

N. P. R. R. Extension Bill.
IN THE SENATE OF THE UNITED STATES.
APRIL 1, 1878.
Mr. WINDOM asked and, by unanimous consent, obtained leave to bring in the following bill, which was read twice and referred to the Committee on Public Lands.

A BILL
Extending the time to construct and complete the Northern Pacific Railroad.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the grants, rights, privileges, corporate powers and franchises, including the franchise to be a corporation, conferred upon the Northern Pacific Railroad Company by its charter, and the various joint resolutions of Congress amendatory thereof and supplementary thereto, be, and the same are hereby confirmed, granted, and continued to the said Northern Pacific Railroad Company as now reorganized; and ten years' time from the passage of this act is hereby granted to said company for the construction and completion of its main line, subject to all the terms and conditions prescribed by said charter and joint resolutions, except as changed by this act: *Provided, however,* And said extension of time is granted upon the following express conditions, namely:

First. That said company shall, within one year after the passage of this act, resume the work of constructing its main line, and shall complete, in addition to the road already completed, at least one hundred miles of its main line per year thereafter; and at least twenty-five miles of the one hundred miles to be completed per year shall be west of the Rocky Mountains.

Second. The main line of said railroad between Portland and a point as far east as Umatilla, in the State of Oregon, shall be located and constructed on the south side of the Columbia river.

Third. Actual settlers on unsurveyed agricultural lands within the limits of the grant to said company, if said lands, when the government surveys shall be extended over them, shall be found to be embraced in said grant; and actual settlers on any agricultural lands within the limits of said grant, who shall have settled thereon at a distance of one hundred miles or more beyond the completed portion of said road at either end; and actual settlers on any agricultural lands within the limits of said grant remaining unsold at the expiration of eight years from the completion and acceptance of the section of the road opposite thereto, if said last-mentioned lands shall be then surveyed by the government, and if not, then at the expiration of eight years after the government surveys shall be extended over the same, shall be entitled each to purchase from said company one quarter-section, or a legal subdivision thereof, on which they shall have settled, at the price of two dollars and fifty cents per acre, excepting coal and iron lands and lands within the right of way for said railroad: *Provided, however,* That this section shall not apply to the lands already earned by said company.

Sec. 2. That all the lands heretofore withdrawn for the branch line of said road be, and the same are hereby, restored to the public domain, to be disposed of as other public lands, except for the distance of twenty miles north of the portion of said branch now constructed from Tacoma to Wilkeson, in Washington Territory. And the said company shall receive patents for a quantity of land equal to twenty sections per mile on each side of said constructed portion of said branch, such land to be selected from the odd-numbered sections on each side of said constructed branch, but on the north side not farther than twenty miles therefrom; but the said company may select, and receive patents for, lands to make up any deficiency in said quantity, from any of the public lands in Washington Territory, within the limits of the grant for the main line.

Sec. 3. That where pre-emption or homestead claims were initiated, private entries or locations were allowed, upon lands embraced in the grant to said company prior to the receipt of the orders of withdrawal at the respective district land-offices, the lands embraced in such entry or location shall be patented to the parties entitled to the same, as if said grant had not been made, and, in case of abandonment by them, shall be open to settlement by pre-emption or homestead only; but the said company shall be entitled to indemnity therefor, as now provided by law.

Sec. 4. That entries remaining unadjusted and suspended in the General Land Office, on account of an increase of price of the even sections within the limits of said grant, where the same were made or based upon settlement prior to the receipt of the orders of withdrawal of said lands at the district land-offices, shall be relieved from such suspension and carried into patent; but nothing in this act shall be construed to affect existing adjustments, or to authorize the refunding of any moneys

received for such lands under existing laws.

Sec. 5. That the said company be, and it is hereby, authorized to issue its bonds from time to time, to aid in the construction and equipment of its road, not to exceed twenty five thousand dollars per mile, and to secure the same by mortgages on the whole or any part or parts of its railroad and property and rights of property of all kinds and descriptions, with the rights, privileges, and franchises thereto appertaining, including the franchise to be a corporation; and as proof and notice of their legal execution and effect delivery, such mortgages shall be filed and recorded in the Department of the Interior: *Provided, however,* That such bonds or mortgages shall not be issued or executed, unless on the affirmative vote of the holders of not less than two thirds of the stock represented at a meeting of the stockholders of said company, duly called for that purpose.

Sec. 6. That in case any of the lands heretofore granted by congress to aid in the construction of said railroad shall become forfeited to the United States, and be restored to the public domain, by reason of the failure of said company to perform the conditions herein set forth, or any of them, the actual settlers on such said granted lands as shall not then have been earned by said company, who shall have settled thereon under the provision of this act, or by license from said company, shall each have the right to obtain title to such lands, not exceeding one quarter-section, under the homestead or pre-emption laws, as if said grant had not been made.

Sec. 7. That said company shall keep said railroad and telegraph lines, so far as already constructed, as well as that portion to be constructed hereafter, in good repair and use, and shall transmit dispatches over said telegraph line and transport mails, troops, munitions of war, supplies, and public stores upon said railroad for the government when ever required to do so by any department thereof; and that the government shall all times have the preference in the use of the same for all the purposes aforesaid, at fair and reasonable rates of compensation, not to exceed the rates paid by individuals, for like transportation and telegraph services; and in case the said railroad company, or its successors or assigns, shall at any time willfully neglect or refuse to transport promptly the mails, munition of war, supplies, and public stores as aforesaid, then the President of the United States shall take, and he is hereby authorized to take, such measures as, in his judgement, may be necessary to protect the interests of the United States, and to enforce compliance with the provisions of this act, and of the act of July second, eighteen hundred and sixty-four, to which this act is an amendment, by taking possession of the said railroad and telegraph lines, and of their equipment, or of such part thereof, and for such time as may be necessary to secure the service required and said company shall be entitled to receive for such service compensation at fair and reasonable rates, taking into consideration the nature and circumstances thereof.

Sec. 8. That when said company shall sell, or contract to sell, or shall convey, except by way of mortgage or deed of trust to aid in the construction of its railroad, and of said granted lands, the lands so sold, contracted, or conveyed shall be subject to taxation according to the laws of the State or Territory within which the same may be situated.

Sec. 9. That this act shall not be construed to affect existing private rights except as hereinbefore expressly provided; and Congress may at any time, having due regard for the rights of said Northern Pacific Railroad Company, add to, alter, amend, or repeal this act, or the charter or resolutions hereinbefore referred to, and may provide by law against unjust discriminations and excessive charges wherever the same shall be made by said company.

Sec. 10. That the said Northern Pacific Railroad Company shall file with the Secretary of the Interior, within six months from the date hereof, its ascent to, and acceptance of, the provisions of this act, or be forever debarred from taking or receiving any benefit from or under the same.

Let Them Come.

The Delegates to the Constitutional Convention have been duly elected, according to law and although the number of votes polled is small, yet their majorities are handsome. The reason many neglected to vote was because they thought the candidates would be elected any way and there was no particular choice, for they were all good men. Some however, will say now: "Let them set honorable, save the Territory the additional expense and stay at home." But we say: Come! The money is appropriated and it is there. Divide it around. Let our "best" men have some of it, before a thief comes and cleans out the treasury. Let them come, frame a good Constitution and if the people lay it on the shelf it won't be their fault.—W. W. Washburn.

Letter From Genesee.

GENESEE VALLEY, April 22, 1878.

EDITOR TELLER: "Home again!"
What a relief for an honest granger, to get away from the noise and bustle of the city, and to be able once more to rest his weary bones in the quiet of his own home. While we appreciate the many acts of kindness shown us by your citizens, especially your merchants; who never tire in trying to relieve us of our burthens and what little embarrassment we may have in their presence. We nevertheless feel a sort of awe creeping over us the moment we step from the ferry, and immediately take an inventory of our purse in order to satisfy our rural minds that we have enough to meet our little wants, and also to take just one peep at the "niger," and other curiosities before leaving. But to get home away from the restraints incident to city life, and to be able to mount our sulkey and turn over an honest penny, for the benefit of the poor business men of Lewiston, is the thought uppermost in the minds of every farmer who visits you. I have just left Lewiston with money enough to pay my ferrage, and am happy. We are all happy now in the prospect of good crops, our oats and wheat are looking nicely. We rejoice in the prospect of a State government, and also in the election of our representative to Walla Walla, who we believe will not leave a stone unturned to further the interests of North Idaho. After harvest we will buckle on our armour and with our ballots in our hands finish up the election business for the next two years.

Yours &c.,
GENESEE.

A Sensible Word for the Girls.

A girl who makes herself too cheap is to be avoided. No young man, not even the worst, excepting for a base purpose, wants anything to do with a cheap young lady. For a wife, none but a fool or a rascal will approach such a woman. Cheap jewelry nobody will touch if he can get any better. Cheap girls are nothing but the refuse; and the young men know it, and they will look in every other direction for a life long friend and companion before they will give a glance at the pinhead stuff that tinkles at every turn for fascinating the "eye of any that will look." You think it quite the correct thing to talk loudly and coarsely, be boisterous and hoydenish in all public places; to make yourself so bold and forward and common place every where that people wonder if you ever had a mother, or home, or anything to do. So be it. You will probably be taken for what you are worth, and one of these years, if you do not make worse than a shipwreck of yourself, you will begin to wonder where the charms are that once you thought yourself possessed of, and what evil spirit could have so befooled you. Go on; but remember, cheap girls attract nobody but fools and rascals.—Boston Transcript.

EASTERN WAR NOTES.

Movement of British Troops.
LONDON, April 18.—The dispatch of troops from India to Malta is the leading topic of political discussion. It is regarded by supporters of the government as the only natural accompaniment of other precautionary measures, and not indicative of belligerent intentions. Opponents of the government regard it as another step in the development of the warlike policy. They point to the fact that the news was announced the day after the parliament's adjournment for Easter recess, thus preventing criticism or explanation of the measure for three weeks. The opinion is expressed that this is one of the determinations of the cabinet. Lord Derby referred to it in his remarks in the house of lords on the 8th instant as causing his resignation of the foreign secretaryship.

A More Serious Situation.

CHICAGO, April 18.—The Times' London special says: Though parliament closes for the Easter holidays with expressed hopes that the situation was more peaceful, private dispatch received by the government to night are of a disturbing character and the queen has called a special council of ministers at Osborne Castle.

Rapid Recruiting.

Friday is the last day for the reserves to come in, but they are flocking to the standard daily in larger numbers than was expected. The contingent of 200,000 troops from India have been ordered to Malta.

Shipment of Ammunition.

A chartered steamer left Plymouth yesterday with 2,500 tons of ammunition and stores, and 21 steam-launches and torpedo boats for the Mediterranean fleet.

Grostein & Binnard's Column.

The Best Bargains
AND THE
BEST GOODS
—AT—
GROSTEIN & BINNARDS.
FIRE PROOF BRICK STORE,
On Second Street near Montgomery,
LEWISTON, I. T.
A WELL SELECTED
AND
EXTENSIVE STOCK
Adapted to the wants of the
LADIES
OF BOTH
CITY AND COUNTRY.
FARMERS, MECHANICS
AND
MINERS GOODS
Of every description.
WE BOUGHT LOW, PAID LOW
FREIGHTS AND WILL
SELL LOW FOR
CASH.

WE have the most VARIED, EXTENSIVE and best STOCK

IN THE CITY.

In CLOTHING, DRY GOODS

AND

Groceries

We can't be excelled.

The BEST of

LIQUORS and CIGARS

Sold by the PACKAGE.

Crockery and Glass ware,

SHELF HARDWARE,

IRON AND STEEL,

STOVE AND TINWARE

CORDAGE,

CARPETING, MATTING,

HATS AND CAPS,

BOOTS AND SHOES,

FOR

LADIES,

GENTS' & CHILDREN.

You can't miss the ARTICLES you want in our STOCK.

REMEMBER THE ONLY

FIRE PROOF BRICK STORE

IN LEWISTON.

April 18th, 1878, etc.

Loewenberg Bros. Column.

LOEWENBERG BROS.,
TO THE FRONT AGAIN.
—
THE LARGEST
—AND—
MOST MAGNIFICENT
ASSORTMENT
OF GOODS
IN THE MARKET.
—AND—
PRICES LOW.
—
SEASONABLE GOODS
JUST IMPORTED.
—
THE FINEST LINE OF
DRY GOODS
—EVER OFFERED IN THE—
LEWISTON MARKET.
LADIES CANNOT FAIL OF BEING SUITED.
OUR DRESS GOODS
CANNOT BE EXCELLED.
GENTS AND BOYS
CLOTHING
BOTH FOR UNDER AND OVERWARE.
HARDWARE
—OF EVERY—
DESCRIPTION
AND OF THE BEST QUALITY.
FAMILY GROCERIES
Of every variety.
LIQUORS and CIGARS
OF THE BEST BRANDS.
CARPENTERS,
BLACKSMITHS &
MINER'S TOOLS.
COUNTRY TRADERS
Cannot do better than to call and examine our stock and prices.
IF YOU DON'T SEE WHAT YOU WANT ASK FOR IT.
Orders from abroad promptly filled and with as much fidelity as though the purchasers were present in person.
We don't intend to be out-done in quantity, quality or prices of our goods, by any trader East of Portland, and we are assured that we can meet the wants of the purchasing public.
CALL AND SEE US AND MAKE KNOWN YOUR WANTS.
LOEWENBERG BROS.,
LEWISTON, I. T.
April 18th, 1878, etc.

J. Alexander's Column.

LOOK HERE!
AND
SAVE YOUR MONEY!
—
J. ALEXANDER,
Has Bought Goods this Season low,
And will sell as cheap as can be bought any where East of the Cascades.
HIS GOODS ARE FIRST CLASS.
His stock consists in part of
GENTS' & BOYS' CLOTHING,
Fry Goods, Boots & Shoes,
Hats & Caps,
LADIES & GENT'S FURNISHING GOODS
HOSIERY
Of every description.
Carpets,
Oil Cloths,
Mattings,
FANCY NOTIONS,
GROCERIES OF EVERY DESCRIPTION
Wall Paper,
Paints and Oils,
Crockery,
Queensware,
CIGARS AND TOBACCO
Of the best brands.
OUR STOCK IS COMPLETE,
And was selected with a special reference to the
DEMANDS
—OF THE—
LEWISTON & COUNTRY
MARKET in this SECTION,
And they are now offered at the lowest rates. Don't send East to purchase cheaper or better, for it will be useless.
We will take Farmers,
WHEAT,
OATS,
BARLEY,
BUTTER & EGGS
In exchange for goods at fair market rates.
WE have also AGRICULTURAL TOOLS and IMPLEMENTS for sale cheap.
COME AND EXAMINE
And you will surely see
Go Away Without Purchasing,
—The goods you need.—
NO FURTHER USE
IN YOUR GOING TO THE LOWER TOWNS
To purchase any
BETTER or CHEAPER.
J. ALEXANDER,
Corner 2nd and D Street.
28-W LEWISTON, I. T.