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THE TELLER.

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—BY—

A. LELAND & SON,

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LEWISTON I. T.

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

ALONZO LELAND. CHAS., F. LELAND.

D. J. WARNER,

City Recorder And JUSTICE OF THE PEACE.

OFFICE MONTGOMERY STREET,

LEWISTON, I. T. 1-tf

ALONZO LELAND,

Attorney-at-Law,

LEWISTON, IDAHO TERRITORY.

Will practice in all the Courts of North Idaho, and also the Supreme Court.

[1-tf]

W. G. LANGFORD,

Attorney-at-Law.

LEWISTON, I. T.,

Will practice in all the Courts in Idaho and Washington Territories. 1-tf

H. W. STAINTON,

Physician and Surgeon,

LEWISTON, I. T,

Office and Residence—Montgomery Street Head of Fourth. 1-tf

A. GILMAN

IS AT HIS

OLD SAMPLE ROOMS

HEAD OF MAIN STREET.

LEWISTON, I. T.

JAMES McCORMICK.

OFFERS HIS SERVICES AS

STOCK HUNTER,

ON REASONABLE TERMS. HIS EXperience and extensive knowledge of the ranges of stock in the vicinity of Lewiston gives him advantages in the business posessed by but few if any other persons.

Enquire at Coburn & Wardwell's, Lewiston, I. T. 1-tf

BLACKSMITHING

BY

J. W. BENJAMINE & D. JOHNSON.

LEWISTON I. T,

All general work in his line at rates to suit the ti nes. 1-tf

LOEWENBERG BROS.,

Wholesale and Retail Dealers

IN

GENERAL MERCHANDISE,

LEWISTON, IDAHO.

HAVE CONSTANTLY ON HAND A large and complete stock of

Dry Goods, Clothing,
Boots and Shoes, Groceries
Crockery, Hardware,
Liquors, Cigars,
Etc., Etc.,

TO WHICH WE CALL THE ATTENTION of the public. Knowing well the wants of the people, we have endeavored to fill our store with a stock of goods that will meet their requirements.

GOODS OF THE BEST QUALITY AND

Prices Very Low.

1-tf LOEWENBERG BROS.

JOHN P. VOLLMER,

Wholesale and Retail Dealer in

MERCHANDISE

OF ALL KINDS.

A GENERAL ASSORTMENT OF DRY Goods, Clothing, Groceries, Crockery and Glassware, Cutlery, Tobacco, Miners' Goods, Etc., Etc., Etc.

Lewiston, I. T., Oct., 21, 1876. 1-tf

JACKSON'S

Wonderful Oil.

Cures Rheumatism, strains, ear and toothache.

HORSE OINTMENTS,

For sweeny, strains, old sores etc.,

VINCENT'S patent liquid soap for glass, paint, etc. Liquid harness wash, also BED BUG ERADICATOR AND VARNISH, all manufactured by

J. K. VINCENT.

He also cures bunions, corns and warts. He will sell any of the above mixtures in large or small quantities. Call and see him at Lewiston I. T. If not satisfied no pay required. 1--tf

LUNA STABLE,

C Street, Between 3d and 4th.

LEWISTON, I. T.

Feed, Livery & Sale Stable.

Hyou Muck-a-Muck and no Airs

Stock Taken to Ranch.

N. B. HOLBROOK.

1-tf Proprietor.

SHOSHONE COUNTY.

We have received the following in relation to the vote in Shoshone county. We do not understand the reason for the remark that "Elk creek precinct unknown to me" unless such a precinct was unorganized or had failed to send in the returns to be counted. The County Auditor sends us as follows:

"Official Vote of Shoshone County.

Delegate,

John Clark	39
S. S. Fenn	37

District Attorney,

Jasper Rand	46
J. W. Poe	28

Probate Judge,

D. L. Elliot	43
J. C, Hildebrand	22

Sheriff,

John Malloy	68

Auditor and Recorder,

Frank Capps	37
D. M. Fraser	33

Treasurer,

Martin Mauli	35
H. Gullings	32

Assessor,

C. F. Brown	38
George Barama	31
George Muller	1

Coroner,

D. H. Jaume,	7

Commissioners,

R. M. G. Bradley	57
W. B. Yantis,	38
J. B. Cowen	34
H. L. Gray	34
H. Loewenberg	31
Gust. Errickson	5

Justice of the Peace,

John Kimble	35

Constable,

C. Swanson	37

Road Supervisor,

John D. Reed	26
Thomas Small	9

The politics of this precinct stands forty-one Democrats, twenty-four Republicans, Elk Creek precinct unknown to me."

D. M. FRASER,
Auditor, Shoshone County.

THE PORTLAND, SALT LAKE AND SOUTH PASS RAILROAD.

Latter From Superintendent Chapman.

[From the Montana New Northwest.]

Having failed to ascertain from the Utah papers any specific facts in relation to the railraod now building from Corrinne to Malad, we addressed a few days ago to Messrs. F. J. Kiesel & Co., Corinne, asking some direct questions in regard to it. In reply they state they handed the letter to Superintendent Chapman who addressed them in the following reply. Although not specific in matter of importance it is still interesting as giving a general statement of the plans of the company:

CORINNE, Utah, Oct. 10, 1876.

Messrs. J. F. Kiesel & Co., Corinne Utah:

GENTLEMEN: Please accept my thanks for the favorable opportunity you have given me to explain to the people of Montana the object and importance of the present railroad enterprise. The subjcet of railroads is no new thing to the people of the far northwest, and yet to the people of Montana, Idaho, Oregon and Washington there is no subject that awakens so much interest. With a good standard guage from Corinne to Snaka river, with one branch road to the mining country of Montana, and another branch extending to Portland, Oregon, via Boise City, the future greatness of the northwest is at least secure. With this road Montana and Idaho will rival California and Nevada in the richness and extent of their mining resources, while the agricultural interests of the northwest will rival those of any portion of America. Millions of acres of the finest and most fertile lands in the United States will be opened up to settlement and cultivation. With this road consuructed, Oregon will be a successful competitor with California for supplying the Idaho and Montana trade with fruits, salmon and other products, while the meat markets of the Eastern States and England will be supplied from Idaho, Montana, Oregon and Washington Territory. It is useless to dwell longer upon the importance of this enterprise as it is already too well understood by every man of intelligence. Since it has been demonstrated that it is impracticable, if not impossible, to operate a railroad through northern Dakota on the proposed line of the Northern Pacific Railroad for more than six months in each year, other and more favorable routes have been earnestly sought for, and it is now confidently believed that the route from Corinne to Montana and Oregon possesses more advantages than any other known, with fewer difficulties arising from deep and continuos snows, heavy grades and barrenness of country traversed by the proposed road. With a road once constructed on the route as proposed there is not one mile of the road upon which the local business alone will not pay interest money and operating expenses. Thousands of people will settle up the lands and develop the unbounded agricultural and mineral resources of the great northwest.

I have carefully read Mr. Mills' letter and will ehdeavor to give as correct answers to his inquiries as possible from the information I now possess. He desires to know

"Who is building the road from Corinne to Snake river?"

Answer—The Portland, Dalles and Salt Lake Railroad Company of Portland, Oregon, first began the work, but since then, and within the last six weeks, the company has been reorganized under the name of Portland, Salt Lake and South Pass R. R. Company with a capital of $10,000,000. The new company is composed of the best and most influential business men of Oregon and has been heartily endorsed by the board of trade of Portland and the Oregon Legislature. Their ability to build the road is certainly beyond the shadow of a doubt.

"What are the probabilties of its construction?"

Answer—The company are negotiating for the iron and rolling stock for equipping two divisions of the road, the one commencing at Corinne and extending to Snake river, the other commencing at Umatilla on the Columbia river in Oregon, and running into Grande Ronde valley. This much the company propose to complete by the 1st of September, 1877, and the remainder of the road within two years thereafter.

"Have the company means to construct the road to Snake river."

Answer—The new company has the means to construct the road to Snake river, and if the weather is favorable the road will be completed and operated to Malad City by the 15th of January 1877. The road has been surveyed as far as Marsh valley, and the road located to Malad City, Idaho, a distance of forty-six miles. The route to Malad City far surpasses the famous Platte valley with a grade of less than seven feet per mile. From Malad to Marsh valley the heaviest grade will not exceed ninety feet per mile, with a ruling grade of seventy feet per mile. There is no rock work except a small point on the Marsh valley side of the "divide." The whole line from Malad City to Marsh valley is easy of construction, as the material to be removed is of sand and gravel. I regard the route so far as surveyed (to Marsh valley) as being the most practicable route in America.

A large force of graders and tie choppers will be put to work in a few days in addition to those now at work. The engineers are now busily at work cross-sectioning the road to Malad City preparatory for the graders to commence operations.

I leave this evening for Portland, Oregon, for the purpose of consulting with the Directors of the company and at my earliest convenience will advise you more fully as to what will be done this Fall and Winter. Hoping that this statement will enable you to fully advise Mr. Mills, I have the honor to be,

Yours truly,
H. I. CHAPMAN, Superintendent.

APPLE JELLY.—One peck of sharp green apple; pare and core them, put them into a well tinned saucepan, pour on them one quart of spring water, put them over a slow fire till all of a wash, pour through a new flannel bag; when cold, to every pint of juice add a quarter of a pound of loaf sugar, boil fast and skim it well until it jellies, pour it into moulds for dessert; double the quantity of sugar if wanted to keep all year.