

GRAND JURY CALLED BY ORDER OF JUDGE GOSS

CLERK OF COURT BROWN RECEIVES ORDER FROM JUDGE GOSS MONDAY TO DRAW GRAND JURY—JURORS GIVEN BELOW

Williams County is to have a grand jury at the coming term of court. Clerk of Court A. H. Brown received an order Monday from Judge Goss instructing him to draw a grand jury, to meet on Tuesday the 28th. It is not known what special work is before the grand jury but there promises to be something doing. This will be the second grand jury called in this county. The first was called in 1898 or 1899. The names of those who were drawn for the grand jury follow:

- Claude Devault
- Madison Wise
- J. S. Ellison
- D. M. Jetsman
- J. H. Barger
- Mat C. Oster
- Jerry F. Miles
- M. A. Hewitt
- B. Zimmerman
- Rudolph A. Reider
- Willard Roberts
- G. A. Larson
- J. M. Warfield
- C. L. Gemberling
- Frank R. Schwanz
- W. B. Lukins
- J. W. Carlson
- W. C. Smith
- Bert Biggs
- L. E. States
- N. W. Simon
- R. M. Calderwood
- Charles Sanderson

DEATH OF MRS. FRAZIER AND CHILD.

Last Thursday the people of Williston were shocked and deeply grieved to learn of the death of Mrs. John Frazier, of Glasgow, Mont., who was so well-known and loved here by her maiden name of Violet Newell. To add to the sorrows of the bereaved husband and relatives, her oldest daughter, little Gladys, died only three days after her mother, and was buried at the same time.

Violet Ethel Newell, youngest daughter of Hon. Robert and Mary Newell, was born in Slayton, Minn. June 17, 1880. Her girlhood days were passed mainly in Williston, where her sunny disposition and beautiful character won for her a large circle of friends. She united with the Congregational church in 1898 and was an earnest and devout member. She was married June 4, 1901, to John Frazier, and went to live in Glasgow, Mont. Four beautiful children have blessed the union, the youngest being only a few weeks old. Late last summer she went to St. Paul to receive medical aid, accompanied by her mother and little ones. While there she was stricken with pneumonia, and January 16, death put an end to her sufferings. Three days later her little one who had been calling for her, joined her in the better land, leaving the three younger children to comfort their father.

Gladys Irene Frazier was born April 14, 1902, and died January 19, 1908, of spasmodic croup.

The double funeral was held at the Congregational church in this city, in which, only a few short years before, the mother had become a happy bride. Among the large number of friends present were many who had known and loved her since childhood.

Besides her husband and child-

ren, she leaves her widowed mother, Mrs. Mary Newell, three sisters, Mrs. J. W. Snyder, of Bellingham, Wash.; Mrs. John Hefernan, of this city; and Mrs. Maggie Grant, of Brooklyn, N. Y., and four brothers, Ernest, Archie, Robert and Chester, all of whom except the latter two, came to attend the funeral.

The sorrowing husband and relatives have the sympathy of the entire community in their double bereavement.

A PLEASANT EVENING.

Mr. and Mrs. Chas. Mackenroth very pleasantly entertained the Sixty-three club at their home last evening. Six tables were used. Mr. and Mrs. E. A. Sharp were the successful players and won first prizes, while Mr. Kleinsorge and Mrs. Asbury each received consolation prizes. During the evening delicious luncheon was served. The house was prettily decorated with pink carnations and fern leaves. Mrs. Mackenroth was assisted in the entertainment by her sister, Miss Mackenroth.

DOUBLE WEDDING.

On Monday, January 20th, a pretty double wedding took place at St. Joseph's Catholic church in this city, whereby Miss Anastacia McCarthy and Mr. Vernie McMurrin, and Miss Agnes McCarthy and Chris. J. Cook, all of Williston, were united in the holy bonds of matrimony by the Rev. S. J. Arsenault.

The brides were neatly gowned in travelling suits, carrying prayer books, while the grooms wore the conventional black.

The Graphic joins with their many friends in extending congratulations.

MAN KILLED BY FALLING TREE

GEORGE ARMSTRONG, MCKENZIE COUNTY MAN IS KILLED BY FALLING TREE ONLY LIVED TWO HOURS.

George Armstrong, a McKenzie county farmer who lived near Alexander, was killed Monday by a falling tree. The unfortunate man only lived a couple of hours after the accident. Dr. J. H. Belyea was summoned but the man was dead when he arrived. Armstrong and a man by the name of Emil Peterson were cutting wood about three miles from the Banks ranch, when the former was killed. The tree upon which they were working lodged and was thrown in a different direction from the one in which they thought it would fall. Armstrong was struck upon the back of the head and died from concussion of the brain.

NAVIGATION OF MISSOURI AS FAR AS MONT., IS POSSIBLE

FORGOTTEN EXPERIENCES OF THE PAST MAY COME AS A GUIDE TO THE FUTURE—OPERATING IN NORTH DAKOTA.

St. Louis, Jan.—Since the beginning of the popular agitation for the improvement and deepening of the Mississippi river, which of late has assumed the proportions of a national movement, there has arisen among the people of the states bordering on the Missouri, the greatest tributary of the Father of Waters, a similar and sympathetic agitation in favor of improving that majestic stream to such an extent as shall render it a worthy feeder to the Mississippi when the latter has achieved its coveted depth of "14 feet through the valley" from St. Louis to New Orleans. Indeed, within the past year or two several attempts have been made to establish successful river navigation between St. Louis and Kansas City, which have owed their inception more or less directly to the awakening sense of the commercial possibilities of our internal waterways. These attempts have been undertaken with much enthusiasm by their promoters, but they have been attended thus far by only indifferent success.

EXPERIMENTAL VESSELS TOO LARGE

Several causes have contributed to the unsatisfactory results attained. Indifference on the part of congress to the needs of the Missouri has of late years caused the appropriations for its improvement to be so much reduced that the work already done along its banks has of necessity been practically abandoned, while even the government vessels employed for keeping the channel free from snags have been obliged to lie idle

a great part of the time. Consequently the stream is in poor condition for navigation. Another cause of failure may be found in the fact that in the attempts recently made large Mississippi river boats of deep draught and heavy capacity have been impressed into service for experimental freight-carrying purposes. Vessels drawing three or four feet of water and capable of carrying from 800 to 1200 tons of freight have been sent into the Missouri in the late summer or fall, when the river was low, instead of boats having about two feet draught and capacity ranging from 200 to 400 tons such as would be suited to the service. The natural result has been that the large vessels have constantly grounded on shallow bars, where so much time has been lost in floating them again that they have consumed weeks in covering distances which they should have covered in as many days. In the present state of the river boats of the size used in the Mississippi can not hope to run successfully between St. Louis and Kansas City except during the few spring months when the water is abnormally high. On the other hand, smaller vessels, such as were used in past years when the Missouri river was of great and real importance, could navigate successfully throughout the open season; that is, for nearly, if not quite, nine months in the year.

NAVIGABLE TO MONTANA.

In consequence of the late, feeble and unsatisfactory attempts at operating steamboats on the Big

Muddy, a curious misapprehension seems to have arisen regarding the navigability of the stream. Much space has been given in the newspapers to discussions of the efforts under way "to prove the Missouri navigable as far as Kansas City," and when some ill-adapted vessel, after struggling for weeks through the shoals and chutes of the river, at last staggers into the deserted levee of the city by the Kaw, as great a shout goes up over the performance as might arise if Peary or some other explorer should succeed in attaining the north pole. As a matter of fact, the Missouri is navigable for the right kind of steamboats,

not merely to Kansas City, distant by river 391 miles from St. Louis, but to Fort Benton, Mont., 2285 miles from St. Louis. The most casual glance into the history of the northwest will serve to show of what vital importance to the development of that vast region the navigation of the Missouri was before the railroads had entered it. For twenty-five years previous to the out-break of the Civil war, all the valley of the Missouri, from its mouth to Fort Leavenworth and St. Joseph, depends upon the steamboats for the transportation of both its supplies from and its natural products to the markets of the south and east.

At the beginning of the period mentioned it was a sparsely settled region of pioneers, with here and there a tiny hamlet struggling up in the wilderness; at its close it was a country of flourishing towns and vast agricultural interests, all made possible chiefly by steamboat industry. The advent of railroads destroyed the commerce of the lower river, but for years after the war the boats continued to prosper between Omaha, Sioux City, Yankton and Bismark until the building of the Northern Pacific railroad across Dakota and Montana robbed them of their last field of activity.

(Continued on page four.)

Our Great Pre-Inventory CLEARANCE SALE

Is Now On

A chance for everyone to pick up odds and ends at very low figures.

Next month we take our annual inventory of everything on hand. From now until then we are offering grand bargains in every department of this store. Call and see for yourself.

Below we mention only a few of the many to be found.

Ladies' Skirts

Ladies' \$ 5.00	Skirts now	\$ 3.75
" 6.00	" "	4.50
" 8.00	" "	6.00
" 10.00	" "	7.50
" 12.00	" "	9.38
" 15.00	" "	11.25
" 20.00	" "	15.00

Ladies' Coats

Ladies' \$ 5.00	Coats Now	\$ 3.75
" 6.50	" "	4.88
" 8.00	" "	6.90
" 10.00	" "	7.50
" 12.50	" "	9.38
" 15.00	" "	11.25
" 20.00	" "	15.00

Misses' & Children's Coats

All Our \$ 3.00	Coats Now	\$ 2.25
" 6.50	" "	3.00
" 4.50	" "	3.38
" 6.50	" "	4.88
" 8.50	" "	6.38
" 12.00	" "	9.90

Comforters

\$1.10	Fancy Comforters Now	83c
1.25	" "	94c
1.50	" "	\$1.13
2.00	" "	1.50
2.50	" "	1.88
3.00	" "	2.25
3.50	" "	2.63

Blankets

75c	Cotton Blankets Now	57c
\$1.00	" "	75c
\$2.25	All Wool Blankets Now	\$1.69
3.00	" "	2.25
4.50	" "	3.38
5.00	" "	3.75
6.00	" "	4.50
8.00	" "	6.00

Boys' Overcoats

Boys' \$ 3.00	Overcoats Now	2.25
" 4.50	" "	3.38
" 6.00	" "	4.50
" 10.00	" "	7.50
" 12.00	" "	9.00

Men's Overcoats

Men's \$8.00	Overcoats Now	\$ 6.00
" 10.00	" "	7.50
" 12.50	" "	9.38
" 15.00	" "	11.25
" 16.50	" "	12.38
" 20.00	" "	15.00
" 25.00	" "	18.75

Mens Suits

Men's \$ 7.00	Suits Now	\$ 5.25
" 10.00	" "	7.50
" 13.00	" "	8.75
" 15.00	" "	11.25
" 18.00	" "	13.50
" 20.00	" "	15.00
" 25.00	" "	18.75

BOYS' SUITS

Boys' \$ 3.00	Suits Now	\$2.25
" 4.00	" "	3.00
" 4.50	" "	3.38
Boys' \$ 5.00	Suits Now	\$3.75
" 8.00	" "	6.00
" 10.00	" "	7.50

25 Per Cent off on Ladies' Men's and Children's Wool Underwear.
25 Per Cent off on all Dress Goods.

Bruegger Mercantile Co.