

LEWISTON TELLER.

OL. 2.

LEWISTON, NORTH IDAHO, FRIDAY OCTOBER 11th 1878.

NO. 59.

THE TELLER.

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

Terms of Subscription, at Coin Rates.
Single Copy per Year.....\$3 00
Six Months.....2 00
Two Months.....1 00
Number.....25
Repayment in all cases demanded. All papers discontinued when time of subscription expired.

Rates of Advertising Reduced, in Coin:
Square (1 inch in column) 1 insertion \$2 00
Each additional insertion.....1 00
Squares one insertion.....3 00
Each additional insertion.....1 50
Squares one insertion.....4 00
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Squares one insertion.....5 00
Each additional insertion.....2 50
Half yearly and quarterly advertisements more than four squares inserted by special contract.

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Cards in local column (except voluntary).....25
None for less than.....1 00
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Legal Advertising Rates, in Coin:
Notices, Sheriff's Sales and all other legal notices for first insertion.....50 00
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All transient advertisements and notices, payment demanded, all others payable quarterly.
Clean wheat, good butter, pre-delivered at Lewiston, will be received in payment of subscriptions at Lewiston cash rates at time of delivery.

ARRIVAL AND DEPARTURE OF MAILS TO AND FROM LEWISTON, I. T.

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 5 P. M.

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

To and from Pierce City. Leaves Mondays at 7 A. M. Arrive Saturdays at 8 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. Penn
Governor.....M. Brannan
Secretary.....B. A. Sidebottom
Treasurer.....W. H. Chandler
Comptroller.....John Huntoon
Judges CLERKS & DISTRICT ATTORNEYS.
1st District.....John Clark
2nd District.....H. Squier
3rd District.....J. W. Poe
4th District.....M. E. Hollister
5th District.....A. L. Richardson
6th District.....Geo. Ainslie
7th District.....H. E. Prickett
8th District.....F. E. Ensign

The Judges of the 1st 2nd and 3rd districts assemble at the capital on the first Monday in January in each year, and constitute the Supreme Court of the Territory. 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
Surveyor.....James Stout
LEWISTON DISTRICT
Register.....J. M. Howe
Surveyor.....R. J. Monroe

NORTH IDAHO COUNTY OFFICIALS:
SEE PERSON CO.

SHOSHONE COUNTY.
Probate Judge.....D. J. Warner
Recorder.....Ezra Baird
Surveyor.....Thos. Hudson
Treasurer.....A. Binard
Assessor.....J. W. Northrup
County Commissioners.....N. B. Holbrook
.....Wm. Ewing
.....J. M. Curry

IDAHO COUNTY.
Probate Judge.....D. L. Elliott
Recorder.....John Malloy
Surveyor & Recorder.....W. B. Yantis
Treasurer.....M. Maulie
Assessor.....C. F. Brown
County Commissioners.....P. Gaffney
.....R. M. G. Bradley
.....D. H. Jaume

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

A NEW INVENTION. A Very Cheap Railroad.

A Mr. D. B. James, of Visalia, California, claims to have discovered an invention for a very cheap railroad, and one that is perfectly practicable. He writes to the *Public Good* a paper published at Hanford, California, as follows:

VISALIA, Sept. 17, 1878.

Ed. Public Good:—I send you in this a brief description of my latest improvement in two-wheel railroad cars and track. I have lately patented a great improvement on my railway invention—entirely different from that described on my circulars. My cars have only two broad-faced wheels in a line with each other at each end of the car, and each wheel has a flange in the center, and a flat bearing surface on each side of the flange of 7 inches. The platform, which carries either freight or passengers, is swung on trunions supported in a line with the flanges or center of the wheel. The load of the car adjusts itself to the center of gravity. It can be built (the track) for less than \$1,000 per mile on level ground. It has everything to recommend its introduction for speed, safety and economy. If anything can be done, I will furnish all the information in detail and models. Everyone who has seen the working model give it their decided approval, and pronounce it as a great invention certain of success. I am now in correspondence with many of the most prominent men in this State in regard to its introduction; and if your people and the people of Santa Barbara want railroads, my invention is the best and cheapest ever proposed.

The plan of road is to use wood for rails, the top rails or ribbons 1x7 are to be dipped into hot asphaltum and tar, but the rail can be shod with strap iron if required, as it would be for street railroads. But a bearing surface of 7 inches on each side of the flange would not wear the wood any more than iron, and the line of travel of the wheels would never wear half an inch. The width of the face of the wheels gives the rest of the trunions a positive base. One of the two wheels of the car is mounted on pivots so that the car can make any curve.

I believe that fifty thousand dollars will build a railroad upon my plan from Hanford and Lemoore to Watson's Ferry the San Joaquin slough and also pay for sufficient rolling stock to run the road, and that grain can be taken by this route to tide water for two dollars per ton, and the difference in the amount paid out in freight in one season's crop will build the road.

The editor of the *Public Good*, T. J. Sutton, formerly editor of the *Boise World* endorses this invention in the following manner:

Mr. D. B. James, of Visalia, himself a practical engineer, has invented and patented a railroad, which is destined to revolutionize railroading throughout the world. It is a single-track road, which can be constructed and operated so cheaply, that wherever it is adopted all other roads will be compelled to tear their tracks up and ship them away for old iron. Not only can Mr. James operate the road so cheaply as to defy competition, but the cost of construction, will be as one to forty in favor of the new road. That is to say, where the construction of the C. P. R. R. cost \$40,000 per mile to build, Mr. James' road will cost one thousand. The equipment of his road will also be much cheaper than that of the old, so that where the C. P. R. R. now charge \$10 per ton for shipping, Mr. James can get rich by shipping for \$1 per ton.

If what Mr. James claims for this invention can be substantiated, it will not be difficult matter to have our great wheat country east of the Cascades, soon become a complete net work of railroad lines. We shall expect to have more convincing proof of the practicability of this invention, because if there be merit in it, the interests of the whole country demand that it be fully demonstrated.

AT IT.—The *Idahoan* accuses the *World* of treason to Democratic principles because it refuses to support Ainslee. The *World* retaliates with considerable independence and denies the soft impeachment. It is a controversy in which we of the north have but little interest, further than we like an independent press, which adheres to the truth.

No Doubt of It.

It is alleged that the Indian Bureau are turning every point they can to make a case against the transfer of the Indian Bureau to the War Department, that they have sent to all the agencies to have the question submitted to the Indians themselves, and at many of these agencies, notwithstanding instructions to the contrary, the agents, are, and have been, using all the influences in their power to bias the Indians against the transfer, and holding their councils with them as secretly as possible from the whites in the vicinity, so as not to have the Indians enjoy the advantages of any other than the agent's interpretation of the nature of the transfer, and thereby getting a decision of the Indians upon a question they do not fully understand. It fortunately happened that the Indians at Lapwai were sufficiently awake upon the subject to go and make a request upon Capt. Faulk, commanding at the garrison, that he be present and witness their vote, and the Indian request was only made the evening before, which was the first intimation to him that any such council was to be held. This Indian vote at the different agencies, is a matter that will need be thoroughly sifted to know how it was obtained at the other agencies. The Indian ring will die hard, but die it must if we are to have peace upon our frontier. The pretended and sickly sympathy for the poor Indian under cover of which the Indians are robbed of hundreds of thousands of dollars annually, causing so much disaffection among them will have to succumb to the stern facts in the true status of the Indian. The vigilance of the public eye is turned in that direction and the error of the government in favoring out the Indian reservations to sects of religionists is bound to be seen and checked. Let the guilty stand from under. The truth will soon fall with a weight that will crush them.

Surveys Needed.

There is much land in the northern counties of Idaho which should be surveyed at the earliest practicable period. Some whole townships should have not only the exterior lines run, but should also be subdivided into sections. Others would need at present, only partial subdivisions to meet the demands of settlers. The following are the townships which should be surveyed at once, as settlers have resided there for years and have not been able to get title by reason of no survey. These include the settlers on Salmon river, and vicinity:

Townships 24, 25, 26, 27, 28, and 29 north, ranges 1 and 2 east, also 30, 31, 32, 33 and part of 34 north, and ranges 1 2 3 4 5 and 6 west. A small part of these last have been surveyed, also 30 and 31 north, range 5 east, also 35 and 36 north, ranges 2 3 4 and 5 east, also 41 north, ranges 1 2 and 3 west, also 39 north ranges 1 and 2 west, also 38 north, range 1 west and also 50 and 51 north, ranges 1 2 3 4 5 and 6 west. Portions of the above will be in the timber but in close proximity to prairie lands and advantageous for settlement. We have here mentioned upwards of 60 townships which need the exterior lines run and full one-half of them should be sectionized. The southern sage brush lands of the Territory, which, as compared with our lands, are worthless for settlement, have nearly all been surveyed, and at great expense to the government, while to us in North Idaho only a small portion of our good lands have ever been surveyed. We hope that our present surveyor General will look into this matter and make such recommendations for appropriations as are needed for the surveys of this northern section, and when made see to it, that they are judiciously expended in these surveys. Our settlers are now crowding in some cases far outside the limits of any public surveys,

The Facts Reverse the Picture.

It is the duty of the industrial and tax-paying elements of all parties to choke off the demagogues and show the people of the Atlantic coast that the ruling power here, if aroused, acknowledge the rights of labor and security of property. Then, to secure us credit abroad, we must repudiate the church-taxing, communistic ranting spewed from the brains of the demagogues who concocted the Walla Walla Constitution. We do not speak of that body as such in the aggregate—only the two or three who run the concern.—*N. P. Times.*

Our neighbor of the *Times* is playing the demagogue to perfection. With one stroke of his pen he is demanding that railroads and church-property should be exempt from taxation, and with another stroke of the same pen he appeals to tax-payers, who now have all the taxes to pay, to vote against the Constitution, because it provides that their taxes will be lessened by including all this railroad and church-property and legitimately subject to taxation to support the government that is to protect it. It appeals to the laboring classes to vote against the Constitution, because that instrument provides that all corporations shall be personally liable to pay what they owe to their laborers. The *Times* man is ignorant of what he writes when he alleges that two or three men run that Convention, when the facts are that while two or three men (probably those to whom the *Times* refers) did make the attempt to run that Convention, and to foist upon it, several communistic doctrines, but they were as signally defeated by the large majority of the Convention, and every communistic principle kept out of the Constitution, save a slightly colored approximation, as found in the prohibition of all but Americans and naturalized citizens from being employed on State works. But this can cut no figure practically in the State for many years, and before that time that provision will be expunged. Both the laborer and the tax-payer is well protected by the provisions of this Constitution, and the monopolies of the State are made to stand on an even footing with the balance of the people and be on an equality before the law as they should be.

The Importance of a State Government.

The *Waitsburg Times* has a lengthy article on the State government question. It speaks of the delays in the press in discussing the question, and suggests that possibly there may be too much legislation in the Constitution to be submitted. But on the whole discusses the question quite fairly and promises to say more. We quote the following from the article which we heartily endorse:

The people will no longer trust a dishonest man because he proclaims himself a Democrat or Republican. With this reform in public sentiment we hope for a new and better administration of government, and that if our Territory is admitted as a State the public money will not be stolen. If this view is correct, we can afford to be free men in the most mercenary view of the case. It will not directly hurt our pockets, for judging from arguments used against the Constitution the pocket alone must decide this question without any sentiment of freedom or slavery having any consideration. Pockets may be affected by indirect means as well as direct. A railroad through eastern Washington to Puget Sound would increase the wealth of every citizen east of the Cascades more than one hundred per cent. Late surveys have demonstrated that the way for such road is practicable and comparatively easy. The Oregon State influence, while we are a Territory, defeats the building of such road, while if Washington were a State we could be assured of its early accomplishment. This is a money argument of great weight. The public sentiment and the public interest demand a State government at the earliest date that we can be admitted with a good Constitution.

LEGAL WEIGHTS.—In Washington Territory, according to Legislative enactments of January 28, 1860, January 29, 1863, and November 6, 1877, legal weights of vegetables, fruit and seeds are as follows: Wheat, peas, beans, potatoes and clover seed, 60 pounds to the bushel; rye and corn, 56 pounds; onions, turnips and beets, 50 pounds; barley, apples, peaches, pears and quinces, 45 pounds; timothy seed, 40 pounds; oats, 36 pounds; dried apples and dried peaches, 28 pounds. All vegetables not specified in the foregoing list are 50 pounds to the bushel.—*Ec.*

Wealth Hardens the Heart.

The *Memphis Avalanche* says: "Memphis has many rich men who own palatial stores along Main street. There is not one of these rich men here to-day, in the hour of our greatest calamity. These rich men are neither represented in person nor by their surplus dollars. The majority of the men who are standing in the deadly breach, fighting the most gigantic plague that ever cursed American soil, are men who do not own one dollar in real estate in Memphis." Where, it asks, "is this man and that man," giving their names, "and a score of others that we propose to mention at a future time? Have we seen the light of their countenances or the color of their money? Facts are stubborn things, and we are now treating of facts. The men who are to-day standing in the fore front of the battle have no capital but their manhood. God bless them."

There may be some reasonable apology for the wealthy people of that fatal city going in person away where they will be removed from that great pestilence, the yellow fever. But when they know there are thousands whose financial condition will not suffer them to remove, and whose distresses demand large charities from the rich, their hardness of heart induces them to desert their poor friends and neighbors in their hour of the greatest extremity, without as much as one dollar bestowed to relieve them of their sufferings. The people of the north and the people of the west are appealed to for charity, and charity is given. But most of it comes from the common people and those in moderate circumstances. The case of the rich man and Lazarus is not so bad as this action of the rich of Memphis.

"ANOTHER RICHMAN IN THE FIELD!"—We learn that Hon. Alex. S. Abernethy, of Oak Point, Cowitz county, is also a candidate for Delegate, and will go into the convention at Vancouver with a strong backing from the lower Columbia river counties. We know of no citizen west of the mountains more competent for the position; and if we cannot secure a bunch-grass nominee at Vancouver, he is our first choice over Ferry or that Seattle mis-representative!—*N. P. Times.*

We are glad that the *Times* is ready to endorse so good a man as Mr. Abernethy.

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 caring 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. 44-1f.

Extra Liability to Malarial Infection.

Persons whose blood is thin, digestion weak and liver sluggish, are extra-labile to the attacks of malarial disease. The most trifling exposure may, under such conditions, infect a system which, if healthy, would resist the miasmatic taint. The only way to secure immunity from malaria in localities where it is prevalent, is to tone and regulate the system, by improved weakened digestion, enriching the blood, and giving a wholesome impetus to biliary secretion. These results are accomplished by nothing so effectively as Hostetter's Stomach Bitters, which long experience has proved to be the most reliable safeguard against fever and ague and kindred disorders, as well as the best remedy for them. The Bitters are, moreover, an excellent invigorant of the organs of urination, and an active depurent, eliminating from the blood those acrid impurities which originate rheumatic ailments. 51-1-m.

Lewiston Wholesale Prices.

Cr. Sugar per lb	15 1/2
C. " " "	14 1/2
No 1. Island " "	12 1/2
No 2. " " "	11
No 1. C. R. Coffee, per lb	25
No 2. " " "	22 1/2
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	\$6 50 to 7 25
Calico, per bolt, per yard	8
Cabot A. " " "	11
" W. " " "	10
Blea Muslin " " "	\$1 to 17
Wheat, per bushel	50 to 70
Potatoes per lb	3
Butter " "	35
Eggs per doz	25

SADDLERY, GREAT BARGAINS

—IN—
SADDLES AND HARNESS

—AT—
T. S. BILLINGS

MONTGOMERY STREET,
LEWISTON, I. T.

IMPORTER & MANUFACTURER

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PRICES. Folly to go ELSEWHERE to
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April 13th, 1878, to.

2-1-17

Montgomery Street, Lewiston

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AND OTHER

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

REMODELED IT,

can assure patrons the

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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,
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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 STEWART & Co., Portland Maine. v2-25-1y.

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N. W. Cor. Montgomery & Fourth Streets,
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a week in your own town. \$5 Owing tree. No risk. Reader, if you want a business at which persons of either sex can make great pay all the time they work, write for particulars to H. HAT

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AUCTIONEER,
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ALL BUSINESS ATTENDED TO
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