

The Lewiston Teller.

TUESDAY TWICE A WEEK FRIDAY

VOLUME 27

LEWISTON, IDAHO, TUESDAY, DECEMBER 16, 1902

NUMBER 12

Ping Pong Sets

Just the thing you want for a Christmas game

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Dent & Butler



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Steel Ranges Cook Stoves and Heaters

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LEWISTON, IDAHO

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Lewiston, Idaho

IDAHO TEA COMPANY

RAILROAD SITUATION BETTER

Last of the Surveying Party Gone—Supplies for Construction Now at Riparia—Number of Prominent Contractors in Portland.

The steamer Spokane on its down trip Saturday carried part of the surveyors left to finish up some minor work below the Evans landing. The steamer Lewis ton carried all the others below that on its Sunday trip. So that none are now left. The tents and shacks used by these men were left in place, and by the latter part of the week will be inhabited by new men who will have charge of supplies left at the different stations by the boats.

The details of the field notes of the surveyors are now in shape for use in construction, and a number of prominent railroad contractors are now in Portland. But whether they are there on matters pertaining to the Lewiston Riparia branch cannot be learned, but the one giving out the information thinks they are.

There is but little truth in the rumor current a few days ago that the old trouble between the Harriman interests and the Northern Pacific over territory had been revived. The companies have a complete understanding and nothing has been done by either to prevent the O. R. & N. beginning the proposed work just as soon as the material necessary to speedy construction can be laid along the route. It would not be a great surprise to many who have studied railroad events during the year past, to see Lewiston and Grangeville connected by rail during the new year. The P. & I. N. people have received financial aid for the extension from Council to the Camas prairie country; and they gave out the report Saturday that the work suspended some months would be resumed at once. It is not uncertain nor too much to say that should this road reach Grangeville, either the N. P. or the O. R. & N. will enter that field for a share of the trade or at least to secure a traffic arrangement that will enable them to have an outlet to the wealthy states of Utah and Colorado.

At present the outlook is bright for the Lewiston Riparia cut-off. The trade is too heavy for the boats and the boats are too slow to meet the demands. The situation is even now so bad that shipments of merchandise are delayed to accommodate the wheat trade. This is the condition that will force the building of the railroad. Rapid transportation is demanded by buyers of the products and, coupled with the rapid development of the interior, only a line of railroad can do this work.

And the situation looks brighter when the following article, appearing in the Oregonian yesterday, is read in connection with the movements of men on the lower river Saturday and Sunday. The O. R. & N. wants to lay the products of the great Empire in the elevator at its new terminal near the mouth of the Columbia:

Men who are in a position to get inside railroad information and who are close observers of events in the world of transportation read this important message in the present trend of affairs:

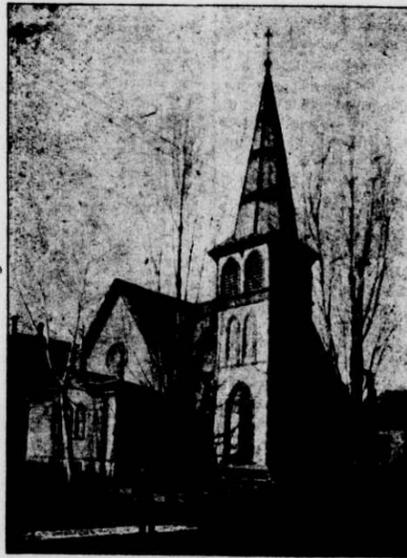
The Northern Pacific railroad is going down the north bank of the Columbia to some point near the mouth of that stream where it will establish a shipping point in opposition to Astoria. The Oregon Railroad & Navigation company will be obliged to run its trains down the south bank of the river and do its shipping from Astoria or some point near that city.

Both railroads will carry the grain of the Columbia basin to the mouth of the river for export—not only that part now loaded into ships at Portland, but also the part that now goes through Puget sound ports. The wheat trains will run through Portland and the stevedoring will be done at Astoria and on the opposite side of the river, but Portland men and money will do the business. Common point rates will be forced to the mouth of the river.

For several years the Northern Pacific has been pressing toward the mouth of the river. Northern Pacific engineers have been running lines along the lower Columbia, and no secret has been made of their operations. The Northern Pacific has built the stretch of railroad between Kalama and Vancouver. Surveyors are now between the mouth of the Klkkitat river and Vancouver, having incidentally run a line over from the Yakima valley.

The Paul Mohr portage is undoubtedly in hands friendly to the Northern Pacific. Indeed, all the strategic points on the route down the north bank of the Columbia are already in the hands of the Northern Pacific. No hint is yet given, however, as to the point that will be made the deep water terminal at the mouth of the river. It is believed that Harriman interests have practical control of the Columbia & Astoria railroad.

George Appleford delivered 17 hogs to Lewiston parties last Saturday that averaged 339 pounds each, and on Monday delivered 17 more that averaged about 305 pounds. He received \$5.90 per hundred for them. Not so bad, and just before Christmas, too.—Apostle Sentinel.



WHITCOMB PLACE M. E. CHURCH

THE GRAND JUBILEE RALLY

Methodist Church Society Celebrates Its Twenty-fifth Anniversary—Raises a Debt of \$2000 and Provides \$2700 for Improvements

On Sunday Whitcomb Place M. E. Church of this city celebrated its twenty-fifth anniversary by a jubilee rally. A splendid program was prepared to honor the event but the crowning effort of the meeting was successful work of Joseph Wesley Powell in raising the \$2000 necessary to liquidate the church debt and an additional \$2700 to be used for church improvements.

Mr. Powell is from Buffalo, New York, where he is a successful commission merchant. He is also an enthusiastic Methodist layman and for many years has journeyed over the east as a leader in special services where church financial aid is needed. This is his first journey to the Pacific northwest and Rev. Gregory is fortunate in having secured his services in Lewiston.

The church debt of the Methodist society in Lewiston is due to the Church Extension society and is of seven years standing. It was a burden to the membership and a problem to the conference. But Mr. Powell has been here the problem is solved and the pastor and members are jubilant. Mr. Powell has copyrighted the plan of raising money that he put in operation here. He has prepared a bonding scheme. Special bonds are prepared in advance for each city or society. The bond used here was lithographed and already for filling in and they were filled in and signed by the purchasers. The face value of each bond is \$36. It matures in 3 years and draws 6 per cent interest after February 1, 1903. The success of Mr. Powell's plan can be estimated when it is known that bonds were sold, signed and delivered Sunday afternoon to the amount of \$4700.

Since Sunday Rev. Jno R. Gregory, pastor of the church, reports that bonds have been sold to the amount of over \$4800 and that \$5000 will be reached before the matter is closed. Last evening a meeting was held at the parsonage and payments of over \$600 cash were made on the bonds. This money will immediately be sent forward to apply on the mortgage and no improvements be made till the mortgage is lifted. When that is done a jubilee meeting will be held and the chief feature will be the burning of the mortgage.

The improvements contemplated will be a complete remodeling of the church. A new parsonage will be built and the present parsonage incorporated into the church building and used as class rooms and a reception hall.

Much of the success of the meeting is due to the energy of Rev. Jno. R. Gregory, pastor of the church. For months he has been in correspondence with Mr. Powell, presenting the extreme need of the Lewiston society and the hopeful, inspiring effect the success would have upon the church here. Rev. Gregory has now been pastor of the Lewiston church 10 months, and during this time he church has been increased fifty members and the Sunday School doubled in attendance. Over 200 children are now in regular attendance. The church is growing rapidly in membership and in interest in its various forms of social life.

Best Brought Home-Steers.

The steamer Spokane brought up a party of Minnesota home-Steers Sunday. They had nearly 100,000 pounds of freight composed of farm implements, household goods and live stock. The horses in the outfit are without doubt the finest draft animals in this section. Not one in the outfit of 12 animals weighed less than 1800.

COUNTY DIVISION MATTERS

Mass Meeting Last Night at Nezperce—Outlines of a New County Proposed—The Potlatch has a Scheme.

Nezperce, Dec. 15.—(Special)—A mass meeting was held here last night to take action concerning the county division question. Representatives from all sections of Nezperce prairie and from Woodland and Green creek precincts in Idaho county were present and a plan formulated to defeat the Orofino measure, if possible, but if failing in that, to present a county division bill with boundaries as heretofore outlined comprising in addition to the original Clearwater county, all of Nezperce prairie and Woodland and Green creek precincts from Idaho county. The representatives present returned to their respective sections and will call mass meetings for Saturday night to consider ways and means to defeat the Orofino idea or to create a new county on the new lines proposed.

A rumor is current here that the Potlatch section is now planning for a new county with lines embracing the Potlatch, the south end of Shoshone and enough of Nezperce prairie to make Lenore the center and county seat. It is said that Pete Thompson and S. O. Tannahill are forwarding the plan and that they secured an option on 80 acres of land for a town site at Lenore.

Petitions will be signed all over the prairie and in the two precincts in Idaho county for the creation of a new Clearwater county on the lines favored by the conference last night. The prevailing idea here is to keep Nezperce prairie intact and the citizens will work as a unit for that purpose. Either in Nezperce county or in some new county Nezperce prairie wants to remain a unit.

Z. A. Johnson, the Nezperce mill owner, is seeking to get an exclusive franchise to furnish water and light for the town of Nezperce, and if he gets a 20-year franchise of that nature he guarantees to spend \$5000 in boring for artesian water. He will order a diamond drill and will go to the depth of 1000 or 1500 feet, if necessary, to secure water to supply the town with an adequate water system.

The Shawley hotel changed hands this week. Frank Clark of Russel, bought it for \$4000 and has leased it to Ben Townsend for the period of one year at \$50 per month.

Solicitors for the fund to build the new Russel tramway have already secured \$2400 of the \$5000 needed to build the tramway and are confident they can secure the amount.

B. J. McRae who was seriously ill last week, is now out of danger and is rapidly convalescing.

Success of the Cantata.

The cantata of Queen Esther was repeated both Friday and Saturday nights of last week. The extra performance was given to accommodate those who could not get seats at the first two performances, on Saturday night. The house was crowded and the audience showed by hearty applause that the third performance was no deterioration from the first one.

Geo. W. Welker, county commissioner elect, is in the city today from Leland. Subscribe for the Teller.



Our feature is the feet— We clothe them in and out— For the hall room, house or street And our stock is quite complete Shoes of many kinds of leather, Made to suit the changing weather; Built upon a sure foundation, Honest goods our reputation.

HASTINGS THE SHOE MAN

New arrivals:

Our "Crown Princess" Canned Goods are the best in the market for fine family trade, shipped direct from New York packing house. We are sole agents for the noted Crowned Princess Canned Goods. Please give them a trial. We have them in corn, beans, tomatoes, peas, succotash, peaches, jams, mince meat, pie apple.

Lewiston Bakery and Grocery