

ALL KINDS OF
JOB PRINTING
EXECUTED IN THE
HIGHEST STYLE OF THE ART.
Correspondence solicited from all parts of the
country, on all matters pertaining to local news.
All communications must be accompanied by the
writer's name, not necessarily for publication, but
as a guarantee of good faith.

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DEALER IN
General Merchandise.
Choice Family Groceries, and Dry Goods.

All kinds of Country Produce taken in Exchange.

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HEALTH PRESERVING
CORSET
I have the Largest
and best Stock in town
and can make it an
object to close buyers
to purchase of me.
Any Goods pur-
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delivered to any
part of the city free
of charge.

Remember the place,--Gale's brick block, Canton, Dakota.

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CANTON, DAK.
Watches, Clocks,
All kinds of work in my line attended to promptly
and at short notice.

PARSONS' PURGATIVE PILLS
MAKE NEW RICH BLOOD,
And will completely change the blood in the entire system in three months. Any person
who will take 1 pill each night from 1 to 15 weeks, may be restored to sound
health, if such a thing be possible. For curing Female Complaints these PILLS have no
equal. Physicians use them in their practice. Sold everywhere, or sent by mail for
eight letter-stamps. Send for circular. L. S. JOHNSON & CO., BOSTON, MASS.

DIPHThERIA
JOHNSON'S ANODYNE LINIMENT
MAKES HENS LAY
The above is a valuable medicine for the cure of
Diphtheria, Whooping Cough, Croup, Asthma, Bronchitis,
Sore Throat, Hoarseness, Laryngitis, Tracheitis, Inflammation
of the Lungs, Pleurisy, Neuritis, Sciatica, Rheumatism,
Gout, Neuralgia, Headache, Toothache, Earache, Pain
in the Back, Sprains, Bruises, Burns, Scalds, Frost-
bites, and all other painful affections. It is a
valuable household remedy, and should be kept
in every family. Sold everywhere, or sent by mail
for eight letter-stamps. L. S. JOHNSON & CO., BOSTON, MASS.

CHICAGO, ST. PAUL
MINNEAPOLIS
& OMAHA Railway.
The Royal Route
Buy your tickets from the agents of this
road at St. Paul or St. Louis.
Going East or North.
T. W. TEASDALE, Gen'l Passenger Agent,
St. Paul, Minn.
J. H. HILLARD, Gen'l Traffic Manager,
St. Paul, Minn.

STRIKING HEAD LINES
Are used to call attention to the fact that this is an
advertisement of the CHICAGO, MILWAU-
KEE & ST. PAUL RAILWAY. Its EIGHT
TRUCK Lanes travel the best portion of North
Illinois, Wisconsin, Minnesota, Dakota,
and Iowa. Located directly on its line are the
cities of Chicago, Milwaukee, La Crosse,
Winona, St. Paul, Minneapolis, Madison,
Prairie du Chien, Mason City, Sioux
Falls, Yankton, Albert Lea, Aberdeen, Dubuque,
Rock Island, Cedar Rapids, and Council Bluffs, as
well as innumerable other principal business centres
and favorite resorts; and passengers going West,
North, South or East are able to use the Chicago,
Milwaukee & St. Paul Railway to the best advantage.
Ticket office everywhere are supplied with Maps
and Time Tables which detail the route of the line,
and agents stand ready to furnish information, and
sell tickets at the lowest rates over the Chicago,
Milwaukee & St. Paul Railway.

HALL'S
VEGETABLE
SICILIAN
HAIR
RENEWER
Has been in constant
use by the public
for over twenty years,
and is the best preparation
ever invented for RESTOR-
ING GRAY HAIR TO ITS
YOUTHFUL COLOR AND
LIFE.
It supplies the natural
food and color to the hair
without staining the
skin. It will increase and
thicken the growth of the
hair, prevent its thinning
and falling off, and thus
AVERT BALDNESS.
It cures Itching, Eruptions
and Dandruff. As a
HAIR DRESSING it is very
desirable, giving the hair a
silken softness which all
admire. It keeps the head
clean, sweet and healthy.

CANON
RAILWAY
Chicago & North-Western
OLD ESTABLISHED SHORT LINE
UNITED STATES FAST MAIL ROUTE
is the Great Thoroughfare from and to
CHICAGO
And all points in Northern Illinois, Iowa,
Wisconsin, Northern Minnesota, Iowa,
North Dakota, Nebraska, Central and
Northern Nebraska, Colorado, Minne-
sota, Montana, Wyoming, Idaho,
California, Oregon, Nevada, Arizona,
Texas, Louisiana, Mississippi, Florida,
Alabama, Georgia, South Carolina, North
Carolina, Virginia, West Virginia, Penn-
sylvania, Maryland, Delaware, New Jersey,
New York, Connecticut, Rhode Island,
Massachusetts, Vermont, New Hampshire,
Maine, and all principal points in the
West.
NORTH-WESTERN and WEST,
with its own lines it traverses
IOWA, WISCONSIN, and Central DAKOTA,
and all points in the West. It is the
shortest and most direct route from
Chicago to all points in the West, and
vice versa. It is the only line that
makes close connections in Union Depot
at Chicago, and in Union Depot at
St. Paul, and offers the best service
of any line.

BUCKINGHAM'S DYE
FOR
WHISKERS
will change the beard to a BROWN or
BLACK at discretion. Being in one
preparation it is easily applied, and
produces a permanent color that will
not wash off.
PREPARED BY
R. P. HALL & CO., NASHUA, N. H.
Sold by all Dealers in Medicine.

CHAS. CHRISTOPHER,
DEALER IN
General Merchandise.
Choice Family Groceries, and Dry Goods.
All kinds of Country Produce taken in Exchange.

Our Spring and Summer
Price-List No. 33, has made
its appearance--improved
and enlarged. Over 200
pages. Over 5,000 illus-
trations. Contains quotations,
descriptions and illustrations of
nearly all articles in general use, from
Adam and Eve to Sitting Bull and Mrs.
Langtry. It costs 25 cents for every
copy we mail--nearly \$50,000 per annum.
It makes our hair not to think of it. We
should have the cost of production. The
book is full of brains. Send for it, and
enclose 25 cents--anything or nothing--
Let us hear from you. Respectfully,
MONTGOMERY WARD & CO.
227 & 229 N. Clark Avenue, Chicago, Ill.

The Canton Advocate.

The Canton Advocate.

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CANTON, LINCOLN COUNTY, DAK.

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WE HAVE ADDED THE CASH IN ADVANCE SYSTEM,
believing it much better for the patron, and know-
ing it to be more desirable for the publisher.

CARTER BROS., Publishers.
A. L. CARTER, G. E. CARTER

Is Canton to have another railroad? Monday's Pioneer Press states that John I. Blair has purchased the Fargo Southern railroad with the object of forming a connection with the old Dubuque & Sioux City road, owned by Mr. Blair and now operated under a lease to the Illinois Central. This Fargo Southern road was started under the auspices of Fargo capitalists and other persons, property owners there and in its vicinity. A portion of the grade southward some fifty miles has been completed and ready for the iron. The original intention of the company was simply to secure a southern outlet up the Red river and down the Sioux valley, by building their line in accordance with a connection with the C. M. & St. P. at Millbank or at some other point to which it was supposed the later road would extend their line from Ellendale northward up the Sioux, before long. Most of our readers are familiar with the arguments presented a few years ago by the promoters and friends of the old Sioux City & Pembina road, when urging the people along the line to extend it towards the construction of which was that Canton and other towns on its location would be in time on the line of one of the great trunkways of commerce, a line extending from the rich valley of the Red river of the north and the British possessions down the Sioux to the Missouri valley and thence to the Gulf of Mexico, a road which was destined to be the bearer of a large portion of the immense products of these rich valleys referred to. Many saw and appreciated this picture so plain to those who had become familiar with the geography of the country, and could with reason foresee. Well, however, will, poverty prevented any substantial assistance, and for years we watched the bluffs, that Hubbard, Davis, Charles and other enterprising Sioux City gentlemen had, with their private means started towards the goal in the far regions of the north. It came at last. One bright winter morning the engine named by "Ole" and George Merland pulled to the east bank of the Sioux, and three-score miles of the hundreds contemplated was a fixed fact. We had a railroad. The weary staging and freighting to LeMars and Portland became a thing of the past. The struggle for the start, so often the case in this country, with individuals was over. The road did not tarry long, up the valley onward the project extended, (though by other hands,) and to-day upwards of 160 miles of rail lines, where those results men had designed it should. Since the old Sioux City & Pembina started, long the pioneer and only road into the territory, the Northwestern and the Milwaukee roads, two mammoth corporations of the west have entered and traveled from its eastern boundaries to the Missouri, opening up one of the richest agricultural countries, before unsettled, peopling countries, building cities and villages, scattering wealth, comforts, and conveniences of older and long settled states. These roads control and control the commercial traffic of the country tributary thereto, as well as the Northern Pacific along its line. No competition exists except at one or two points, each have absolute sway and regulate their rates and tariff. The Milwaukee and the Northwestern have through lines to the lake. No choice is afforded to the shipper, but one course, east or west. Of late the James river and Sioux river valleys have presented inducements as necessities for railroads, extending along their banks, the rich deposits of the soil and facilities for grain and stock raising, and the increasing rural population and thriving cities demand this. As to the Sioux valley alone, not only does apply, but the experience fresh in the minds of all within the last three winters of the deep snow, causing serious and delayed blockades, has proved the fact that a north and south line can be kept open and these terrors of winter-railroad obliterated. These roads already mentioned apparently are preparing to protect themselves by building up connecting connections, so as to soon have north and south as well as east and west lines. It is considered as far as signs indicate that the Milwaukee road intends to continue its line in the valley to perfect its north and south connections.

Now as to whether Canton is to have another road, although we have a good one, well managed and offered, but all creatures are selfish and want more; in view of this rumored purchase of the Fargo Southern by Mr. Blair, it gives rise to this theory. It is supposed that he has no interest in any of the lines coming in to the territory whatever, neither is the Milwaukee, North-western, Northern Pacific nor the Walsh, which is pointing territorialward; that is, no controlling interest, none, if any except may be a stock holder in one or two. His pets and important roads are south. His desire, if any, in establishing feeders is such as will pay tribute to the Illinois Central and the Missouri Valley and the Northwestern, and to reach them Sioux City of course is the outlet of this valley and the desired point. Now can any person who has watched Mr. Blair's railroad movements west, point to an instance where he has purchased a stub road, and one entirely disconnected from the main arteries he fosters, and particularly where numerous cross roads intervene, before, without time developing the fact that it ultimately became by his extending it or purchasing other lines an important feeder to his main lines. It is personally known to the writer that this gentleman became interested in the extension of the Pembina road from Beloit to Sioux Falls for the sole purpose of controlling this valley trade as tributary to the roads centering at Sioux City, in which he is heavily interested, and ultimately when in his judgment the occasion required to complete to the Red river valley, what the above mentioned Sioux City gentlemen

themselves contemplated, but the purchase by the Milwaukee company, adverse to his desire of the line, of course for a time at least suspended any further movement in that direction.

Great changes have transpired since then in railroad matters, other roads have tumbled and occupy the ground. The Illinois Central and the Sioux City & Pacific and the Cedar Rapids end of the Northwestern have no feeder or tributary from Dakota but the Milwaukee, Blair's great rival, and each year marks the stronghold that road is securing in southern Dakota. This Fargo Southern is an important link in the connection of any road that proposes to course the Red river valley to a connection with the Northern Pacific. The Milwaukee road will want it to complete its line from Sioux City, and if Mr. Blair yet contemplates securing his share of these valley's traffic, that is the first step to take even at this late day, as it cannot get hold of any other line at the southern end of the route. He may have purchased it to connect only with the Dakota Central, which is one branch of the C. & N.W., or he may have concluded that now was the time to checkmate the Milwaukee from moving up from Millbank to Fargo, in return for the little game it played in becoming possessed of the Dakota Southern, or to come to the point as we want it, that is to give Canton a road. It is not the intention to build from the southern terminus of this Fargo Southern on down to Sioux City, tapping the eastern roads and crossing them at Millbank, Watertown, Plankton, Egan, Sioux Falls, Canton, Eden, Calliope and Elk Point. It is true, parallel lines in immediate proximity to each other rarely if ever pay, but the object of a connection to the Northern Pacific and Red river valley country would be accomplished and a diversion of the traffic, as well as furnishing a winter route. Should this be done, Canton is not six miles from an air line being cast on the high lands of the east bank of the Sioux in Iowa, and if built, these towns mentioned would certainly not be ignored. Well, we will see what will be.

Although the postoffice department has advertised for proposals for furnishing the "postal notes," authorized by congress at the last session, the use of these notes is not expected to begin until the 1st of next October. These notes are expected to take the place of the former fractional currency and drafts under the sum of \$5, and will, it is believed, be a very great convenience to the public as well as to all publishers. By giving the post-office and paying 3 cents any person can obtain a postal note for any sum under \$5 which note can be sent in letters through the mails. It is expected that these notes will enter into general circulation as money, although the fact that the government limits the time when they can be redeemed will restrict their use and prevent them from taking a place with money issued by the government.

DOINGS AT EDEN.

A Live Correspondent Dishes Up Everything of importance from South Lincoln County.
The country is looking beautiful.
What beautiful May flowers we now have.
Mrs. Snyder is visiting friends at Vermilion.
Taylor will soon have another thoroughbred colt for sale.
Good corn is worth from 32 to 34 cents per bushel here.
What beautiful showers we have been having the past week.
The breaking teams can be seen at work now on every hand.
Mr. and Mrs. Dyste visited friends in the county last Sunday.
There will be more small grain planted here this season than last.
Gopher shooting is a very popular amusement about this time.
Mr. Bell preached a very interesting sermon last Sunday morning.
Mr. P. H. Overst is now able to be about with the aid of a cane.
Myron Odell purchased some choice corn fed steers last week for his market.
Orson Rice is now running the hard known as the cable herd, across the Rock river.
Cyrus B. Ingham of the Eden Times, visited friends in Beloit, Iowa, last week.
Miss Grace Wheelock of Silver Lake, this county, is visiting Mrs. Orson Pierce this week.
Mr. Johnson, who lost his finger some weeks since, will soon be able to use his hand again.
Dr. E. S. O'Neill the Canton dentist, will be at Eden Friday and Saturday, June 1 and 2.
Several farmers who had their ground ready for corn the past ten days, are going to sow fax.
The population of Eden has been steadily on the increase the past year, with several bright prospects before her.
We had a pleasant visit last week with Capt. J. H. Ashley, the live town site and real estate agent of Hayward, Iowa.
Bradley & Clement's grocery store is fairly besieged with customers since they received that 3000 pounds of pure maple sugar.

S. B. Culbertson says he is now out of Hamburg edgings, but he is the only store where you can buy the superior Mexican roasted coffee.

J. Jackson, superintendent of the Sioux City & Dakota, spent a portion of Friday last at Eden, looking over railroad matters here.

If you don't believe that white clover and blue grass will grow here, just look at that lovely patch in front of our friend Mrs. R. D. Miller's new residence.

The Eden school is now running in full blast. Miss Richardson is a first-class teacher. There should be a little more regularity in the ringing of the bell.

Cyrus Ingham, Jr., son of the editor of the Eden Times, left here last week for Colorado. Mr. Ingham is a moral young man, and we have no doubt will do well in his future home.

Mr. John Morin of Kenosha county, an old time friend and neighbor of P. Cunningham, is visiting with him the past two weeks, with a view of locating here in the near future.

John McDonald spent the fore part of the week here, settling up the damages of the recent fire set by a freight train. Mr. McDonald is a thorough gentleman and gives universal satisfaction.

J. W. Carter delivered two lectures at the school house last week exposing spiritualism. The first lecture being given free, and the second lecture he charged 25 and 15 cents, to a very slim house.

Parker and Shea, butchers of Sanborn, Iowa, purchased twenty-five head of choice fat steers for their own market, of S. P. Hartzell, for which they paid 21 cents, net. Mr. Hartzell has plenty more of the same sort. Eden township is getting quite famous for stock raising.

Several of our enterprising citizens were talking of putting in a bid for the capital last week. They claim Eden about as near the geographical center as several other towns who have put in a bid, and in point of health of this locality, they had to shoot a tramp some years since to start our grave yard. We say put in your bid by all means.

Mr. Thomas Harris, our genial grain buyer, informs us he is still paying the highest market prices for all kinds of grain. Farmers who may have grain on hand will do well to bring it in, as Mr. Harris usually closes his warehouse in June, and you may then have to seek a market elsewhere at a much lower price than is now offered.

Peter Sanderson, while on his way for a doctor last Thursday morning, lost his wallet containing \$125. This is a severe loss to Mr. Sanderson and should any person find the same they will be liberally rewarded by returning it to owner. However Mr. S. is somewhat consoled by a fine bay weightling 143 pounds. The mother and boy are doing finely.

Mrs. Dr. Avery died on Monday morning last, after a long and painful sickness, having been a constant sufferer for the past year. Her remains will be immediately sent to her home in Iowa where her mother, sister and brother reside. She leaves a young baby about one year old who will be well and tenderly cared for. Mrs. Avery was a christian woman and died with her trust in the Lord. The bereaved relatives have our heartfelt sympathy.

Stratifying a Railroads.
The Southern rattlesnake, as well as his Northern relatives, is capable of sending a thrill through the nervous system of man by the mere sound of his rattles. He is himself of a very low nervous organization. The writer once witnessed a rattlesnake in the influence of electricity, and though the entire charge of a battery of fifteen "Levyden jars," was passed through him, no other effect was produced than to make him raise his head, and yet this charge would have killed a man or a horse instantly.

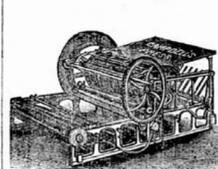
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SMYTH & HULBERT.
Fairview, Dak.
We have a 25-horse-power engine, and can supply any number of the best

WHITE FIRE BRICK
In the market. Correspondence solicited. Special discounts on large jobs.

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Is prepared to do all kinds of

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Letter Heads,

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Circulars,

Cards, Etc.

Satisfaction Guaranteed.

ILLINOIS CENTRAL R. R.

Shortest line between
Sioux City to Chicago
Without change of cars.

Commencing January 1st, 1883, a daily express passenger train will leave Sioux City 2:30 p. m. arrive in Chicago 7:45 p. m.

Sleeping cars run through from Sioux City to Chicago.

Passengers leaving Chicago, bound west, at 10 a. m., via Illinois Central, will arrive at Sioux City the next day at 12:25 p. m.

An accommodation train will leave Sioux City daily at 6:50 p. m., connecting with through passenger trains at Fort Dodge. Trains going east connect at Chicago with all trains. Detroit, Cleveland, Buffalo, Niagara Falls, Pittsburgh, Philadelphia, Baltimore, Washington, New York, Boston and all parts of the east.

The Illinois Central by the quickest route to Cedar Rapids, Burlington and Keokuk, making direct connections at Chicago with the Burlington, Cedar Rapids and Northern railroads.

Trains made at Freeport with Chicago, Milwaukee and St. Paul, leaving Freeport at 1:10 p. m., and arriving at Chicago at 4:10 p. m., connecting at Chicago with trains for Memphis, Nashville, Vicksburg, Mobile, New Orleans and all parts of the south.

Trains made at Freeport with Chicago, Milwaukee and St. Paul, leaving Freeport at 1:10 p. m., and arriving at Chicago at 4:10 p. m., connecting at Chicago with trains for Memphis, Nashville, Vicksburg, Mobile, New Orleans and all parts of the south.

Trains run by Intelligible time, which is twenty minutes faster than Sioux City.

General Agent,
A. H. HANSON, Gen'l Pass. Agt.
J. W. RICE, Agent, Sioux City.

DRY GOODS,

GROCERIES,

Boots & Shoes.

We Have the
-LARGEST-

Most Complete Stock!

AND WILL MAKE THE CLOSEST PRICES.

MADOLE & RANDALL,
NEW LUMBER YARD!
C. A. BEDFORD,
Dealer in
LUMBER, LATH, SHINGLES
Sash, Doors, Blinds, Cement, Hair, Lime and Brick.
BRIDGE TIMBERS OF ALL DIMENSIONS.
Agent for the Abbott Buggy Co., and the Timkin Spring Buggies.
Cor. Fifth and Cedar St. Canton, Dak.

J. B. SMITH,
Dealer in
'STANDARD' MACHINES.
Reapers, Mowers, Seeders,
Cultivators, Horse and Hand
Corn Planters and Shellers.
Warehouse opposite Advocate office, Canton, Dak.

A. M. Ross,
Wagon & Carriage Maker. The "Boss" Blacksmith
REPAIRING
Firstclass Work
Of all kinds in my line done on shortest notice,
Prices to excel any other firm in the West. A SPECIALTY.
CEDAR STREET
We Sell the Celebrated Chamberlain Norwegian Plow.

P. M. LUND & CO.
Counters
Marked 5 c. 10 c., up to \$1.00.
By this arrangement each customer knows just the value of each article. There are too many articles for sale to enumerate, but every one is useful. Call early and do not forget the price.

J. SKILLERUD,
Merchant Tailor.
CANTON, DAKOTA.
DEALER IN
First-class Canton work done at order at reason-
able prices. Cleaning and repairing
promptly attended to.
Satisfaction Guaranteed.
SHOP ON MAIN STREET
DISTURBANCES AMONG THE
Heavenly Bodies!

DRY GOODS AND GROCERIES.

Light Running
No. 7
American Sewing Machine
ECLIPSES THEM ALL
Dress Goods,
Hats and Caps,
Notions, Flour

L. DAHL, Canton
Everything New and Fresh in my store. Goods sent
Cash. The Highest Cash Price Paid for Country
Through not down to any American, this machine is
visible in all parts of the world.

FIRST NATIONAL BANK
Of Canton, Dakota.
F. A. GALE, President.
O. S. GIFFORD, Vice President.
MARK WARD, Cashier.
Capital, - \$50,000
Drafts bought and sold on all parts of Europe
and the East. Interest paid on time deposits.
Banking hours from 9 a. m. to 4 p. m.