

LEWISTON TELLER.

VOL. 2, LEWISTON, NORTH IDAHO, FRIDAY MAY 24, 1878, NO. 35

THE TELLER.

A New Editor.

Progress of the Bill.

Indian Punishment of Crimes.

NORTHERN PACIFIC BILL.

SADDLERY.

GREAT BARGAINS.

SADDLES AND HARNESS.

T. S. BILLINGS.

MONTGOMERY STREET.

IMPORTER & MANUFACTURER.

SADDLES AND HARNESS.

WHIPS, SPURS, COUNTRY HORSE.

BRIDLE BITS, STIRRUPS AND.

HARNESS TRIMMINGS.

FOR SALE.

CARRIAGE TRIMMING.

REPAIRING OF ARTICLES IN HIS LINE.

ALL SALES AND ALL WORK AT LOW.

PRICES. Fully to go ELSEWHERE to.

PURCHASE.

April 15th, 1878, U.

O'BUNNETT.

THE TELLER.

BLACKSMITHING.

DONE AT LIVING RATES.

Workman Like Manner By.

J. R. YANE.

INCLUDING HORSESHOEING, REPAIRING.

AND IRONING OF WAGONS,

SHARPENING PLOWS AND RE-

PAIRING FARMING MACHINERY

AND TOOLS.

MILL MACHINERY.

And other work of the trade.

OPPOSITE LUNX STABLE.

LEWISTON, T. T.

April 15th, 1878, U.

CITY HOTEL.

LEWISTON, NORTH IDAHO.

THE UNDERSIGNED IS NOW LOCATED

in the above named hotel, and having

thoroughly

REMODELED IT.

VERY BEST OF

ACCOMMODATIONS AFFORDED

IN THE CITY.

The rooms are conveniently arranged and com-

pletely renovated, and open to accommodate

the public in style not surpassed in Lewiston.

A Bar is attached where the choicest

Liquors and Cigars can be obtained.

A. BITTNER.

H. GALE'S

SALOON.

I HAVE NOW ON HAND

THE BEST ASSORTMENT OF

WINES AND OTHER LIQUORS, SUIT-

able for a first class bar room, also the

best cigars. Drop in and satisfy yourself,

at the head of 3d street, Lewiston, I. T.

Published Every Friday Evening.
BY
A. LELAND & SON,
MONTGOMERY STREET
LEWISTON, I. T.

Terms of Subscription, at Cash Rates.
SINGLE COPY PER YEAR.....\$3 00
Six Months.....2 00
Three Months.....1 00
Single Number.....25
Prepayment in all cases demanded. All papers discontinued when time of subscription has expired.

Rates of Advertising Reduced. In Column:
One Square (1 inch in column) 1 insertion \$2 00
Each additional insertion.....1 00
Two Squares one insertion.....3 00
Each additional insertion.....1 50
Three Squares one insertion.....4 00
Each additional insertion.....2 00
Four Squares one insertion.....5 00
Each additional insertion.....2 50
Yearly, half yearly and quarterly advertisements more than four squares inserted by special contract.

Professional and Artisans' Cards of one square or less, per quarter.....5 00
Notices in local column (except voluntary) per line.....25
But none for less than 10 lines.....1 00
Society advertisements and resolutions per line each insertion.....10
Legal Advertising Rates. In Column:
Summons, Sheriff's Sales and all other legal notices per inch first insertion.....\$2 00
Second insertion.....1 00
Each subsequent insertion.....75
All transient advertisements and notices prepayment demanded, all others payable quarterly.

Good clean wheat, good butter, pre-delivered to us at Lewiston, will be received in payment for subscriptions at Lewiston cash rates at time of delivery.

ALONZO LELAND. CHAS. F. LELAND.

John J. Healy, who has been writing a series of interesting frontier sketches for the *Record*, is announced as the future local editor and business manager of our Benton contemporary. Mr. Healy is well and favorably known in Montana, and it is with pleasure that we welcome him to the newspaper fraternity.—*Missoulian*.

In 1861 & 62 Mr. Healy was well and favorably known in Florence. He washed the first pan of dirt in Florence basin, taken from Pioneer gulch. He was allowed an extra claim as the discoverer of the camp. He mined there in the Fall of 1861 and part of the Summer of 1862. Then he with others went up Salmon river prospecting, as far as Fort Lemhi; They got out of provisions and came near starving. They were rescued by a party from Colorado who came that route for the Florence mines. Healy got his strength, came back via Elk City to Florence, sold out his claim in Pioneer and with about \$20,000 started across the mountains to headwaters of Missouri then went down the Missouri to St. Louis, thence to New York city, his former home. He afterwards returned to near Fort Benton with John and Wm. Kennedy, old Florence boys. Since that time Healy has visited the Saskatchewan country and in fact nearly all the country for hundreds of miles around Fort Benton. He is a pushing fellow, with good strong nerves, and a close observer of matters in frontier life and while we knew him on this side, as honorable as they make men. His personal knowledge of the country and his fidelity, aptly qualifies him to be a valuable acquisition to the newspaper fraternity, and we predict his success.

In the proceedings of the senate April 22d the following is telegraphed to the *Oregonian*:

Mitchell called up the bill extending the time for the completion of the Northern Pacific railroad.

Wisdom favored it and said it reduced the land grant by several million acres. It was the shortest route across the continent, and would unite the great lakes with the Pacific ocean. Its completion would settle up the country, and prevent Indian wars in that section.

Lamar favored the bill which was postponed till to-morrow.

Why General Withcher Left Us.

General Withcher came all the way from Virginia to accept the office of U. S. Marshal for Idaho, run with the Federal officials and the *Statesman* clique two or three days, and took his departure for the east saying he would not accept the office. Such a move was unexpected, and we think looks bad for the people of Idaho. We are no prophet, but will predict that Mr. Withcher will be removed and Mr. Withcher return as Governor, and he and the *Statesman* ring be as thick as four in a bed. Remember this, and watch the ebb and flow of the tide.—*Idaho World*.

Forget the Past.

Let us bury the dead things of life deep in good honest soil, plant flowers on them, so that the place where they lie shall not be barren nor disfigured; mark of each mistake, each sad experience, a means for future good and truth and beauty, and go on—always on—till we come to the end, when we ourselves shall be among the dead and buried, some of us remaining as beautiful remembrance, even enshrined in honor and delight; if some of us stand out in the backward vista, as but sorrowful mistakes, like blind creatures who have missed their way; or children of sorrow, brought up under the hard tutelage of pain, and never suffered to escape the hand of that stern teacher, that cruel monitor.—*Ex.*

Too True.

Parents are too apt to try to help the teacher govern his pupils. This should not be so, the teacher should have full control over his pupils while at school, regardless of parents. Pupils legally bear the same relation to their teachers, that children do to their parents, and the average parent knows that the teacher generally knows the wants of his pupils while at school, better than their parents. Consequently they should be content to leave their children in care of the teacher and not dictate how or whether a child should be punished.—*D. Chronicle*.

Dritt Open.

An opening has been made in the Skagit Jam which allows of the passage of canoes, and soon as the annual freshet occurs it will probably cause the whole mass to be removed. The river is one of the finest in the Territory, and when this obstruction is removed will admit of navigation by steamers a distance inland of eighty miles.—*W. Standard*.

SEEDING.—From every direction we learn that about double the amount of wheat has been sown in Whitman county this year that there was last. If the season is favorable our wheat crop this year will be enormous.—*P. Gazette*.

GOOD YIELD.—A farmer within a mile of Waitsburg last year sowed eighteen bushels of wheat on twenty-two acres of ground, and raised 1110 bushels. Men from the Eastern States who think that from twelve to fifteen bushels is a large yield will do well to note this fact.—*W. Times*.

THE O'LEARYS.—If Mrs. O'Leary's cow kicked the bucket that broke the lamp that made the blaze that burned Chicago, the legs of Mr. O'Leary have done the walking that beat the British and won their money. Both were brilliant feats. No contest of the kind has ever created such a widespread interest.—*Ex.*

This Minnesota *Farmer* states that the general agent of the land department of the Northern Pacific Railroad, within the sixty days has received 8,500 applications from persons seeking information with a view of settling along the line of the road the present year.

Complaint having been made by an Indian woman that her daughter was confined in jail and tied by the wrists for 20 days; Indian Andra of the Indian police denied the statement and satisfied the woman that her daughter was properly dealt with. The agent then asked the question; what crimes are punishable with the Indians? And Andra answered as follows:

"Every wrong that is done; stealing from each other, gambling, adultery, drunkenness, or anything else that is wrong. You white men have a law to send your people to jail for many months for giving whiskey to Indians. Now, I can send any one of my young men to Missoula, and give him something to trade, and he will come back with all the whiskey I want; but I do not let them trade for whiskey; they go to jail if they do—it is our law. In Missoula, they can get drunk and get whiskey. You have a law against it, why is it not enforced. Why do not the white people drive our bad Indians away from their town. They hide bad people when I send for them. White men would not like to have me hide their bad people here.—*Letter to Missoulian*.

North Pacific Railroad.

A gentleman lately from Washington City says that Col. Gray, attorney for the North Pacific Railway company, admitted that the company never expected to build into Oregon. That the company had a ten year agreement with the Oregon Steam Navigation company, to carry all their freight on Snake river. That from Snake river eastward they would build as speedily as possible.

That at the expiration of their agreement with the Oregon Steam Navigation company, they expected to be able and continue their road from Snake river to the Sound where they would build a city of their own. That they cared nothing about Oregon. Time will reveal the truth of these matters which are now so much befogged by politicians and hostile parties.—*Astorian*.

Enlarged.

The Lewiston *Teller* comes to us enlarged and much improved in appearance. It is a good paper, and ought to be liberally patronized by the people of North Idaho.—*Idaho World*.

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Northern Pacific Wheat Lands.

[Philadelphia Railway World.]

The average sales of this company in Minnesota and Dakota are fifty thousand acres per month. At the present price of the company's land-grant stock the cost of these fine wheat lands is about 80 cents per acre. Within the past six months over one thousand applications have been filed for the wheat lands of the company on the upper Columbia river, in Oregon and Washington Territory. The lands are to be taken and paid for as soon as the company build east from the head of navigation on the Columbia river.

To be Contracted.

A letter from Washington City informs us that an offer has been made to contract with Hon. D. P. Thompson, of Oregon, in case the Northern Pacific bill passes, to grade two hundred miles of road eastwardly from the mouth of Snake river, and that the contract will probably be closed.—*Oregonian*.

Screw Loose.

Our Telegraph Line is kept in good repair and the operators at this end are attentive and obliging, yet if you wish to send an important message to Walla Walla you had better carry it yourself on the hurricane deck of a cayuse—for the Walla Walla operators don't notice the calls from this office unless they want to. We could cite numerous instances of dereliction.—*Dayton Chronicle*.

Too Bad.

A Lowell man who lost his good character some time ago was severely hauled over by some of his former friends. "I know it, boys. I know my character's gone, just entirely. And," he added rather pointedly, "it's too confounded bad, for it was the only one in the place worth saving."—*Ex.*

Summary of its Features.—The provisions in Relation to Lands and to the Columbia River.

WASHINGTON, April 24.—The bill for the extension of the time for the completion of the Northern Pacific railroad, as passed by the Senate, throws all agricultural and grazing lands within the limits of the grant open to settlement in quantities not exceeding 160 acres and at a price not exceeding \$2.50 per acre. Even sections within the limits of the grant are thrown open to pre-emption and homesteads; pre-emption at 2.50 an acre, and homesteads of 160 acres to each. Persons restricted in their homesteads under the existing law to 80 acres are permitted to increase their claims to 160 acres. The company is to commence work within nine months after the passage of the act at or near the mouth of Snake river, on the Columbia river, and is required to construct and equip eastwardly from that point 25 miles the first year and 40 miles each succeeding year, and to complete and equip each year after the date of commencing work 100 miles; and the whole road is to be completed and equipped within ten years after the passage of the act. The company is also required to complete and equip, within two years from the passage of the act, its road around the Cascades of the Columbia river, and within two and a half years the road around the Dalles of the Columbia river, so as to connect above and below said portages with boats on the Columbia river. It is provided that the railroad company shall receive on said portage road freights and passengers from all boats and also persons engaged in the navigation of that river without discrimination or excessive charges. Jurisdiction is given to the courts to enforce this provision in favor of all persons interested. In the event that the Northern Pacific Company shall fail to construct and equip their road around either the Cascades or the Dalles of the Columbia river within the specified time then the whole land grant between Portland and Umatilla, Oregon, is forfeited to the Portland, Salt Lake and South Pass Company, which company is compelled to commence the construction of the road from Portland within three months after the failure of the Northern Pacific to construct such portage roads, and shall construct 33 miles within one year thereafter and 25 miles each succeeding year until constructed to Umatilla. The road from Umatilla to Portland is to be a common road for the use of trains of the Northern Pacific and Portland, Salt Lake and South Pass Companies, no matter which company shall build the road, the use of the road to be upon such terms as the companies may agree; but if they cannot agree then upon such terms as a commission of three competent persons appointed by the President of the United States may determine. The road between Umatilla and Portland is to be constructed on the south side of the Columbia river.

Senate.

WASHINGTON, April 23d.

The amendment of the House to the granting a pension to Gen. James Shields, so as to increase his pension from fifty to one hundred dollars a month, was referred.

At the conclusion of the morning business, consideration was resumed of the bill to extend the time for the construction and completion of the Northern Pacific Railroad.

On motion of Edmunds, the words "having due regard for the rights of said company" were stricken out of last section.

The Senate agreed to an amendment by Bailey that when lands granted to the company shall have been surveyed, and the company have become entitled to a patent for the same, they shall be subject to taxation by state or territory.

Eaton moved to amend so as to provide that the consent of Oregon shall be first obtained to construct the roads around the Cascades of the Columbia river; agreed to.

Christianity moved to amend so as to provide that nothing in the act should be construed as recognizing the existence of the Portland, South Pass and Salt Lake Railroad Co., or any right of said company, outside of Oregon; agreed to.

Christianity submitted an amendment continuing the grants, rights, privileges, etc., to the company, subject to any lawfully existing paramount right of any stockholders in or holders of any bond against the company under its former organization, if such there be; agreed to.

The bill was then read a third time and passed without division.

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To and from Walla Walla and intermediate points. Leaves daily (Sundays excepted), at 7 A. M. Arrives daily, (Sundays excepted), at 7 P. M.

To and from Mt. Idaho, Florence, Warrens, Elk City and Slate Creek. Leaves Tuesdays, Thursdays and Saturdays. Arrives Mondays, Wednesdays and Fridays at 8 P. M.

To and from Pine Grove and intermediate points. Leaves Mondays and Thursdays at 6 A. M. Arrives Wednesdays and Saturday at 7 P. M.

To and from Pierce City. Leaves Mondays at 7 A. M. Arrive Saturdays at 5 P. M.

To and from Colfax. Leaves Fridays at 6 A. M. Arrives Saturdays at 7 P. M.

OFFICIAL DIRECTORY OF IDAHO.

- Delegate in Congress.....S. S. Fenn
- Governor.....M. Brayman
- Secretary.....E. J. Curtis
- Marshal.....Witcher
- U. S. Attorney.....John Hunston
- Treasurer.....John Hutton
- Controller.....J. Perrault
- JUDGES CLERKS & DISTRICT ATTORNEYS.
- 1st District.....John Clark
- 2d District.....H. Squier
- 3d District.....J. W. Poe
- 4th District.....M. E. Hollinger
- 5th District.....A. L. Richardson
- 6th District.....Geo. Ainslie
- 7th District.....H. E. Prickett
- 8th District.....F. E. Ensign
- The Judges of the 1st and 2d districts assemble at the capital on the first Monday in January in each year, and constitute the Supreme Court of the Territory, with the Judge of the 2d district as Chief Justice, and A. L. Richardson as Clerk.
- The Judicial Districts and the times and places of holding Courts in each are designated by the Supreme Court when in session and are liable to change each year.
- LAND OFFICES:
- Surveyor Gen.....L. F. Cartee
- IDAHO DISTRICT.
- Register.....Morrison
- Receiver.....James Stout
- LEWISTON DISTRICT.
- Register.....J. M. Howe
- Receiver.....R. J. Monroe
- NORTH IDAHO COUNTY OFFICIALS:
- SEE PERCH CO.
- Probate Judge.....D. J. Warner
- Sheriff.....Ezra Baird
- Auditor & Recorder.....Thos. Hudson
- Treasurer.....A. Binnard
- Assessor.....J. W. Northrup
- County Commissioners.....N. B. Holbrook, Wm. Ewing, J. M. Curry
- SHOSHONE COUNTY.
- Probate Judge.....D. L. Elliott
- Sheriff.....John Malloy
- Auditor & Recorder.....W. B. Yantis
- Treasurer.....M. Maulie
- Assessor.....C. F. Brown
- County Commissioners.....P. Gaffney, L. M. G. Bradley, D. H. James
- IDAHO COUNTY.
- Probate Judge.....A. Shumway
- Sheriff.....C. W. Case
- Auditor & Recorder.....B. F. Morris
- Treasurer.....F. Oliver
- Assess.....K. W. White
- County Commissioners.....Geo. Dempster, J. S. Fockler

The National Debt.

Throwing off odd hundreds of dollars, which are of no account in dealing with so large sums, the national debt was, on the first of March 1869, \$2,525,463,000. Eight years later, namely, March 1, 1877, the debt amounted to \$2,088,781,000. The decrease had been \$436,682,000 in eight years, and the average yearly reduction had been \$54,585,000—still throwing off the odd hundreds of dollars for convenience. In other words, we have been paying the enormous expenses of the government, paying the interest on this great debt, and at the same time paying off the debt at the rate of \$54,584,000 a year. Meantime the rate of interest has been lowered on a part of the debt, and the total amount of interest to be paid has been still further diminished by the constant reduction of the principal. It ought to be easy, therefore, to pay off the debt at a still faster rate hereafter than heretofore, but it is a startling fact that without any increase whatever in the annual reduction, and simply by paying in each year as much as we have been paying, we shall wholly discharge the debt (which was, on the 1st of December, 1877, \$2,046,027,055) in a little more than thirty seven years from the present time.—*N. Y. Post*.

Steamship Orgon.

The *Oregonian* publishes the following:
The O. S. S. Co's steamer Oregon, Francis Conner, commander, left New York February 16th at 8:35 A. M.; crossed the equator March 4th at 1 A. M.; arrived at Rio Janeiro the 10th at 10:30 A. M.; left the 11th at 5:30 P. M. and arrived off Cape Virgin (entrance to the Straits of Magellan) the 20th at 3 A. M.; passed out of the straits on the 22d, at 8:40 A. M.; arrived at Valparaiso the 27th at 6 A. M.; left on the 30th at 4 P. M.; crossed the equator April 8th at 10 A. M.; passed San Francisco the 19th at 9 A. M.; arrived off Columbia river bar the 21st at 12:30 P. M.; crossed the bar at 4 P. M.; arrived at Astoria at 5 P. M.; left the 22d at 4:30 A. M., and arrived at Portland at 1 P. M. Time from New York, 65 days, 4 hours and 30 minutes. Running time, 57 days and 2 hours.

This is said to be the finest steamship which has ever visited Portland.

"What is wisdom?" asked a teacher of a class of small girls. A bright-eyed little creature answered: "Information of the brain."

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