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Completion of the Northern Pacific.
The news reached here last evening that the two ends of the Northern Pacific had been joined at a point near the Little Blackfoot, thirty-five miles (more or less) west of Helena. We say the two ends were joined—the junction was in fact made by a short side track uniting the two ends of the main line and leaving a space upon which the rails are to be laid in the presence of Henry Villard, president of the road, and his concourse of distinguished guests. So the great work is practically finished, after the lapse of nearly half a century from its first inception. Over a year ago it was announced that the Northern Pacific would be a completed transcontinental route September 1st, 1883. At that time the eastern end of track was at, or near Billings, and the western coming along from Lake Pend O'Reille toward Missoula with a gap of 400 miles to be bridged over by far the most difficult construction work on the whole line. The promise has been fulfilled though there were plenty of sceptics who doubted even to a date but a few weeks past. From Billings work was rushed through to Livingston, thence with a slower movement over the terrible elevation west of here, from that through the Gallatin and Missouri valleys to Helena. Beyond Helena the main divide of the Rocky Mountains was encountered and work was somewhat delayed by the heavy grades of that part of the route. But this was overcome and from there the rails were rapidly laid to the point of junction. From the west the engineering difficulties through the Missoula region were slowly surmounted, and this done the track was built to Little Blackfoot with astonishing celerity and the Northern Pacific completed ahead of the announced date. To enter into a resume of the great work from the time of its first inception to the present date, is beyond our province and (from ignorance) our ability. An able pen will have written a volume upon the subject before many days. Enough that the Northern Pacific after many vicissitudes is a completed road, and we of Livingston dwell beside the main line of a great transcontinental route. Already has begun the traffic which must surely come to the Northern Pacific railroad—a traffic which we are assured will eclipse that of all other Pacific routes. The northwest is ahead of all competitors, and the capitalists who chose to invest their ducats in forwarding the construction of the railroad that traverses the most productive and the most attractive belt of the northern hemisphere have made a fortunate investment. The day when this portion of North America was marked on the maps "The Great American Desert" is long since past, and the idea that this was climatically an inhospitable region, unfit for the habitation of man, is also an exploded theory. In this day Montana, Dakota and Idaho, "the desert region," are attracting greater practical attention than any portion of the known world, and the Northern Pacific, which traverses them and brings their remotest confines into easy communication with the world at large, is destined to secure for these northern territories such benefits as will eventually place them in the front rank of importance, classed with the other federal divisions.

Scared but not Hurt.
On Tuesday while Rufus Hatch and his party were at Little Missouri the Marquis de Mores and three or four friends were engaged in conversation in the train with passenger friends. The Marquis was entertaining them with his recent troubles in which the buffalo hunter, Reilly, was killed. While thus engaged a party of the dead man's friends came riding toward the train equipped with revolvers and Winchester after the manner of plainsmen but presenting no more ferocious appearance than does the ordinary western hunter. De Mores referring to the approaching band as friends of the man he had killed said: "Here they are now" and watching them approach for a moment looked around to find himself without listeners. His friends did not care to take the chances of an encounter with desperate western cowboys, and had sought the seclusion which a Pullman grants. It is needless to say that the mounted party showed no disposition to use their warlike weapons and the retreating party was still in doubt regarding the danger in which they stood.

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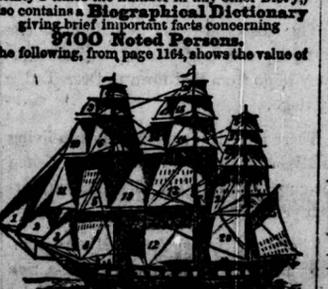
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Illustrated Definitions.
1, flying jib; 2, jib; 3, fore-top-mast-stay sail; 4, fore-course; 5, fore-top sail; 6, fore-top-gallant sail; 7, fore-royal; 8, fore-sky sail; 9, fore-royal studding sail; 10, fore-top-gallant studding sail; 11, fore-top-mast studding sail; 12, main-course; 13, main-top sail; 14, main-top-gallant sail; 15, main-royal; 16, main-sky sail; 17, main-royal studding sail; 18, main-top-gallant studding sail; 19, main-top-mast studding sail; 20, mizen-course; 21, mizen-top sail; 22, mizen-top-gallant sail; 23, mizen-royal; 24, mizen-sky sail; 25, mizen-spaker.
Among the many that could be cited are the following: Reef, Roller, Castle, Column, Eye, Horse, Masting, Phrenology, Navalia, Ships, (pp. 1164 and 1216) Steam Engines and Timbers. These 18 pictures define 345 words and terms.
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REFERENCES: A. O. Slaughter, Banker, Chicago; C. Livingston & Co., St. Paul; Citizens' Bank, Topeka, Kan.

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