The Jamestown Alert.

VOL. 4. JAMESTOWN, STUTSMAN COUNTY, D. T., FRIDAY, FEB. 17, 1882 NO. 30

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A WRONG OPINION.

Of the many absurd views of western life entertained by our eastern friends, none is more ridiculous than the wide-spread belief that our frontier furnishes the connecting link between barbarism and civilization; that our territories are asylums for the world's off-scourings—command ties where pimps, gamblers, thieves, thugs and pugilists rule by reason of numerical strength—vast stretches of land almost devoid of churches and schools, but dotted all over with buildings devoted to debauchery in every form known only to civilized man—places where Sundays are gala days, where the crack of the revolver is substituted for the chiming of sabbath bells; in short, collections of individuals whose social status would be better represented by pistols, knives, gambling apparatus and whisky barrels than by the usual insignia of civilization. Incoming trains bring eastern tourists armed to the teeth as though entering a land of bandits. Departing trains return the same travelers wondering at our resources, thrift and culture.

But why these persistent and foul slanders on our fair territories? Nowhere throughout the length and breadth of our country is life and property as safe as on the frontier. Nowhere is the right of man to life, liberty and the pursuit of happiness as fully recognized as in the territories, and nowhere is justice dealt out to criminals as swiftly and surely as in our courts. Our society in point of culture compares favorably with eastern communities, while as to enterprise and progress we are far ahead of the most advanced. The reason is obvious: drones never emigrate. Our settlers represent the progressive elements of society. Everywhere can be seen evidences of activity in all industries. The frontier merchant is keen, possessing an enterprise and nerve utterly amazing to his slower brother of the east. One can form no conception of the possibilities of farming, or stock raising until he visits the bonanza farms and vast stock ranches of the territories. This spirit of energy permeates all classes of society. The work of the artizan, mechanic, merchant and professional man is characterized by a vim unknown further east. The moral status and public spirit of our communities is clearly shown by the beautiful churches, commodious school houses and costly public buildings that greet the eye of the tourist. Statistics show that we have less crime in proportion to our population than older settlements. This is natural, for we are a busy people. There is no room for idlers; they drift either back to the large cities or into the jails.

Visitors compliment us on our quiet Sabbaths, the absence of drunkenness on our streets and the evidences of thrift to be seen in every direction. The territories, like the states, contain dangerous criminal classes, but owing to a vigorous way of punishing crime our criminals have a respect for law totally unknown to similar classes in the states.

We ask in vain, why these persistent slanders on our fair fame? It would seem that they are circulated largely by parties interested in our vast and great immigration to our rich fields and fertile valleys. There can be no doubt but that these slanders deter many from settling among us. In view of these facts it is the duty of each citizen of Dakota to correct these false reports, as far as lies in his power. We can suggest no better plan to accomplish this than to liberally circulate our territorial papers among friends in the states. Our papers, which like mirrors, reflect our civilization and faithfully chronicle the crime as well as the virtue in our midst, are the best answers to our slanderers.

Grand Rapids, Dak.

Special Correspondence to Fargo Republican.

ED. REPUBLICAN: This promising settlement will commence the spring's campaign very early according to present prospects, as the weather is mild and the snow has nearly disappeared, except where heavily lodged in ravines, or deep herbage, and wheat has already been sowed on some of the breaking, though of course, in small quantity. The track of the Milwaukee R. R. has been laid within about thirty-five miles of this point, and a great deal of lumber, stock, and farming implements will come in next month by that route. None of the proposed bridges across the Dakota have been commenced, and a good deal of local feeling has arisen, and many petitions been presented and acted upon to date. Only one of all the localities proposed have been accepted, and that one across the town settlion line will probably be built by July. A great number of locators will come in here during the next six weeks, and La Moure county when once accessible by railway, will present a phenomenal growth. More or less "drift" coal is found in digging wells, and it may be that the Coltax find will be repeated here. Last evening a caucus was held in the office of the county clerk, and the following ticket adopted for four justices of the peace, which ticket was today ratified by the election of Edw. Iverson, Mildedge Roscoe, Walter A. Holcomb and Chas. W. Hall, Esqrs.

After the caucus, the Grand Rapids Literary Association held a regular meeting, at which the following programme was rendered: Music Quartette, Mayh Co. Recitations, Misses Addie Cann and Frankie Weir. Select readings, Mrs. W. A. Holcomb. Declamations in foreign languages: Welsh, Rev. D. Williams; Gaelic, N. McLeod; German, H. Neverman; Broad Scotch, Mrs. A. Matherson; Greek, E. M. Whitman; Norwegian, Andrew Foss. Oration, C. S. Deisem. Discussion: Resolved, That the tree claim law should not be abolished; affirmative, C. C. Allen, H. E. Sox; negative, C. G. Holcombe, C. S. Deisem. Decision in the affirmative.

The class of settlers already here argues well for the future of this really beautiful and fertile country. The water is especially good, clear and sweet, though rather hard, and were a railroad once built here, the rush for lands and town lots would exceed anything ever seen in Dakota. Probably the road to Lisbon, to be completed by July, will be continued through to this point; but in any event a decided and under the circumstances astonishing increase of population, will be witnessed this summer. H.

CHRISTMAS IN DAKOTA.

How Dakotians Spend it—Winter Mild as Summer.

The following letter written by a resident of Jamestown to a Canadian paper soon after Christmas, has been handed us for publication. It contains many facts of interest to people in the east and answers questions which are daily received through the mail by scores of the citizens of this county:

Xmas has come and gone. We celebrated it by two Xmas trees, and we had to send a hundred miles for them. Both churches were crowded and both trees were heavilyladened with fruit consisting of silverware, works of art, china sets, literature and toys and candies for the children. Each scholar of the respective Sunday schools received a package of candies and a present given by the school. There were about 120 scholars at each tree. By that you can imagine how our Sunday schools prosper.

Up to date we have had most beautiful weather, some days have been as mild as summer, and none of them any colder than autumn. No snow has fallen of any account, and what has fallen has gone longsince, and the prairie is burning. The sight last evening was beautiful with the fire running along the bluffs that surround the town, winding through the ravines reminding one of warriors forming in battle array. I have been looking for a blizzard, but I guess I will be disappointed. We had what we called one over a month ago. I was out in it, too, but if that was a blizzard, Old Ontario can beat it all hollow. As this is an exceptional winter I cannot judge of Dakota winters, but should we have severe weather I will try to tell you how it feels.

I will try to give an idea of how wages run, as a great many who come to this country are interested in that. Wages for mechanics are as follows: Carpenters, from $2 to $3; masons, from $3 to $4; painters, from $2 to $3; lathers, from three to five cents per yard. Farm hands get from $20 to $25 per month and board for the season of about seven months. Harvest hands, from $2 to $2.50; threshing hands from $1.50 to $2 and board; general laborers, from $1.50 to $2 and board themselves; board, $4.50 per week. Men do not have to look long for work even if they are praying they may not find it. Rents are very high, one to four rooms renting for from $8 to $15; houses of six to eight rooms rent for from $20 to $24, and very scarce at that. There has not been a vacant house here (Jamestown) this summer, and from two to six have been built a week. If the winter keeps open they will continue to build. I came here the first of September and have not had a rest until last Monday, when I had to pretend to be sick to get a day to celebrate Xmas. Jamestown is building up rapidly. I have counted the saloons and there only eight. There have been three new hotels started since I last wrote.

There will be a $30,000 bank erected next season, also a court house at the same price, and two or three churches—a church of England, Baptist and Catholic, dates shown positive at no distant date to be a large city. The present site, though extensive, is not large enough, and during the past two weeks an addition of some thousand lots has been surveyed. I mentioned in my last that lots bought last year at $50 were then selling at $200; since that date many have been sold for $400. The Northern Pacific is building a branch north to the Mouse river where a party have gone prospecting for coal, and have reported an abundant supply about eighty miles north. Another coal bed has been discovered within a few miles of this place and coal will be sold at $3.20 next spring. The recently discovered mines not being in working order, we are still using Bismarck coal at $4.40 per ton, and those who burn eastern coal have to pay $14 for soft and $15 for hard. Wood is $6 per cord. The discovery of coal in such large quantities in the Mouse river region puts the fuel question of Dakota on an equal footing with the eastern states. That is one want of this Northern country settled. Another complaint is the water. People coming to this place usually stop over at Fargo, and find alkali water. They start west along the line of the Northern Pacific railroad, and the first place they stop at will probably be Wheatland, where one of our Canadian youths is supposed to have murdered another. They ask about the water, the reply is: the best in the territory. You taste it and think it that is the best you don't want to have to drink the worst. The same inquiries are made and the same answers received all along the line. The first place you arrive at where they can truly make the reply is at Spiritwood where C. Morrow and H. and G. Hambly, from Ontario have farms. The water at this place is perfectly free from alkali. Parties coming to Dakota would do well to stop off at Spiritwood and look at the land north of there. The pioneer farmer, C. Morrow, the model farmer and seedsman, Geo. E. Elliott of Philadelphia, the enterprising Mr. Mattison, or Judge Tilden will cheerfully give you information about vacant lands or show you around town and if you do not find anything to your taste, come to Jamestown, where a dozen vie with each in their civility. To settlers in Winnipeg a land agent is lord of the great and it is an honor for him to attend to your business. In Jamestown they are the jolliest and most accommodating men you ever met. You feel that you can settle among them and feel at home.

A word of advice to those who come west next spring. Don't be afraid of driving oxen. They are always the most profitable for starting and will be more especially next spring, for oats are seventy cents, and will be one dollar by spring. Oxen do not require any grain and will work as well on prairie hay as horses will on oats. They will break as much as horses and are equally as good as horses for nearly everything. Mules are used extensively here and are equal to oxen for standing hardship, but they must have grain, and cost more. Oxen can be purchased for from $120 to $160 according to quality.

I have tried to give you some information that will benefit parties coming here to look for homes. Parties wishing further particulars can obtain them by addressing box 109, Jamestown, D. T. They will be cheerfully answered.

CANADA.

Jamestown, December 30, 1881.

Wisconsin lumbermen are complaining at the mild weather.

The Northern Pacific's Grant.

As the people living along the line of the North Pacific railroad are interested in anything effecting the welfare of that company, we have heretofore devoted considerable of our space in showing the intenable position assumed by Jay Gould's emissaries, the enemies of the North Pacific railroad, in their attempt to rob that road of its land grant, in the hope of crippling it to such an extent to prevent its completion to its Pacific connections, thus leaving Gould's lines witout competition. The matter of late has occupied the attention of the soundest thinkers and best legal minds of the country, and every opinion from this disinterested source has been favorable to the North Pacific enterprise. According to the charter granting to the company the lands in question, it was stipulated that the road should be completed by the 4th of July, 1879. It was not so completed, but during the time when the land could have been taken from the company, if at any time, nothing was done, but now when the company is again doing everything possible for the rapid completion of the work, it is absurd, in accordance with its contract with the United States, to talk of anulling its grant. The charter explicitly says that in case the company makes any breach of the conditions of the grant, the congress of the United States, "may do any and all acts and things which may be needful and necessary to insure a speedy completion of the said road." It will be seen from this that the land can not be taken from the road, but it can be used by congress, in case the railroad company does not exercise its power to construct the road, for the completion of the work. This is all.

George Gray in a letter to the New York Times of a recent date, takes these grounds. He says:

It is now a matter of no importance what was the time specified by congress in various amendments of the charter for the construction and completion of the North Pacific Railroad, for it is admitted that time has now expired. But it is important to consider what are the consequences of failure to complete the road within the time.

It follows from what has already been said, namely, that the grant in present (and to the same effect are the decisions of the supreme court), that the construction and completion of the road are conditions subsequent. And, notwithstanding a failure to perform the conditions within the time specified, the title to the lands remain unimpaired in the grantee until congress sees fit to enforce a forfeiture on that ground. (21 Wallace, United States Supreme Court Reports, page 61.) Until then the right, title or estate granted remains in the grantee as completely as it ever existed before breach of the condition, without any impairment of its original qualities or incidents.

But in the grant to the North Pacific Railroad company there is (not only no provision for a revision to the United States, but there is) a clear declaration by congress that the lands granted are absolutely appropriated to the completion of the road. Sections 9 and 20 of the charter, show an express intention of congress to make an irrevocable grant of the lands embraced within its limits for the purpose of the construction and completion of the road, and to pledge the good faith of the United States that the road road shall be completed. It is a well established principle of the law that when the grantor manifests, in the grant, an intention not to enforce his right of entry upon condition broken, the lands do not revert. Nevertheless congress did not leave itself without remedy, for if the grantee prove faithless or incompetent, "the United Stated, by its congress, may do any and all acts and things which may be necessary to insure a speedy completion of the road but cannot divert the granted lands to any other purpose.

In view of these facts, any deed that may be issued by the North Pacific railroad company to lands along its entire line, and particularly along that portion in question, is valid, for as good as a perfect title can by the United States to a settler on the public domain, who has faithfully observed all the requirements prescribed by the laws of the general government in the premises.—Bismarck Tribune.

A Vote of Thanks.

WASHINGTON, D. C., Feb. 9, 1882.

FRIEND MAY: With this I send you resolutions etc. of the delegation. They explain themselves. Mr. Pettigrew is well liked by the whole delegation, and they all dislike Ordway.

Rumor has it that Ordway will be the North Dakota governor if divided, but the entire delegation seem to dislike him. After arriving here Monday evening, have met Barnes, Ball, Walsh, Adams, Davis, Brown, Klaus, and a half dozen more of the Dakota folks. Have also found that the land commissioner has been inclined to oppose the new land district up north of us, and instead, has made up his mind to move the Fargo office to Valley City. Messrs. Klaus, Davis, Barnes and Ball are looking into this matter. Fargo does not wish to lose its office, nor we to lose our district, so there is room for quite a little work. Mr. Klaus has just informed me that had the commissioner (as Mr. Klaus and friends had a hearing before the commissioner) understood the situation, he, the commissioner, would not have opposed the new district. But, as he did oppose it, he now says if the committee recommend to the house he will say nothing. So somebody must do some work to have the house committee report favorable. In the establishment of the new district Messrs. Klaus and Davis are heroes in the matter, and are doing all they can, though they are trying to hurry things, I think a little too much, from the fact that they wish to start home. Klaus thinks of leaving this evening for home. I will remain here a week or ten days yet. The reason I send you these resolutions is because they will be published throughout Dakota, and as you will receive them first, would like to see you publish them. Yours etc.,

GEO. W. VENSUM.

At a meeting of the delegation from North Dakota held in the city of Washington, February 9, 1882, the following resolutions were unanimously adopted:

Resolved, That the thanks of North Dakota are due, and are hereby tendered to the Hon R F Pettigrew for his valuable aid in presenting the claims of that portion of Dakota to a separate territorial government and for the uniform kindness and courtesy shown he him to this delegation, and it is further

Resolved, That this preamble and resolution be signed by the chairman and secretary of the delegation, and that a copy thereof be presented to Mr Pettigrew.

[Signed] A. H. BARNES, Chairman.
F. B. ADAMS, Secretary.

United States Land Measure.

A township is 36 sections, each a mile square. A section, is 640 acres. A quarter section, half a mile square, is 160 acres. An eighth section, half a mile long north and south, and a quarter of a mile wide is 80 acres. A sixteenth section, a quater of a mile square, is 40 acres.

The sections are all divided into quarter sections, which are named by the cardinal points, as in section 1. The quarters are divided in the same way. The description of a 40 acre lot would read: The south half of the west half of the southwest quarter of section 1 in township 24, north of range 7 west, or as the case may be, and sometimes it will fall short and sometimes overrun the number of acres it is supposed to contain.

No More Pay Cars.

A circular just issued by Mr. R. L. Belknap, treasurer of the Northern Pacific railroad company says that commencing with January 1882, all employes of this company will be paid by drafts of the paymaster, payable by the treasurer, at New York, or by the disbursing officers of the company at St. Paul, Minn., Helena, Montana and Portland, Oregon, by station agents when in funds and in principal banks along the line of the road.

As soon as the auditor has checked and certified the pay rolls of a division he shall send them to the paymaster who shall make a draft, in favor of the division superintendent, corresponding with the amount on the roll due to each man. The number of the roll, and of the line containing the name of the man for whom the draft is intended will be marked on each draft.

The paymaster shall send the pay rolls of each division to the superintendent thereof with the drafts fo their payment, as soon as prepared, and without waiting for other divisions.

As soon as possible after their receipt the superintendent shall go over his division to pay off the men. The draft intended for each man shall be delivered to him, endorsed by the superintendent in blank, and his receipt taken therefor on the pay roll.

Employes who cannot sign their names shall make their mark (touching the pen) the division superintendent witnessing the same.

Drafts undelivered by the superintendent at the conclusion of his trip shall be held by him for one month and with their corresponding roll shall be taken on the next pay trip. All drafts then undelivered shall be immediately returned to the paymaster with the rolls, A "remainder roll" shall then be prepared which shall be held by the paymaster for payment thereon upon application.

Drafts for the payment of employes of the Engineer's department shall be drawn to the order of the assistant or division engineer who has charge of the men to be paid. The same course in paying shall be followed as is prescribed above for division superintendents.

The circular is approved by T. F. Oakes, vice president of the road.

Further Information.

NORTHERN PACIFIC RAIL ROAD CO.,
TREASURER'S OFFICE,
23 5th AVENUE, N. Y., JAN. 1882.

Commencing with January 1882, all employes of this company will be paid by drafts of the paymaster, payable by the treasurer in New York City, by disbursing officers in St. Paul, Minn., Helena, Montana and Portland, Oregon, and by station agents when in funds. Banks and merchants on the line of the road cashing these checks and forwarding them to the disbursing officers at St. Paul or Portland will have currency in exchange for same forwarded them by express, free of charges over the lines of this company.

It is believed that these drafts, while protecting the interests of the company, will serve as a convenient form of exchange among banks and merchants along the line of the road on New York, St. Paul and Portland.

R. L. BELKNAP, Treasurer.

Clean Up.

Can't our common council do something toward cleaning up before the spring boom opens. The cleanliness and freedom from filth has been a noticeable feature of our town and a cause of frequent remark from strangers. But there has been a fearful "letting down" during this winter, and haystacks, strawstacks, offal heaps, and rubbish mark every square in the town. The townsite so-day presents the appearance of a poorly kept country barnyaad. In addition to the annoyance to the eye. The safety of the entire town is endangered. The Dakota house and other valuable property in that block is made wholly unsafe as a fire risk by the haystacks, manure piles and loads of hay occupying the rear and the very center of that square. Masonic block and its surroundings are similarly backed. Other squares in the same neighborhood present the same disagreeable condition. Any safe underwriter who should make a personal examination would cancel every fire insurance policy near the heart of our town. If not the duty of our village board then it is no one's duty to see that all the scenes upon our site are removed and that immediately. Let us have a general "house cleaning" during the pring-like days.

The Catholic Church.

The committee of the Catholic church who has the building of the new church in charge are moving in the matter. Father Galvin has prepared a sketch of a building to be erected, but the plans have not yet been drawn. The society needs a church and as it must be built sooner or later, they are showing good judgment in making the preliminary arrangements for it. It has been suggested that the block owned by the society be mortgaged and in that way raise funds to aid in erecting the building. The bishop will probably visit Jamestown soon and then matters can most likely be arranged so as to result in the society having an edifice commensurate with their numbers and a credit to our town.

Suggests a Plan.

MR. ALERT: You have said a good deal lately about an emigrant's building or temporary shelter for the hosts who are expected this spring. Now suppose you shape your scheme a little. See if the Northern Pacific management will permit such a building to be temporarily located on their right of way. Then let our mechanics and architects submit plans and estimates for a building that shall be cheap and yet answer the purpose. When you have found out these facts and the exact cost of the building, some one may be found to build it. BARKUS.

Sheet and Pillow Case Party.

The executive committee of the Turnverein society who have the dance in charge, have so far made their arrangements as to select the following committees:

Floor managers—H. J. Ott, P. R. Judkins, A. A. Allen, Wm. Spangenberg.

Reception committee—Hon. E. P. Wells, D. M. Kelleher, L. Du Buisson, R. E. Wallace, L. Lyon, D. Curtin.

Master of robes—E. Ebner.

Grand doorkeeper—Joe Freeman.

Assistant door keeper—J. Kindshi.

Executive committee.—A. Steinbach, A. Kindshi, H. Bensch.

Tickets, including supper at the Northwestern House, $3. Music by the Fargo orchestra.

A Wagon Shop.

Mr. M. E. Burns, of River Falls, Wis., returned home to-day, after having decided to locate in Jamestown and put up a wagon shop. He will either build opposite Martin & Hull's barn or near John Moore's new barn. He intends putting up a building 30x40 feet in size, two stories high, and to cost $2,000. Mr. Burns has a family and will live over his shop. There is a good opening here for him, and he will supply a want which has long been felt.

Some coporations have a soul after all. The railroad companies are the only parties concerned in the cure of President Garfield who do not expect a generous reward for their services.

South Dakota Resolutions.

The following resolutions were handed the president by the southeast Dakota delegation: Whereas, it is the earnest desire of the people of the territory of Dakota residing south of the forty-sixth parallel, that such part of the territory be formed into a state and admitted into the union; and whereas, N. G. Ordway, the present governor, has at sundry times and divers ways through selfsought press interviews, in his annual report to the secretary of the interior and in his letters to the president of the United States, represented the people thereof as irresponsible, and a legislature as mercenary, and that an alarming financial and political condition exists therein: and whereas, by such representations said Ordway has grossly defamed the people of said territory and greatly damaged its material interests and has left his post of duty at the capital of the territory to give his entire time and attention to opposing its admission while pretending to favor it, therefore be it resolved that we the delegation appointed by a convention of five hundred members representing all old counties comprising the proposed new states of Dakota, most respectfully recommend his immediate removal, and be it further resolved that this delegation go as a body to the president of the United States and ask the removal of the Governor of Dakota territory as a measure of common justice to the people of said territory, Signed, B. J. Campbell, chairman, Eugene Huntington, secretary. Feb. 9, 1882. The delegation numbering about seventy members called upon the president and after formally presenting the matter for his consideration retired with the understanding that he would meet a committee Saturday. The committee, consisting of Major Kellam, chairman, Major Washburne, Messrs. Taylor, Cook and Sterling, called on the president yesterday and had a full and satisfactory hearing.

A Model Tree Claim.

One of the best tree claims in the county, and one in which the owner is trying to live up to the spirit and letter of the law, is owned by C. B. Clark, who travels for the grocery house of Pat Kelley, St. Paul. It is situated a half mile south of Eldridge and is all broken and ready for a crop. Something like eleven acres are in tree cuttings or seeds, and are in rows around the outer edge of the quarter section. There are a dozen varieties of trees represented; among them ash, cottonwood, maple, willow, &c. Mr. Clark estimates the cost of the trees up to the present time to be about $400, and that this year's crop will bring back the cost of breaking the land. He will employ one man this season whose duty it will be to take care of the trees, and he will have the use of one horse and a plow to assist in the work. He also thinks that the increased crop which he will secure from his land will more than recompense all money spent on the trees, for he says that as soon as the trees have grown to a little size they will catch and hold snow and that this snow melting will furnish additional moisture, and in consequence an increased crop. R. R. Griffing, of Eldridge, has had charge of the work on this claim. Mr. Clark says that the only way to make trees grow on a tree claim is to take care of them, and we are inclined to believe him.

Eldridge News.

M. T. Richards arrived on Wednesday afternoon with a carload of live stock and grain.

Eldridge is swarming with speculators and land hunters, and Jerry Collins and C. L. Holmes are seriously thinking of platting an addition to the town.

S. L. Glasspell was in town yesterday.

Frank Elgin, assisted by Messrs. Holmes and Cornwall is framing a large building in Vessey's lumber yard, but what the structure is to be used for, your correspondent was unable to learn.

The snow has all disappeared in this locality and some of our farmers are running their harrows.

Four hundred busshels of Russian white oats will be sown on one corner of the Davenport farm this season just for a trial.

Will Phillips, who came here from Iowa last year, and who lost no time during breaking season, has three hundred and twenty acres ready foy crop. RUPORT.

Grand Rapids Racket.

Capt. C. W. Hall, advertising editor of the Fargo Daily Republican has been spending a few days in town.

Special election held last Saturday, the 11th, for the purpose of electing four justices of the peace resulted in the election of Edward Iverson, Mildred Roscoe, Walter Holcomb and Chas. W. Hall.

The county commissioners held a session last Saturday and had a grand time. Commissioners Elliott and Crum told each other what they thought of the way the other had acted, and the public told the commissioners what they thought of the way the commissioners had done business. So at present there is a genera understanding throughout the county.

On to Mouse River.

J. F. Wallace, of Bismarck, is in the city, stopping at the Dakota House. In addition to shaking hands with acquaintances, he is here to perfect plans for encouraging immigration to McHenry county, in the now famous Mouse River region. It is proposed to have those bound for the Mouse River to meet at Jamestown as soon as practicable this spring, and move in a body, following as near as practicable an air line route, on the line of the Northwest branch of the N. P. road now building from Jamestown to Villard, the new town on the bend of Mouse River, near the centre of McHenry county. Mr. Wallace predicts a heavy immigration this spring to North and especially Northwestern Dakota, and is in hopes the citizens of Jamestown will do all in their power to see that all are satisfactorily located. He says an expedition will also leave Bismarck early this spring for this same country.

Dakota Dots.

W. E. Powell, of the Chicago, Milwaukee & St. Paul railway immigration bureau, states that within the text two months 600 families from England will purchase lands in Dakota.

Plowing for spring planting has begun on R. B. Hayes' farm.

A petition is being circulaed for a post-office on the Ft. Stvenson route along the Missouri, sixteen miles north of Bismark.

Deadwood wants the Black Hill counties to vote $500,000 in aid of railroads and has appointed a committee to congress to grant them power to do so.

Carry the News.

Mr. Wells states that if each resident of Stutsmen county will leave at this office the address of such friends east as they desired to have interested in this country, he will send to all free of charge all immigration matter published in the interests of the Jim River valley, as the Alert, Land Journal, Western Rural, St. Paul Globe, etc. If a sufficient list is left with Mr. Wells, this alone should induce a considerable addition to our population.

Bismarck Tribune: A new vein of coal has been struck in the Bly mine, some distance beneath the others. It is said to be at least a third better than any yet found, according to the analysis. The new bed was discovered by running an augur down and the quality of the fuel determined by the test referred to.

Col. Lounsberry Interviewed.

While Col. Lounsberry, of the Bismarck Tribune, was in Minneapolis on his way home from Washington, he was interviewed by a Tribune reporter, and his replies to some of the more important questions were as follows:

NEW LAND DISTRICTS.

R.—What of the bills for the new land district in Dakota?

L.—The friends of the measures are hopeful they will pass, although the commissioner of the general land office refuses to recommend the passage of these bills. He admits that there is business enough to justify the creation of the new districts, but says it will add to the work of his office, and as the force at his disposal is absolutely inadequate to do the present work he cannot consistently recommend a bill that will increase that work. The bill for the new office at Jamestown, however, will be recommended by the committes. As to the others I am not informed.

THE NORTHERN PACIFIC.

R.—What of the raid on the North Pacific?

L.—Blackmail and revenge rather than a high regard for the interests of the government seem to be at the bottom of it. Intense hatred of Schurz also appears to be an element in the contest. Col. Finley is on deck in connection with it, but if there is a barrel in the case it is an empty one that will look badly before it will be filled with North Pacific dollars. There is no uneasiness on the part of the Northern Pacific people.

THE CAPITAL.

R.—If the territory is divided where will the capital be located?

L.—The capital will be located by the Governor in the first instance, subject to the action of the Legislature. The location of the capital will depend upon who is Governor, and the chances are about even between Fargo, Jamestown and Bismarck. Fargo is most central now as to population, Jamestown will be central when its prospective roads are completed, but two years hence, when the country along the Missouri river and west and north of Bismarck is settled, none will question the propriety of its location at that point. Bismarck is within forty miles of the geographical center of the territory at the North Pacific crossing of the Missouri river and is certain to become a city similar to Kansas City.

THE GOVERNORSHIP.

R.—Who is likely to be the Governor of North Dakota?

L.—No idea can be given. Mr. Kirkwood's friends have urged him to be a candidate for the place, but he will dislike to accept after having been a senator and cabinet officer. But it will be urged that his experience will be of such great value to the new territory that, like Gov. Howard, he may conclude to make a personal sacrifice, and accept a position he does not want.

R.—Then you do not expect the appointment to be made from Dakota?

L.—No, sir. Mr. Arthur will follow the custom of his predecessors, and appoint officers for the leading positions in the territory to please himself or the leading republican senators.

Additional Local.

E. P. Wells departed for St. Paul yesterday.

C. W. Hall and Geo. Merrifield came up from Grand Rapids yesterday.

The passenger trains have added an additional car and now run three coaches.

The wages of night brakemen on the Northern Pacific has been increased from $55 to $65 per month.

Mr. McGinnis will build this summer upon the vacant lots between the Dakota house and Klaus' block.

It is reported that Frank Mead, of Mandan, will soon assume control of the Pioneer of that place.

The Spiritwood school district are taking steps to build a school house, and will advertise in the Weekly Alert for bids.

D. H. Fowler sold three lots in Klaus' addition today for $1,500. The lots were sold to Wm. C. White of Jamestown.

S. F. Lambert is on his way to Jamestown with fifteen teams. They will be put on to the Jamestown and Mouse river railroad grade.

Mr. Cleveland, late of Lansing, Michigan, is talking strongly of putting in a paper at Grand Rapids, some forty miles below Jamestown, on the Jim.

The Bismarck Tribune says there is a strong probability of the Missouri breaking up soon and that it will probably do so before the spring floods.

The man arrested for selling venison was tried before Judge Douglas yesterday forenoon and fined $25. White, for village; Nickeus for defendant.

The nice little game a certain Jamestown man tried to play on J. W. Goodrich, did not work in a manner at all satisfactory to that "certain" gentleman.

Will Elmer says there was much interest taken in Dakota wherever he went in the east and that quite a number of people will come out this way from his old home.

It was the intention of many of our farmers to have commenced seeding yesterday, but owing to the change in the atmosphere it is thought that they will put it off until a later date.

Jeff Smith "the original farmer of Grand Rapids," is hauling lumber to Beaver Creek, with which to put up a house for his son-in-law, who will arrive with his family in about three weeks.

Dan Long has just purchased a piece of land at Aberdeen, which he will plat into an addition to the town. The price of the piece was $6,000, and he sold an interest in it to A. Scidmore by telegraph this morning.

The Grand Forks Herald says that when the plats for the new towns around Grafton were thrown open to settlement, people arrived at the land office at 3 a. m. and it required the service of policemen to keep order.

Judge Ott reports the mill running night and day this week. Two carloads of flour were shipped last week, one to Glendive and one to Miles City. There are now 3,500 sacks of flour in the warehouse under the hall.

Mr. Wallace, the Mouse river boomer, says Mr. Bly told him that work on the Jamestown branch would be commenced as soon as practicable, and that its progress this season would depend somewhat on what the Grand Forks branch of the Manitoba road did.

The court house location seems to be meeting with some strong opposition. Prominent citizens on both sides of the track argue that the present site is unfit on account of its distance from the business centre of the town, and the Alert is informed that strong efforts will be made to induce the commissioners to secure a more suitable location upon which to erect the new structure.

The present proprietor of the Jamestown Hotel has decided to move that building on to his lots at the corner of Front street and Fifth avenue, and remodel it. Another story will be added to the building and an addition put on to the rear end, which together with the main building will be veneered with brick. The structure when completed will be one of the finest hotel buildings on the Northern Pacific.