

THE RIVER.

(From Daily of 10th)

The arrival of three steamers yesterday morning infused more than the usual activity into affairs at the levee.

The Wyoming, W. W. Coulson, master, arrived from St. Louis, and after replenishing her stores and taking on a number of passengers, continued her course Bentonwards, leaving here at 12 o'clock noon.

The Red Cloud, from Benton, rounded to at the levee at 8:30 in the morning. She carried a full cargo of hides and furs, about 4,000 in number, besides fifty tons of Montana potatoes.

The Butte arrived at 10 o'clock with a full cargo of furs and hides.

The passenger lists of both the boats from above were light.

The Josephine is moving up stream like a scared wolf. She passed Stevenson at 3:30 yesterday morning. It is calculated that she will make the boss round Benton trip of the season.

The Sherman passed Poplar creek at daylight yesterday morning, on her way to the Coal Banks.

The next arrivals from above will be the Helena and the Rosebud, in the order named.

The river continues to fall gradually at this point.

The flood in the Yellowstone is still booming. There were nine feet of water in the channel at Junction City, yesterday, and rising. There is no report from Benton on account of the prostration of the wires.

(From Daily of 11th)

The volume of water in the river is gradually diminishing, yet it is still at high tide, and will soon receive a boom from the Yellowstone. The present stage is an easy one to plow boats through. It's a rising river that renders the up-stream progress of a steamer slow and laborious.

A pleasant ride with Major Marsh, of the Merchants, to the levee last evening revealed several things. The most important was that the levee is still crowded with freight, and many cars besides are standing on the tracks loaded with lumber and other material for up river. In view of this fact, it is difficult to understand the cry of dull times in the river transportation business. Piles of freight are scattered all over the ground in rear of the warehouses. An explanation is probably found in the presumption that it is largely consigned to some one of the different lines that lacks ready transportation.

The Red Cloud and the Butte were receiving their cargoes. The latter craft expects to take her departure this evening for Benton. It was not learned when the Cloud would get away. It will be some time, if the stevedores employed on her don't carry larger packages than those they were packing on the boat during our visit. Great husky fellows were soldiering along with a single bundle of scythe snathes on their shoulders.

(From Daily of 13th)

The river is rising at this point, and the same condition of affairs is reported all along the line by the officers of the steamers which arrived in Bismarck from Benton yesterday afternoon. The current has left the levee at this place, and now runs on the opposite side of the river. This carries a back flow along the river front at the warehouses, and the winds beating the waves against the embankment is undermining the shore. The result is that it is crumbling off in large slices. A strong south wind for several days will make a big inroad toward the warehouses. But this is not all; the heavily charged waters breaking from the current and slowly returning up along the levee will deposit their freight of sand and form a bar the entire length of the landing. In the meantime the waves will keep eating the bank away. There is nothing cheerful about the outlook for our levee.

Two boats arrived from above yesterday afternoon, and one, the Butte, departed. She left at 9 a. m. with a full cargo and a good passenger list.

The Helena arrived from Benton at 3:30 with 2,480 dry buffalo hides, fifty-one head of cattle, and 40,000 pounds of potatoes, besides other miscellaneous freight amounting to several tons. She will make a trip to Fort Yates before returning up the creek.

The Rosebud, which passed Buford at 6 o'clock p. m. on the 11th, arrived here at 5 o'clock yesterday afternoon. This is railroad time—400 miles inside of a day.

The following log of the Rosebud's down trip was furnished the TRIBUNE by Ed. Higbee, clerk of the craft:

June 9—Left Benton at noon; steamer Key West in port, steamer Far West having left at 7 a. m.; ran to the Coal Banks and landed at 3 p. m.; met the steamer Dacotah just above the Coal Banks at 2 p. m.; met the steamer Big Horn below Eagle Creek; met the steamer Black Hills just below Arrow river with a disabled engine pulling around a point; met steamer Emily laid up below Smith's wood yard, at 10:45 p. m., raining hard.

June 10—Landed at Hawley island and crossed a detachment of cavalry scouts and horses; met steamer Benton above Round Butte; met steamer Gen. Sherman at Sixth Point.

June 11—Passed the steamer Far West at a wood yard just above Mulligan's, at 3:30 p. m.; met the steamer Josephine at Lower Muddy at 8 p. m.

June 12—Met steamer Wyoming at 4:30 a. m.; met the steamer Red Cloud at Fort Clark at 1:10 p. m.; met the steamer Butte just below Painted Woods, and landed at Bismarck at 5 o'clock p. m., three days and five hours out from Bismarck.

The Gen. Terry was nine miles below Huntley, on the Yellowstone, on Saturday.

The Red Cloud cleared at 7 o'clock Sunday evening with a full cargo and light passenger list.

The Josephine passed Buford at 3:30 yesterday, two days and nine hours out from Bismarck.

It is calculated by Capt. Gilham that the present trip of the Far West will be the quickest of the season. She left here on the 28th of May, and is expected to return this evening, making the round trip in about fifteen days. She passed the Tobacco Gardens at 8:15 a. m. yesterday. The old thing is bound to retain the horns, it seems.

(From Daily of 14th)

The river is way up and still rising, and before it begins to fall it will be much higher, and perhaps out of its banks. Capt. Belk, of the steamer Far West, which reached here from above yesterday morning, reports a big rise coming down. His boat ran off a great swell at Berthold that will be along here today. The rains have been unprecedentedly heavy and protracted in the mountains, and falling upon unusually large snow drifts will cause a June freshet in the Missouri the likes of which was never before seen at the white. In his judgment the water when at its best will run over the dyke, above the bridge, a

foot or more in depth. In such an event there will be trouble about the big structure.

The several steamers of the Coulson line are to be supplied with electric lights. The engines and the necessary paraphernalia for the new light have been ordered. The Josephine, we are advised by Com. Maratta, will be the first to receive the honor of sporting an electric light. The engines cost \$1,500 each.

From the Benton Record of the 8th inst., which was brought down by a gentleman on the Far West, the following excerpts are taken:

To the Key West we accord the credit of bringing the largest cargo yet landed in Benton this season—303 tons. She landed at 7 o'clock Thursday morning, and commenced to discharge her freight at once. The reason, doubtless, that she succeeded in making the trip she has is that Joe Todd is her master, and they say that what he can do with a steambot is not capable of being done. The river continues to rise in spite of the fact that its banks seem hardly able to hold it already. If the warm weather continues, the snow will soon melt out of the mountains and shorten the boating season.

(From Daily of 15th.)

The river is on the ascendency—coming up fast. The water is now higher than it was during the spring break-up, and the big flood has not yet got along. The Yellowstone is also sporting an unusual freshet. This, together with the flood from the mountains via Benton, it is thought, joining their forces, will go over the dyke at this point. The current in the river is very strong. The boats which left here recently are making slow time. At some points they stand as still as a gull in a breeze, and "pound" for some minutes before they are able to proceed.

The Key West arrived at this port from Benton at 3 o'clock yesterday afternoon, with 4,100 dried buffalo skins and ninety head of cattle. The Key West made a very successful trip, and Capt. James Smith, referring to the mention made in this column yesterday morning, regarding the quick trips of the Far West and Red Cloud, assured us that the Key West was the fastest packet on the upper waters. He claims that in 1880 she made the run from Bismarck to Benton in nine days and one hour, and had it not been for Capt. John Todd, who ordered the engineers to clean "boilers" at Cow Island, she would have beaten the Red Cloud's time by several hours. The captain said that she passed the Far West, and all the "cracks" under way, and that when she passed the Eclipse, the eighteen days out, Capt. Braithwaite was ringing the bell for passengers to go on shore to eat bullberries. One would naturally infer from this that the Eclipse had been so long on the trip that she ran out of chuck and her captain was feeding the passengers on wild fruits.

The Dacotah, down, passed the Coal Banks yesterday. She has 250 head of cattle on board.

The Rosebud will clear for head of navigation this evening upon the arrival of the train from the east.

The Big Horn, down, passed Pop. at 11 o'clock yesterday forenoon and will be here to-morrow.

The Gen. Terry was at Huntley on yesterday, the 13th, where she discharged her cargo, being unable to reach Billings. This information was obtained from a dispatch sent by Barry Thurston to Capt. Gilham, of the Peck line. Huntley is the head of navigation on the Yellowstone. But one steamer ever reached Coulson. Capt. Grant Marsh took the Josephine up there a few years ago.

The last heard of the Bachelor was at Fort Custer, up the Big Horn river.

The steamer Niobrara is expected to clear Yankton for Bismarck this week.

The following paragraph from the Fort Benton Record of the 8th inst. is reprinted in the river column of the TRIBUNE not because the TRIBUNE endorses it, on the contrary the TRIBUNE regards Capt. Carpenter as very much of a gentleman, but simply to show how the papers at the other end of the big creek treat river men on the slightest provocation. It will also serve to remind the river men at this end of the run how lenient the TRIBUNE has been with them on account of their shortcomings.

Mr. Carpenter, the popish gentleman with the prematurely gray beard, who was formerly clerk of the Nellie Peck, and who came overland to Benton to tell the people that she "had no sickness of any kind aboard," has concluded to go up the Yellowstone for the balance of the summer. His health, you know, demands less altitude than the air here affords. Benton is 2,700 feet above the sea level, but Carpenter had an intimation that in consideration of his courtesies lies to the people, that it might be about 2,708 feet, where he would inhale it, if he returned. He could not get used, he said, to that tower of Lynch's on the Benton side. He also declines, with regrets, the cordial invitation to the neck-tie sociable which was suggested in his honor. Poor Carpenter, he ought to join Major General Patrick, and the two should meet Charles Anthoner who left town about a year ago, so very suddenly. Wouldn't they make a bouquet of 'daisies'?"

(From Daily of 16th)

The great volume of water in the river is constantly augmenting. The tide is higher at the present time than it was at any period during the spring break-up, and if reports from above are reliable, the flood is nowhere near the mark it will reach within the next week or ten days.

The Rosebud, Capt. Paul Murphy, master; Erastus Wright, Capt. Anderson, pilots, left for Benton last evening after the arrival of the train from the east.

The Big Horn arrived from Benton yesterday afternoon. Her time on the round trip was sixteen days and twenty-three hours, laying at Benton forty-nine hours. Her down trip, including nineteen landings, was made in two days and twenty-one hours. She covered the distance from Buford to this city, 400 miles, in twenty-one hours and fifteen minutes. This isn't bad time by any manner of means. She will pull out for Benton again on Sunday.

The Sherman left the Coal Banks yesterday for Bismarck.

The steamer Benton reached the head of navigation yesterday.

The Black Hills left Buford at 6 a. m. yesterday for this city.

The Far West will remain in port a few days, awaiting the arrival of freight.

Erastus Wright, the pilot, will ship a trip on the steamer Rosebud while the Norwegian bark, Far West, takes a temporary rest. He is regarded as among the best in his profession on the upper Big Muddy and no doubt will take the little bud up and back on double quick.

Sioux City Journal, 9: "Capt. Haley reports freight for the Niobrara coming in but slowly, and says that it is doubtful if the boat will get away from Yankton as soon as the 12th.

Col. Aiken writes from the upper Yellowstone that the current is so strong on the

rapids that it is impossible to ascend them above Huntley, ten miles this side of Billings.

During dull times in port upper Missouri river marines delight in rehearsing the doings and sayings of each other, and particularly of their old employers. Under such circumstances Com. Kountz, one of the sturdiest men ever on the upper Missouri, who at one time controlled the river transportation business, always comes in for attention. Ten years ago when Capt. Braithwaite was superintendent of the Koumtz line, he ordered a bill of table supplies for a boat about to clear from Sioux City for Benton. The old commodore always insisted upon inspecting these orders when present. In this particular case he happened to be on the boat when the list of supplies was handed in. Casting his eyes over it he found ten hams among the goods purchased. Walking up to the superintendent he remarked:

"What's this, captain?"

"These are hams, sir," replied the captain.

"Hams, hams, 20 cents per pound," repeated the commodore to himself. "Well, look here, captain," continued the commodore, "you just turn that hog around and get the hams off the other end at 15 cents a pound." The hog was turned.

The Black Hills arrived from Benton late last night.

Benefit of Free Reading Room.

Charles A. Sweetland, the renowned humorist, author and dramatic writer, while in this city upon other business, has kindly consented to give an entertainment at the Methodist church, Saturday evening, June 17, for the benefit of our library and free reading room. The object is praiseworthy, and from those who have attended his entertainments we can promise the citizens of Bismarck a rich treat—two hours of laughter and enjoyment, a splendid programme, in fact, "a literary feast," and the recommendations of the press assure us it will be served up in a praiseworthy manner. We will append a few notices from prominent journals:

The reading of Mr. Sweetland showed much study and accurate conception.—Chicago Times.

Mr. Sweetland's comic readings were a pleasant surprise and a happy hit.—Chicago Tribune.

Mr. Sweetland to-day, in our opinion, stands far above many would-be theatrical stars.—Nebraska City News.

The reading entertainment of Charles A. Sweetland was well received by our people. He is a good reader, and his power of rendering humorous productions is far above the average. His variety, both as regards quality and quantity, is more than usually given by professionals. We can recommend Mr. Sweetland to any audience.—Kansas City Times.

Mr. Sweetland's entertainment was a complete success. His programme is unique and original. He is infinitely superior to Emily Gavin, and compares favorably with Dale Armandson. Mr. Sweetland is very much like Miss Laura Dainty in his relations with the audience, gaining their sympathy and approbation easily and perfectly.—Wyoming (Il.) Herald.

Tickets for sale at Dunn's and Hollembaek's drug stores.

Reminiscences of Brave Bear.

Several years ago when H. S. Parkin first went to the Standing Rock agency as trader Brave Bear, the vicious Indian now awaiting sentence of death in the Yankton county jail, visited his store and attempted to run it according to his own notion. Mr. Parkin objected and a fight ensued in which Pete Johnston, a mail carrier, took a hand and the two gave the bloody red a sound wallop. In order to save bloodshed Bear was placed in the guardhouse until his temper became less beligerent as Mr. Parkin, knowing the character of the beast he had to contend with, concluded to shoot him in case he again appeared at the store. Some time after this occurrence Bear met Johnston on the prairie and getting the drop on him ordered Pete to disrobe, and Pete didn't stand upon the order, but got out of his clothes at once. Making a breach-clout of a piece of horse blanket he drove to the next station where he borrowed civilized habiliments enough to enable him to make the trip in a presentable shape. The only wonder was that the Indian did not murder Johnston. Mr. Emmens failed to apply to these parties for signatures to his petition.

Our Coming Excursion.

It has been decided by the gentlemen having the 4th of July steambot excursion in hand to go to Fort Yates, Standing Rock and the new metropolis of Springdale, down the river. It is expected that the Dacotah or Wyoming, the largest steamers on the river, will be here at that time; in such an event one or the other will be employed to make the trip. She will clear from the Bismarck levee at 9 o'clock on the morning of the 4th, landing at Lincoln to take on all who may desire to join the party at that post, and then steam down to Yates, arriving there during the middle of the afternoon, leaving on the return trip in the evening, giving the excursionists six or seven hours to "go" that place—renew their acquaintance with the untutored children of the plains, and enjoy themselves in any manner best suited to their tastes. A string band will be taken along, and dancing will be indulged in on the homeward voyage, to while away the long watches of the night. It is thought that an Indian dance will be inaugurated at Standing Rock as an entertainment for the visitors.

A Note from Buford.

The following note is from an old Bismarcker now at Buford:

Fort Buford, June 9.—EDITOR TRIBUNE: Want you to come as regular another month as you did during the last thirty days, for you bring us the news of the world's doings two days earlier than any other of your rivals. Enclosed please find a dollar to help defray your expenses. What has become of your spy marine editor? There must be a lack of material. His column is not so entertaining as it used to be. He must try and rustle. Neither have we heard from Fargo lately. Are their streets able to hold up a loaded wagon yet, or will they have to wait till August as you predicted? Yours truly, W. E. H.

CONDENSED TELEGRAPH.

Dr. Keith, of Minneapolis, is dying.

There is a small-pox panic at Grand Rapids, Mich.

Ex-Gov. Denison, of Ohio, is thought to be in a dying condition.

The Rhode Island assembly has re-elected Anthony to the United States senate.

The Rev. Father DeBoize, spiritual head of the Elm Grove, Wis., convent, is dead.

The empress of Russia has been safely delivered of a daughter. Public buildings are decked with flags.

The Italians of St. Louis got up a very creditable funeral procession yesterday in honor of Garibaldi.

A. A. Low, of New York, has declined to serve on the tariff commission in place of William A. Wheeler.

The labor difficulty at Bayview iron works, near Milwaukee, has been smoothed over, and again the mills are busy.

Mrs. Bettie Taylor Dondridge, daughter of President Taylor, is to have a government pension of \$600 per year.

The report that Judge Bradley is considering an application for habeas corpus in the case of Guiteau, is denied.

The jury in the trial of F. E. Clark, on a star route indictment, at Omaha, disagreed, and Clark was discharged.

Four miners at the Union Consolidated mine, Virginia City, were killed on Tuesday evening by a premature explosion.

The big strike at Harmony Mills, Cohoes, N. Y., shows signs of a collapse. The men are gradually getting back to work.

Three Chinamen and a man from Massachusetts were killed instantly by a premature blast, yesterday, at Portland, Oregon.

A fire which got beyond the control of the department, at Texarkana, Texas, yesterday, laid in ashes property valued at \$170,000.

James Paris attempted to get into a birch bark canoe at the Superior City dock, and was drowned. He lived in Madison, Wis.

Herman Trotz has been offered the position of general land agent of the North Pacific company, lately resigned by Col. Newport.

At a meeting of the New Hampshire club last evening in Boston, Secretary Chandler spoke, deploring the feeble condition of our navy.

A negro named George Beckett, who attempted an outrage on a 7-year-old girl near Jackson, Miss., was expeditiously hung by lynchers.

Guiteau has selected as his spiritual guide Rev. Dr. W. W. Hick, a Presbyterian minister of Washington, who will make daily calls at the jail.

While riding in Washington last evening, Gen. Tyner was thrown from his buggy and carried home unconscious. His face was badly bruised.

Nine locomotives were burned Wednesday night in the roundhouse of the Philadelphia & Atlantic City railroad, at Knight's Point. Loss, \$100,000.

Ross is in training at Winnipeg for his contest with Hanlan. He stoutly opposes the proposition of the Canadian to postpone the race two weeks.

The rainstorm which flooded Indianapolis extended over a large section of Indiana and Ohio, doing great damage to crops and railway property.

Four American cowboys, who bound and gagged a storekeeper near Messila, Mexico, were overtaken by a pursuing party of greasers and strangled.

The Indians about McKinney, Wyoming, are on the warpath, and the garrison at that point has been reinforced by a company from Fort Sidney, Neb.

The steamship Fern, bound for Liverpool from Montreal, founded yesterday off Cape Race. The crew and passengers were picked up by a passing steamer.

Monday was graduating day at West Point. Addresses were delivered by Gen. Horace Porter, Col. Elmer S. Otis, Senator Ben Harrison, and Representative Blackburn.

Mrs. Scoville says she is getting hundreds of names to her petition to the president whereby she hopes to save her brother from the tender mercies of the hangman.

Mrs. Holland, of Bradley county, Texas, whose life has been one of wretchedness in consequence of ill health, was found yesterday hanging from the limb of a tree.

An ill-tempered political discussion at Montreal resulted in an attempt, by M. C. Shane, M. P., to "paralyze" Editor Stewart, of the Herald. This occasioned some blood, but no corpses.

Two little boys in St. Paul stole two saddles and two bridles from Smith's harness shop. They were about to "skip" to Montana with two horses which they intended to steal, when they were arrested.

Section men near Las Vegas, N. M., tormented a half-witted companion until he drew a pistol and shot the leader in the abuse dead. The others then hung the shooter, and the coroner's jury exonerated them.

Kate Wingate, of Louisville, has brought suit against the Ohio & Mississippi railroad company, claiming \$10,000 damages. Her husband was shot through the heart last April while traveling on that road, by an insane man.

The ladies of the Cleveland land league defied the terrors of excommunication held over them by Bishop Gilmore, and hold their meetings regularly. The bishop says that all who join in them will be promptly bounced from the church.

The Cleveland authorities propose to "sit down" solely on any future outbreak on the part of the strikers. A galling gun, with other artillery, the Cleveland Greys and Fifth regiment, state militia, are held in readiness for an emergency.

The committee having charge of the busted banking business of Charles A. Sweet & Co., Boston, have succeeded in paying \$2,300,000 of the concern's liabilities, which amount to \$2,800,000. The committee expect, by fine figuring, to pay the balance.

Sheriff Geo. Washington, of Bay City, Mich., brother of the victim of young Tibbitt, at Perham, has been investigating the circumstances of the tragedy. He had an interview with the murderer's mother, whose strange actions and unguarded replies to his questions justify the suspicion that she had a part in the murder. She is said to be rather "flighty." When informed that her son was dead she said she was "glad of it."

Seventh Cavalry Headquarters.

The headquarters of the Seventh cavalry, which have been temporarily at Fort Lincoln, have been ordered to Fort Meade, in the Black Hills. Col. Otis, who is now east on a thirty days' leave of absence, will not return to Lincoln, but will go to Meade, via Pierre, in a couple of weeks, and establish his headquarters there. Adjutant Wilkinson and Quartermaster Hare will accompany him. The headquarters of the Seventh have been at Lincoln since Gen. Sturgis' appointment to the soldiers' home. Fort Meade is one of the pleasantest located forts in the west.

ADVERTISEMENTS.

DIAMONDS.
Diamonds,
Watches,
Clocks,
Rich Jewelry,
Sterling Silver,
Table Cutlery,
Plated Table Ware
Special Attention Given to Repairing
Watches, Clocks, Jewelry, Etc.
Crests and Monograms
Correctly engraved on Metal or Stone.
H. H. DAV.

FURNITURE.
Fine Upholstered Parlor Sets,
Elegant Bedroom Sets,
Easy Chairs and Rockers,
Double and Single Couches,
Office and Diningroom Chairs
Extension Cornices,
Curtain Poles.
UNDERTAKING, WITH HEARSE
in Attendance.
Finest and most extensive line of Furniture
carried by any one in the Northwest.
W. D. SMITH.
Main St., nearly opposite Sheridan House.

WANTED—\$100,000
Why will you be content with 5 and 8 per cent interest on your money when you can get 15 per cent sure for five years guaranteed. The scheme is to buy business lots and erect two-story brick as fast as tenants can be secured for five years lease, they paying a sufficient rental to net to the investor, over and above taxes and insurance, twelve per cent. The undersigned will undertake to invest from \$25,000 to \$100,000 of capital in this way, as fast as tenants can be secured for each building. Eastern capitalists loaning at low rates of interest, will do well to address:
M. H. JEWELL, Bismarck.
If you want to double your money, buy one of those lots in Steele. Long time given for payments. Best chance in Dakota to get a good home cheap. Enquire of M. H. Jewell, TRIBUNE building, Bismarck.

JOB WORK
Of Any Kind
Neatly Done.
TRIBUNE Office
Complete Outfit
First Class Workmen

STEAMBOATMEN take notice—If you want bills of lading, letter heads, bill heads, envelopes, statements or anything else in the printing line, remember that the Bismarck Tribune has just what you want, made especially for the Missouri river trade.

CARDS--
Novelties,
Novelties,
Novelties,
Visiting Cards, Fancy Cards,
Visiting Cards, Fancy Cards,
Ball Invitations and Programmes
Ball Invitations and Programmes
Address the Tribune.
Address the Tribune.

STEELE COUNTY SEAT KIDDER COUNTY
Offers great inducements to settlers, because, it is excellent dark loam with clay sub-soil. The railroad runs through it. The largest yield of wheat, according to railroad statistics, has been raised in this county. It has a county seat, (Steele,) court house and complete set of records, etc., and only owes \$2,000, interest 8 per cent. Taxes are merely nominal. Good water and healthy climate. No swamps or boggy land. It joins Burleigh county on the east and is the best watered county in Dakota. (See map.) Excellent sheep and cattle ranges. Cheese factory and dairy at Steele. There are thousands of acres of government land yet to be had FREE, near the railroad and county seat. For any information, address either:
M. H. JEWELL, W. F. STEELE,
Bismarck, Steele, D. T.

AMUSEMENTS--
Opera House,
Open every evening.
Sam Whitney, Proprietor.

REAL ESTATE--
Wm. S. Bennett,
Real Estate Agent,
Bismarck, D. T.

CHOTEAU HOUSE.
Parties bound for
Benton, Montana,
Will find this house the leading hotel. Everything in connection with the house is first-class and its location is central. Terms reasonable.
JERE SULLIVAN, Prop.

PAINTERS--
Bannerman & Louis,
House, Sign and Carriage
Painters
Shop on Fourth-st., near Main.

REAL ESTATE--
Jas. A. Emmons,
Real Estate bought and sold.
Office 68 Main-st.

NEW LAUNDRY.
Mrs. Lizzie Clark, on Front street, between Third and Fourth streets, opposite the Sheridan House, would respectfully state that she does all kinds of fine laundry work at reasonable figures. Family work a specialty, and work done promptly and delivered.

TIME CARD.
Arrival and departure of trains over the North Pacific.
TRAINS ARRIVE.
No. 3 (passenger) from the east.....7:00 p. m.
No. 4 (passenger) from the west.....8:15 a. m.
No. 17 (Accommodation) from the east 6:00 a. m.
TRAINS LEAVE.
No. 3, going west.....7:30 p. m.
No. 4, going east.....8:30 a. m.
No. 14 (freight), going east.....3:45 p. m.
No. 16 (freight), going east.....10:00 a. m.
No. 18 (Accommodation), going east.....9:45 a. m.
Passenger trains daily except Sunday. Freight trains liable to be cancelled at all times.
G. K. BARNES,
Gen'l Passenger and Ticket Agent, St. Paul.
HERMAN HAUPT,
General Manager, St. Paul.
STEAM FERRY BOAT UNDINE.—Leaves Bismarck for Mandan at 8:30 a. m. and 3:30 p. m. Returning, leaves Mandan at 10 a. m. and 5 p. m.
R. R. ABRAHAM, Captain.