LEWISTON TELLER.

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THE TELLER.

Published Every Friday Evening.

—BY—

A. LELAND & SON,

MONTGOMERY STREET

LEWISTON I. T.

Terms of Subscription, at Coin Rates.

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" " Two Months	1 00
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Not none for less than 1 00

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Good clean wheat, good butter, predelivered as at Lewiston, will be received in payment for subscriptions at Lewiston cash rates at time of delivery

ALONZO LELAND. CHAS. F. LELAND.

Arrival and Departure of Mails to and from Lewiston, I. T.

To and from Walla Walla and intermediate points. Leaves daily, (Sundays excepted,) at 6, 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	W. Brayman
Secretary	R. A. Sidebottom
Marshal	Witcher
U. S. Attorney	
Treasurer	John Huntoon
Controller	J. Perrault

JUDGES CLERKS & DISTRICT ATTORNEYS.

1st District	John Clark
Clerk	H. Squier
District Attorney	J. W. Poe
2nd District	M. E. Hollister
Clerk	A. L. Richardson
District Attorney	Geo. Ainsle
3d District	H. E. Prickett
Clerk	
District Attorney	F. E. Ensign

The Judges of the 1st 2nd and 3d 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 2nd 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	Wm. H. Chandler

IDAHO DISTRICT

Register	John B. Miller
Receiver	James Stout

LEWISTON DISTRICT.

Register	J. M. Howe
Receiver	R. J. Monroe

NORTH IDAHO COUNTY OFFICIALS:

NEZ PERCE CO.

Probate Judge	D. J. Warner
Sheriff	
Auditor & Recorder	Ezra Baird
Treasurer	Thos. Hudson
Assessor	A. Binnard
County Commissioners	J. W. Northrup
	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
	R. M. G Bradley
	D. H. Jaume

IDAHO COUNTY.

Probate Judge	A. Shumway
Sheriff	C. W. Case
Auditor & Recorder	B. F. Morris
Treasurer	F. Oliver
Assessor	K. W. White
County Commissioners	
	Geo. Dempster
	J. S. Fockler

Our Resources.

In an extended interview with Justice Field, of the U. S. Supreme Court, a few days since, he expressed the greatest surprise at the size and manifest thrift of our town, and inquired, with evident interest, as to the source of its prosperity, of which he confessed his profound ignorance heretofore. When told of the extent of our coal fields, iron mines, lumber and ship timber, and the immense wheat fields tributary to this port on the opening of railroad communication, it seemed to him incredible that such advantages should have been neglected by capitalists while millions of dollars are lying idle in the banks or seeking investment at very low rates of interest. Like thousands of other intelligent and enterprising men in San Francisco, who build their houses of Puget Sould lumber, their wharves of Puget Sound piles, warm themselves with Seattle coal, eat Columbia river salmon caught and canned on the Washington Territory side, bread made of Walla Walla wheat and oysters taken from Oyster bay, and imagine that all these things are the productions of Oregon and are shipped through Portland. Few are cognizant of the fact that the commerce of Seattle employs more tonnage than that of Portland, though twenty years behind the latter in developement; that the 20 miles of railroad terminating at Seattle transports more tons of freight daily than the 280 miles of railroad terminating at Portland; that the shipments from this port now average over 700 tons a day, having more than doubled within the last year, giving employment weekly to vessels of an aggregate tonnage of 4,200 tons; that a few miles extension of the Seattle railroad will not only open larger coal deposits than any ever worked upon this coast, but iron mines unlimited in quantity and all surpassed in quality, passing through a region covered with a marvelous growth of the most valuable timber of commerce; that the further extension of this road is to a well watered prairie country of vast extent and wonderful productive qualities, especially for wheat and grass, which will give to the railroad such an interchange of freights of home productions—lumber and fuel one way and farm products the other—as no other line of railroad in the Union has the advantage of. Another fact not generally known to San Francisco capitalists is, that all the coal used in Portland is imported, and that all the lime stone used in smelting at the Oregon Iron Works is transported from Puget Sound, while here the coal, iron and lime-stone, in unlimited quantities, are in convenient proximity.

All of the capitalists of San Francisco are not ignorant of our great advantages for the investment of capital. The Directors of the Central Pacific Railroad, have long regarded us with watchful and jealous care, and used all their commanding influence to discourage the investment of capital in any of our public enterprises, lest they might lead to a railroad connection with the east, giving us an advantage of 700 miles in distance in competing with San Francisco for the Asiatic trade. The Portland capitalists are of course against us, for nothing is more certain than that on the completion of our railroad not less than one-third of the entire present trade of Portland would be diverted to this place, and a much greater proportion in the near future. With no capital at home, but the little that has been earned here, we have heretofore labored under the very great disadvantage of having the representative capital of the Pacific coast actively interested against us, and this has deterred capitalists from abroad from seeking the information required before making investments of any kind. We cannot be kept out of sight much longer.—*Dispatch.*

High Freights.

Senator Mitchell in his Portland explanation speech, said that he had made comparison of different rates of charges for freights in the United States, and that the rates charged by the O. S. N. Company were from ten to twenty times as high as those of any other water transportation company in the Union for same distance. But yet he dont blame them for these high charges. They are a monopoly and as he intimates have a right to charge them, so long as the people will provide no other means of transportation.

BANK.—Colfax is to have a banking house under management of C. G. Lindington, Esq. So says the *Gazette.*

Bids for River Improvements.

The bids made and opened on the 20th of August for clearing rock from the rivers, were as follows:

Wallamet river—J. B. Montgomery, $19 per yard for Bissell's rock and $18 per yard for Dove's rock; Trewavas & Ballantyne, $11.50 per yard; Joseph Paquet, $8.90 per yard; W. P. Hayden, $9 per yard.

Snake river—Paquet & David, $23 per yard; Trewavas & Ballantyne, $21.55 per yard; J. B. Montgomery, 14.75 per yard; Geo. J. Ainsworth, $13 per yard.

The work on the Wallamette was awarded to Joseph Paquet, and the work on the Snake river was awarded to Geo. J. Ainsworth. In contrast with the present prices, we give below what has heretofore been paid:

1873 44—$10,000 for 200 yards, and $25 for each additional yard; 1875 66—$36 per yard; 1876 77—Umatilla rapids, $31 per yard; 1876 77—Owyhee rapids, $36 per yard; 1876 77—Squally Hook rapids, $23 per yard; 1876 77—Pine Tree rapids, $34.75 per yard; 1878—Pine Tree and Five Mile rapids, $13 per yard.

This it will be seen that the present price is about one-half of the lowest of the former rates. At this price 1,538 cubic yards can be removed with the $20,000 appropriation for Snake river. This according to report of what is needed as work by Col. Wilson for 1877, removed from Five Mile rapids, 350 yards; from Three Island, 60 yards; from Fishhook, 300 yards; from Long's crossing, 200; and from Pine Tree, 650, leaving only 60 yards not paid for.

The other improvements reported necessary are from Monumental rock, 250 yards; from False Palouse, 150 yards; from Palouse, 300 yards; from Texas, 700 yards; leaving not provided for, 1,400 yards. This we understand the O. S. N. Company propose to remove, whether or not a further appropriation be made, and when this is done, continuous navigation of the Snake to Lewiston will be secured for steamers of carrying capacity suited to the wants of our commerce. It is probable that instead of removing all the rock in the order we have indicated, the chief engineer will direct the most conspicious rocks in the different rapids to be removed with the appropriation now made first.

To Timber Despoilers.

NEW. YORK, Sept. 2.—The N. Y. *Tribune's* Washington special says: By direction of the Secretary of the Interior, and in response to many letters from officials and others, the commissioners of the general land office have prepared and will shortly issue a circular charging trespassers upon government timber lands. The circular contains a review of the act of Congress providing for "the sale of timber lands in the States of California, Oregon, Nevada and Washington Territory, and authorizing citizens of Nevada, Colorado and the Territories to cut timber on the public domain for mining and domestic purposes, and says that the penalties provided in these acts will hereafter be enforced in all cases where timber is cut for export or sale or wantonly destroyed. Instructions are given to the agents of the land office to make periodical examinations of lands in their districts and report to the commissioner all instances of violation of the laws, together with the names of witnesses, in order that proceedings may be instituted against depredators.

Ravages of Yellow Fever.

MEMPHIS, Sept. 1.—New cases, 104; deaths, 76.

NEW ORLEANS, Sept. 1.—New cases, 260; deaths, 88.

VICKSBURG, Sept. 2.—New cases, 98; deaths, 25.

PORT GIBSON, Miss. Sept. 2.—400 cases and 55 deaths out of a population of 550 remaining in town. 1,200 persons have fled the town. The sick are dying with no one to give them a doing of water.

MEMPHIS, Sept. 2.—48 deaths up to noon. New York had raised up to September 2nd, $44,637 to aid the yellow fever suffers, and San Francisco $8,000.

EX-GOV. HAIGHT, of California, is dead.

The Future of our Country.

The *Watchman* is becoming in earnest, on two questions at least, and if it keeps on in its course of reasoning it will soon see the necessity of a State government to eradicate the evils complained of. Read the following it says under the above head:

When we say country, we mean the land we live in and earn our daily bread, build our homes, beautify its surroundings, cultivate the soil, raise and educate our children. This is the country in which we, together with our readers, are most deeply interested, and hence we are prone to ask, what will its future be? With all our advantages, we suffer from two great, gigantic worms, which gnaw incessantly at the pith of every enterprise, and stifle to some extent our vouchsafed and ultimate general prosperity. One is the Indian, the festering thorn to progress, and the other is our pent up condition, which leaves us, as a people, at the mercy of a great monopoly, composed of men once poor and humble, like most of our early pioneers, but now opulent, swimming in wealth, arrogant and domineering, who hold the key to this country with an iron grasp and who rule the majestic Columbia river, carved out by the Creator for the common good of all mankind, more than the briny ocean was ever ruled by Britania, the queen of the deep. These are our pull backs, the Indian and the O. S. N. Co. The first kill our settlers, and the latter every industry. The government assists us annually in making good Indians out of the former, but the O. S. N. Co, defies the government and sneers at the people's murmuring, dwarfs every attempt we make for freedom, in their secret, cunning way and fairly laugh at our infirmities. Money, they say, makes the mare go, but we hope to God to see the day when the iron horse will leap from river to ocean and knock the wind out of the mare the first heat. Some may not know of the great injustice heaped daily upon our people, because they are unconcerned, and hence deem it strange why we thus remonstrate and complain. We have cause to complain and every journalist in this country knows it. Some speak out, others do not, but we must speak, for silence in this case is a crime. Once free of the red skins, the powerful monopoly, and blessed with an outlet to the world and its markets, then we will begin with a new era. Prosperity will be out lot, contentment, peace and plenty, our grand hailing sign, and white man's labor will find its proper reward. If the admission into the Union would hasten these glorious results, we would admonish you to adopt the Constitution and let us "annex," but the O. S. N. Co. has one foot on a State and the other on the Territory, and between the two she piles up her gold, while the former stacks up his fence rails, but the goose which lays the golden egg for years, must some day die.

Dependent upon Congress.

The aggregate cost for the entire Indian service for the fiscal year ending June 30, 1878, was $4,741,075. Among the tribes who will receive the last installments next Summer are the Flatheads, Kootenais and Upper Pen d'Oreilles, the Makans, the Nez Perces, the Qui-nai-elts and Quil-leh-utes, the Skallams, the Walla Walla, Cayuse and Umatilla tribes, the Yakimas and the confederate tribes and the bands in middle Oregon, Tenino, Wasco and Warm Spring Indians. These Indians will be then entirely dependent upon the bounty of Congress.—*Portland Bee.*

HURT HIM MUCH?—The gentleman who recently attracted attention in church by crying out, "Holy Moses!" had no intention of disturbing the congregation; he had been tacking down carpets on the day before, and just as he sat down in his pew he suddenly remembered that he had half a paper of tacks in his coat skirt pocket. We make this explanation in justice to his family who are highly respectable.—*West Shore.*

DAYTON AND WALLA WALLA RAILROAD.—The building and early completion of this road is now a decided fact. Already the Willamette Iron Works, in this city, are working night and day, making the necessary castings for a saw mill to be erected by Messrs. Stone & Grant, near Collin's Landing, on the Columbia. This mill is expressly built to get out the ties for the above road.—*West Shore.*

PUBLIC DEBT.—The statement for August shows a decrease of $6,475,504.

Proposed Railroad to Yellowstone Park.

The *Railway Age* looks with distrust upon a project mooted in Omaha. A company has been incorporated in Nebraska with the ambitious object of building a railway to be called the Omaha and National Park railway, from Omaha via the Niobrara valley to Yellowstone park. This great national pleasure ground, it may be necessary to remind our readers, lies in the northwest corner of Wyoming Territory, and is a tract of land 55x65 miles in extent, near the center of which lies the Yellowstone lake, a body of water 15x22 miles in size, with an elevation of 7,427 feet above the sea. This region, which has wisely been set apart by Congress for the public, comprises some of the most sublime and astonishing natural features to be found on the earth, and in course of time as the means of access are improved, it will be the result of wonder seekers from the four quarters of the globe. The project of a railway from Omaha, however, is almost chimerical. The distance is at least 800 miles, and while the route up to the Niobrara valley nearly to the Wyoming line is practicable, the remaining half of the distance is largely a wild, mountainous, barren, unpeopled country, through which a railway will be, for decades at least, only a dream. It is not supposable that the projectors of the "Omaha & National Park railway" think seriously of such a destination as the name indicates. The National park, however, will, before many years, be accessible without difficulty, as the proposed line of the Northern Pacific railway runs up the Yellowstone river through Montana, to within 50 miles or so of the Wyoming line, and the prospects for the completion of that great enterprise now seem encouraging.—*Ex.*

THE INDIAN SITUATION.—Our correspondent reports from Priest Rapids that the interview between Gen. Howard and Moses was expected to commence last Wednesday and end on Friday. "Moses sends word that he is loyal and will be happy to meet Gen. Howard." From other sources we learn that the Indian situation in that region is eminently peaceable. The settlers in the Yakima country had rather a scary time during the Summer, cut little or no hay, and had to let their cattle branding go over until next year through Indian excitement. All is quiet there now.—*W. W. Union.*

Lewiston Wholesale Prices.

Cr, Sugar per lb	$ 15¼
C. " "	14½
No 1. Island "	12½
No 2. " "	11
No 1. C. R. Coffee, per lb	25
No 2. " " "	22½
No 1. China Rice "	10
Dried Apples "	12
" Peaches "	15
Coarse salt, per 100 lb	3 50
Fine " " "	4 50
Liverpool " " "	4 00
Nails, per keg	$5 50 to 7 25
Calico, per bolt, per yard	8
Cabot A. " "	11
" W. " "	10
Blea Muslin " "	8½ to 17
Wheat, per bushel	50 to 70
Potatoes per lb	3
Butter "	35
Eggs per doz.	25

The Stepping Stone to Health.

The acquisition of vital energy is the stepping stone to health. When the system lacks vitality, the various organs flag in the duty, becomes chronically irregular, and disease is eventually instituted. To prevent this unhappy state of things, the debilitated system should be built up by the use of that inimitable tonic, Hostetter's Stomach Bitters which invigorate the digestive organs, and insures the thorough conversion of food into blood of a nourishing quality, from whence every muscle, nerve and fiber acquire unwanted supplies of vigor, and the whole system experiences the beneficial effect. Appetite returns, the system is refreshed by healthful slumber, the nerves grow strong and calm, the despondency begotten of chronic indigestion and an uncertain state of health disappears, and that sallow appearance of the skin peculiar to habitual invalids, and persons deficient in vital energy, is replaced by a more becoming tinge. 47-4-w.

They all Take It.

When the system is run down to that extent that you pass sleepless nights, are nervous and irritable, have gloomy forebodings, sour stomach, sick headache and coated tongue, do not enroll yourself as high private, in the rear rank, under General Debility, but cheer up and try White's Prairie Flower, The Great Liver Panacea, now for sale in every city and town on the Continent. No medicine ever compounded is half its equal for the cure of DYSPEPSIA and LIVER COMPLAINT. It has a specific power over the liver, and by curing the liver, Dyspepsia and all other diseases arising from it, vanish as if by magic. Sample bottles are sold at the small price of 25 cents that will convince you of its merits. Large size bottles 75 cents for sale everywhere. 44-tf.

SADDLERY,

GREAT BARGAINS

—IN—

SADDLES AND HARNESS

—AT—

T. S. BILLINGS

MONTGOMERY STREET,

LEWISTON, I. T.

IMPORTER & MANUFACTURER

—OF THE BEST—

SADDLES and HARNESS,

WHIPS, SPURS, CURRYCOMBS, BRIDLE BITS, STIRRUPS and HARNESS TRIMMINGS

FOR SALE.

CARRIAGE TRIMMING

Done on short notice.

REPAIRING OF ARTICLES IN HIS LINE.

ALL SALES and *ALL WORK* at *LOW PRICES.* Folly to go *ELSEWHERE* to *PURCHASE.*

April 13th, 1878, tf.

2-1-1y

Montgomery Street, Lewiston.

C. C. BUNNELL,

Dr. By

Orders From Abroad Promptly Filled.

A LSO MINING AND FARMING IMPLEMENTS tools, and every variety of articles belonging to the Hardware branch. Manufacturing and repairing done on short notice.

HARDWARE,

GREATLY REDUCED IN PRICES.

STOVES, TIN, COPPER, SHEET-IRON

—OF—

AND OTHER

A NEW STOCK

BLACKSMITHING

DONE AT LIVING RATES

AND IN

Workman Like Manner By

J. R. YANE

Including *HORSE SHOEING, REPAIRING* and *IRONING* of *WAGONS, SHARPENING PLOWS* and *REPAIRING FARMING MACHINERY* and *TOOLS.*

MILL MACHINERY,

And all other work of the trade.

OPPOSITE LUNA STABLE.

LEWISTON, I. T.

April 13th, 1878, tf.

CITY HOTEL,

LEWISTON, NORTH IDAHO.

THE UNDERSIGNED IS NOW LOCATED in the above named hotel, and having thoroughly

REMODELED IT,

can assure patrons the

VERY BEST OF

ACCOMMODATIONS AFFORDED

IN THE CITY.

The rooms are conveniently arranged and completely 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,

1-tf Proprietor.

BEST business you can engage in. $5 to $20 per day made by any worker of either sex, right in their own localities. Particulars and samples worth $5 free. Improve your spare time at this business. Address Stinson & Co., Portland Maine. v2-n29-1y.