Claus Jackson is done with spring work, and has gone to Larimore. He has a girl up there—perhaps.

Mrs. Allen Breed and her mother, Mrs. Stewart, arrived from the east last night.

Simington & Miller have not started out with a flourish of trumpets; but, as will be seen by our columns, they are doing a little banking business, which is liable to increase.

R. M. Cowen, Rev. Purinton and T. P. Whidden have purchased lots on the mountain, north of town. The two gentlemen first mentioned have commenced to build on their property.

Somebody in town owns a number of black porkers that conduct themselves as though they had bought out the townsite. They are common nuisances, and should be taken care of.

John H. McDermott has a new single driver. If he is not very handsome, when he gets one of John's gold plated harnesses on, no one will know it.

Mrs. Knud Thompson presented her husband with a fine boy, Thursday morning. Mr. and Mrs. Thompson are the parents of the first child born in Cooperstown, and the last—unless we have missed a later item.

Viola Ann Ashby was married at Cooperstown, yesterday, to Theodore Neirenberg. Mr. Neirenberg has purchased her father's farm, where the newly married couple will reside.

Wm. Rickford, of Bue, has 200 acre of wheat already sown. His crop will consist of 200 acres, all told. He used only one seeder. If we hear any more such talk about him we shall quit calling him Wild Bill.

D. R. Swartout reports real estate active, and the sound of the axe hammer, and other tools of iron, in the blue grass region, where he lives, which is one of the garden spots.

Mr. R. C. Cooper wants it distinctly understood that those hogs do not belong to the Cooper farm. His hogs are so fat they can't walk over to town, if they try.

Lawrence Bros. have commenced their building. It will be of concrete, 50 by 65, one story in height, and used as a general store. The firm is one of the most substantial in this section of country, and will undoubtedly be of great benefit to the town.

Any person who is accustomed to glance over the outside of a paper, and skip the inside, for fear of running upon stale matter, will do well, always, to bring his COURIER to the office, and have the devil run it through the paper cutter for him, so that he can get the worth of his money.

Attention is called to the card of the VanDusen, Eliot Company. It is one of the heaviest firms doing business in the Northwest, and prides itself in doing a commission business, without running the risk of failure by heavy speculation. Its conservative method of doing business is demonstrated in the retention of the sterling elevator man, G. N. Stork, in his old place.

Several exchanges come to our table with this hit: "After you get on your ear and make up your mind to 'stop' your paper to make the editor feel humiliated, just poke your finger in water and pull it out and look for the hole. Then you will know how sadly you are missed. The man who thinks a paper cannot survive without his support, ought to go off and stay awhile. When he comes back he will find that half his friends didn't know he was gone. The other half didn't care a cent and the world at large hadn't kept any account of his movements whatever. You will find things you cannot endorse in every paper. Even the Bible is rather plain and hits some hard licks. If you were to get mad and burn your Bible the hundreds of presses would still go on printing them, and if you were to stop your paper and call the editor all sorts of hard names the paper will still be published and what is more, you will sneak around and borrow a copy of it every week from your neighbor. It would be much better to keep your vest pulled down and your subscription paid a year in advance."

Death of Allen Breed.
Allen Breed, a member of the first board of county commissioners, and a well known farmer of Griggs county,

died of consumption at Denver, Col., where he had gone for his health, April 6th. Mr. Breed left Cooperstown Feb. 3d, apparently in better health than for some years. He leaves a wife, but no children. Mr. Breed was one of our best citizens, and his loss will be deeply felt by the community.

Fast Passenger Trains at Last.

Limited Trains Between St. Paul, Minneapolis, Milwaukee and Chicago.

On and after May 2d, 1886, the Chicago, Milwaukee & St. Paul Railway will, in addition to its present excellent through train service, place extra trains on its Short Line between St. Paul, Minneapolis, and Milwaukee and Chicago, to be known as "Limited," which will make the run between St. Paul and Chicago in twelve hours and twenty minutes, and between Minneapolis and Chicago in twelve hours and fifty-five minutes. These trains will run daily, except Saturday, and the east bound train will leave Minneapolis at 7:00 p. m., St. Paul at 7:35 p. m., arriving at Milwaukee at 5:20 a. m. and Chicago at 7:55 a. m. The west bound train will leave Chicago at 7:30 p. m., Milwaukee at 10:05 p. m. and arrive at St. Paul at 7:55 a. m. and Minneapolis at 8:30 a. m., thus enabling passenger to get supper at starting point and breakfast at destination. These trains will be a great convenience for business men, commercial travelers and all other first class passengers. Each train will be made up of Pullman's newest and best sleeping cars, with smoking compartments, elegant day coaches and baggage cars.

No extra passage fare will be charged, and for such as desire sleeping car accommodations the charge for berths will be the same as heretofore. First class tickets only (including book mileage tickets) will be accepted on the "Limited." For further details passengers are referred to the time-table and other advertising matter of the Chicago, Milwaukee & St. Paul Railway and to the Coupon Ticket Agents throughout the Northwest.

Ballou's Magazine.

We have received the May number of this well known magazine. It gives the opening chapters of what promises to be an exceedingly interesting Serial story by Theodore Arnold, entitled "After the Wedding," handsomely illustrated, together with a choice and varied selection of complete stories, sketches and poetry, by the best authors, Puzzle Page, the Housekeeper, Humor, etc., all making a most entertaining, instructive and amusing table of contents for family reading. Price, \$1.50 a year. Address, G. W. Studley, 23 Hawley st., Boston.—*Adv.*

Clair felt as if the ground were giving way, beneath her feet, and her heart seemed to swell as if to choke her.—*Newspaper Novel.* Clair has probably trodden on a banana-skin. When she strikes the sidewalk her head will probably swell as big as her heart.—*Boston Commercial Bulletin.*

"How old are you?" asked a Justice of the Peace of "Jim" Webster, who was under arrest for stealing chickens. "I dunno," said the ducky. "When were you born?" "What am de use ob my tellin' you 'but my buffiday; you ain't gwine ter make me no buffiday presen."—*N. Y. Tribune.*

THE PEOPLES' LINE.

FARGO & SOUTHERN RAILWAY.

FARGO and ORTONVILLE

is prepared to handle both Freight and Passenger Traffic with promptness and safety. Connecting at Ortonville with the Chicago, Milwaukee & St. Paul system, the Fargo & Southern thus makes another

GRAND TRUNK LINE

The People's Line is superb in all its appointments; steel rails; elegant coaches on all night trains, and its rates are always as low, and time as quick as other lines.

Through Passenger Trains daily each way between Fargo and St. Paul without change, connecting at Union depot, St. Paul, with all eastern and southern lines.

When you go east or come west try the Fargo & Southern.

Trains leave Fargo for Minneapolis and St. Paul and intermediate stations, at 7:50 p. m. and 7:30 a. m. Arrive at Fargo from St. Paul and Minneapolis at 8:30 a. m. and 8:20 p. m.

Tickets for sale at all principal stations for St. Paul, Chicago, and all eastern and southern states.

A. V. H. CARPENTER,
Gen. Ft. and Pass. Agt.

JOHN N. JORGENSEN,

Land Attorney!
CLERK OF DISTRICT COURT,
Final Proofs Contests and Conveyancing Attended to.

THE WHITE CROSS.

A Society that is Endeavoring to Promote Purity.

One of the latest societies which have sprung up to combat a social evil is the Society of the White Cross. It already numbers more than 1,000 members in New York, and is establishing branches everywhere. The objects of the order is included in the following rules, to which every young man subscribes on joining the society:

1. To treat all women with respect, and endeavor to protect them from wrong and degradation.
2. To endeavor to put down all indecent language and coarse jests.
3. To maintain the law of purity as equally binding upon men and women.
4. To endeavor to spread these principles among my companions and try to help my younger brothers.
5. To use every possible means to fulfill the command: "Keep thyself pure."



REV. B. F. DE COSTA, D. D.

The leader of the White Cross movement in America is the Rev. B. F. De Costa, D. D., rector of the Protestant Episcopal Church of St. John the Evangelist, West Eleventh street, New York. He is of Huguenot descent and of an old Boston family, being born in 1811. He received his degree from the College of William and Mary and is a member of the Boston university. He spent a number of years in study and historic research in Europe, acquiring large stores of rare material relating to early American history. He was chaplain of the Eighteenth and Fifth Massachusetts infantry. He was in the battle of Bull Run and went through the peninsula campaign. Before this he built a church at North Adams, Mass., in 1858 and afterwards was rector of St. Mary's, Newton Lower Falls. Disabled somewhat by hardship in the war, he assumed the editorship of The New York Christian Times in 1863, having previously shown unusual literary abilities and attracted attention as a writer. He afterwards edited The Episcopalian, and in 1882 and 1883 was in charge of The Magazine of American History. He has contributed largely to the magazines and has published some thirty volumes. His work on the "Pre-Columbian Discovery of America" attracted much attention, and is now one of the rare Americana. He also wrote a novel, "The Rector of Roxburgh," under the nom de plume of "William Hickling." He is equally at home in the learned discussions of historical societies, where he forms such a prominent figure, and in circles for the amelioration of poverty and sorrow. He maintains that the social evil is the greatest of all evils, and that vice alone can make our politics dangerous and bring the downfall of the nation. He is an able and eloquent preacher and one of the best known men in New York, his services being in constant demand for every good work having in view the moral and intellectual elevation of the people. In 1882 he began moral purity work, and in February, 1884, organized the first White Cross society in America. The work has now spread all over the United States, being, like temperance work, un denominational. Dr. De Costa holds that the White Cross, purity, and the White Ribbon temperance, must go together.

Promoted to Succeed Gen. Terry.



GEN. THOMAS H. RUGER.

To the vacancy created by the promotion of Gen. Terry the president has nominated Col. Thomas H. Ruger. Gen. Ruger was a New York boy, but was appointed in 1850, at the age of 17, to West Point from Wisconsin, from where he graduated with high honors in 1854, he being the third in his class and Gen. O. O. Howard the fourth. Entering the Engineers, as his rank entitled him to do, he was engaged for a few months on the construction of the defenses of New Orleans, but the following spring, April 1, 1855, resigned and opened a law business at Jamesville, in which he was occupied until the outbreak of the civil war, six years later. His first command in the war was as lieutenant colonel of the Third Wisconsin Volunteers in the summer of 1861. He became colonel of this regiment in August, and was on duty in Maryland and in the Shenandoah valley during that and the succeeding year, taking part in the combat at Winchester, May, 1862, and in the battles of Cedar mountain, August 9, and Antietam, Sept. 17. He was made brigadier general of volunteers, Nov. 29, 1862, and as such took part in the battles of Chancellorsville and Gettysburg in 1863. He was engaged also in suppressing the draft riots in New York in that year. Transferred to the west, he took part in Sherman's campaign of 1864 to Atlanta, and then as a division commander of the Twenty-third corps in Gen. Thomas Tennessee campaign against Hood, serving with the western army until the surrender of Johnston. After the war, Gen. Ruger was made colo-

nel of the thirty-third infantry in the regular army, and brevet brigadier general for gallantry and meritorious services at Gettysburg. He was for a time provisional governor of Georgia, and held other commands at the south throughout the reconstruction period, and until 1871, when he served as superintendent of the Military academy at West Point for five years, until 1870. Then he returned to Atlanta and took command of the department of the south. He had, in 1869, on the reduction of the number of regiments, been transferred to the colonelcy of the Eighteenth infantry, and with this regiment proceeded to the west on the reduction of the southern garrisons. At the time of his recent nomination, Gen. Ruger was in command of the School of Application and the post at Fort Leavenworth.

IN THE OREGON'S CABIN.

ONE HUNDRED AND TWENTY FEET BELOW THE OCEAN'S SURFACE.

A Diver's Dangers and Difficulties. Chat With the Men Whose Privilege it is to Help Themselves to Anything Among the Oregon's Treasures.

NEW YORK, April 13.—Mr. Merritt, of the wrecking company that has charge of the sunken Oregon, was seen at his dock, at Stapleton, Staten Island, where is kept the powerful machinery and peculiarly-built vessels requisite for this hazardous business. Mr. Merritt was not in the very best of humor in speaking of the Oregon. He wished he had never undertaken the job. In their business the risks are tremendous and the profits uncertain. It is based on the no cure, no pay principle. "Here we have had a force of some thirty old men, besides a steamer and schooner, hovering over the wreck for a month," continued Mr. Merritt, "and we have accomplished very little. A New York newspaper, becoming impatient at our delay, engaged a single tug and a couple of divers to visit the wreck and make an immediate investigation. The reporters in charge of the expedition got so dually sick that they insisted on returning home. The tug itself was nearly swamped in the sea, and the expedition, which ended in a day, cost the paper over \$30. That newspaper has spoken less harshly of our work since."



A DIVER DESCENDING TO THE WRECK.

The reason we cannot work while the sea is rough is this: Even when there is but an ocean swell the boats rise and fall as much as ten feet with every wave. Now, the diver's life depends on the signal or "life" line being kept taut, as it is by jerks on this line that he communicates his wishes to those in the boat above; so you can understand how impossible it would be to work with this boat bobbing up and down on the surface of the ocean at the rate of ten feet in ten seconds. Oh, yes, our men have been all over the decks of the Oregon. Their first business was to anchor buoys and set guide lines, so that the diver need not waste time in groping his way about the ship. You see, there is no north, south, east or west to guide him on the ocean's bottom. He drops down on the vessel's deck precisely as a spider drops from the ceiling. He fastens his line there, and, like a spider, continues to lay lines that will guide him on his return. The greatest obstacle in the way of the diver's work is the tremendous air pressure required, which is over sixty pounds to the square inch. The air pumps are driven by steam power, which is something exceptional in diving work." Mr. Merritt being called away, left us with one of the divers who has been down among the Oregon's treasures. He was a short, broad-shouldered man with a deep chest, bronzed face, keen, deeply-set eyes and square jaws. He was inclined to be reticent, but willingly donned the great copper helmet and diving armor with its leaden-soled shoes to enable the artist to make the sketches presented herewith. After considerable questioning he described his visit to Mrs. Morgan's stateroom, in which he expected to find a sachel of diamonds but was disappointed.



IN MRS. MORGAN'S CABIN.

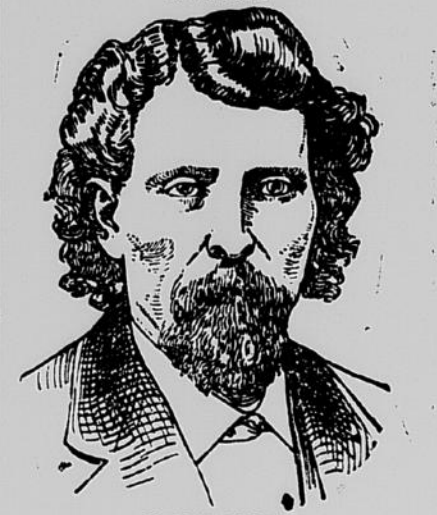
He said that in groping for loose packages of any kind that searched the ceiling and not the floors of the cabins, as the great majority of articles were lighter than the water at that depth. He believed that a great many valuable packages would be found pressed against the ceiling of the saloon, but it being so high he had not yet been able to devise a way of reaching them. "I'm rigged to go down and not float up 'gin the ceiling of a cabin," he said. Later Mr. Merritt said: "Yes, there is reported to be \$1,000,000 worth of property inside the Oregon, one-half of which is in the shape of personal baggage. One man claims to have \$300,000 in securities in one of the mail bags. The cargo is after all the safest object for us to

work for. On its recovery our pay is based on salvage; with personal baggage and mail we trust to the generosity of the owner, which seldom pans out richly. We receive no pay from the steamship company. The orders to our divers though are to first examine the hole in the Oregon's side to see if her plates are bent inward or out."

S. H. HORGAN.

MARTIN IRONS,

The Leader of the Strikers on the Gould Railroad.



MARTIN IRONS.

The chairman of the executive committee of the Knights of Labor, district No. 101, is Martin Irons, of St. Louis. He it was who precipitated the strike on the Missouri Pacific railroad by ordering the members of the Knights of Labor employed on the Gould system to quit work until their grievances were heeded. Mr. Irons is a Scotchman, stubborn, aggressive and self-reliant. In this respect he is said to resemble no man more than his antagonist, Vice-President and General Manager Hoxie, of the Missouri Pacific. It is a contest in which the leaders are well matched. If the support on both sides were also equally balanced there would be a chance of victory resting with the right.

One of the results of the prominence given to Mr. Irons by this strike is a flood of telegrams and correspondence which pours in upon him every day. The majority of these letters bring encouragement, advice and substantial support. The autograph fiend is also bounding him. He has received a request with an accompanying check of \$50 for a five-page article from one of the magazines. Through his present notoriety he has also received a letter from a sister who has been seeking him for twenty years. His mother, it appears, died in New Orleans after the war leaving considerable property. They advertised in every way for Martin in order that he should receive his share of the estate, but were never able to find him until now.

MARVELOUS PRICES! BOOKS FOR A MILLION

Complete Novels and Other Works, by Famous Authors. The following books are published in neat pamphlet form, many of them handsomely illustrated, and all are printed from good type upon good paper. They treat of a great variety of subjects, and you can examine the list without finding therein many that he or she would like to possess. In each book there is no one can afford to be without. Each book is complete in itself. The **Widow Helcott Papers.** This is the book which your grandmothers loved till they died, and it is just as funny to-day as it ever was. **Orphan's Fairy Stories for the Young.** The finest collection of fairy stories ever published. The children will be delighted with them. **The Lady of the Lake.** By Sir Walter Scott. "The Lady of the Lake" is a romance in verse, and of all the works of Scott none is more beautiful than this. **Manual of Etiquette for Ladies and Gentlemen,** a guide to politeness and good breeding, giving the rules of modern etiquette for all occasions. **The Standard Letter Writer for Ladies and Gentlemen,** a complete guide to correspondence, giving plain directions for the composition of letters at every stage, with innumerable forms and examples. **Winter Evening Recreations for Ladies and Gentlemen,** a large collection of Acting Characters, Amusements, Puzzles, etc., for social gatherings, private theatricals, and evenings at home, illustrated. **Dialogues, Recitations and Readings,** a large and useful collection for school exhibitions and public and private entertainments. **Parlor Magic and Chemical Experiments,** a book which tells how to perform hundreds of amazing tricks in magic and instructive experiments with simple agents. **The Home Cook Book and Family Physician,** containing hundreds of excellent cooking recipes and hints to housekeepers; also telling how to cure all common ailments by simple home remedies. **Sixteen Complete Stories by Popular Authors,** containing love, humorous and detective stories, stories of society life, of adventure, of railway life, etc., all very interesting. **Called Back.** A Novel, by Hugh Conway, author of "Dark Days," etc. **As the World's Myself.** A Novel, by Florence Warden, author of "The House on the Marsh," etc. **Dark Days.** A Novel, by Hugh Conway, author of "Called Back," etc. **The Mystery of the Holly Tree.** A Novel, by the author of "Bora Thors." **The Frozen Deep.** A Novel, by Willie Collins, author of "The Woman in White," etc. **Red Comet Farm.** A Novel, by Mrs. Henry Wood, author of "East Lynne," etc. **Back to the Old Home.** A Novel, by Mary Cecil, author of "Hidden Perils," etc. **John Bowerbank's Wife.** A Novel, by Miss Mackay, author of "John Halifax, Gentleman," etc. **Annie.** A Novel, by Mrs. Henry Wood, author of "East Lynne," etc. **Annie Harcourt.** A Novel, by George Eliot, author of "Adam Bede," "The Mill on the Floss," etc.

OUR UNEQUALLED OFFER!

We will send any 4 of these books and our Catalogue containing prices of all leading papers and books, for 12 cts. Any 8 books 25 cts., all the whole 50 for \$1.00 cts. stamps or Postal Note taken. Address at once FRANK L. M. W. & Co., 1111 ADELPHI, PENNA.

INSURANCE!

H. G. PICKETT:
C. M. MacLAREN,
Attorney
And Counsellor at Law,
COOPERSTOWN, DAK.