

THE LEWISTON TELLER

CITY AND COUNTY OFFICIAL PAPER.

The TELLER has the largest circulation of any paper in North Idaho.

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THURSDAY... JULY 12, 1888

EDITORIAL CORRESPONDENCE.

WAHA LAKE, July 8, 1888.

DEAR TELLER: C. C. and Master Walter Bunnell and myself started at 7 o'clock a. m., on the 7th inst., from Lewiston, and traveling leisurely till 12:15, when we arrived at the Lake House. We were hot, tired and hungry, and as soon as we had our team stabled, had washed ourselves and rested a short time, the call for dinner was sounded and just at that time it was welcome. The hostess, Mrs. Faunce, had learned that we were on the road, and she anticipated our tired and hungry condition and gave us a good dinner, such as she generally prepares when she has due notice, and I think, by our eating, she must have had ample evidence that we appreciated a good dinner. We found here Judge Rand and family, Lot Wiggins and family, who had preceded us that morning. We did but little the remainder of the day, till about 5 o'clock p. m., when Bunnell and Wiggins went out in a boat and caught enough trout to give us a good breakfast. While they were gone two families from Camas Prairie arrived and pitched camp near us. Mr. Aram and family, who were returning from a six weeks sojourn at Medical Lake, and Mr. Chamberlain and family, from a visit to the Palouse country. They were going through via the new road over Craig's mountain to the prairie. Mr. Aram claimed that he had derived much benefit from the Medical Lake water, in relieving him of his rheumatism; but he did not like the country in the Palouse nearly as well as that of Camas Prairie. We took notes on the way here in reference to the practicability of a railroad from Lewiston to this place, and satisfied ourselves that a good practicable route exists to this point, and from those who have been over the route beyond here to the summit of the Craig mountain divide, we learn that no greater grade will be required than between here and Lewiston. The route we viewed between this and Lewiston, starts up from Lindsay's and follows up by the Stevens' milk ranch, and follows the gulch via the Swallows nest, and out upon the prairie from the head of that gulch; thence southerly to the crossing of the east end of Tammany Hollow. This crossing can be made by trestling so as to keep up on the highest ground. Thence on to the high land just north of the Shiesler ranch; then short trestling so as to strike the mountain above Shiesler's house; thence grade around to the entrance of the gulch leading to the lake from Faunce's garden; thence from this point to and around the north side of the lake at an elevation of about 100 feet above the waters of the lake to Cooper's cabin; thence east by a shallow cut through the hill where the wagon road now runs to the mountains; thence around to the east side of the mountain till the grade reaches near the creek east from the lake; thence up that creek to the summit not far from what is known as the Pine cabin; thence along the summit of the mountain on the best ground to near Cottonwood butte; thence down onto the Camas Prairie at any point where the best grade can be found, and there are several practical grades which can be found on this end of the line. Other routes to the mountain at Shiesler's exist. Perhaps on a survey some one of them might prove better. Some claim that a route up Snake river to the mouth of Tammany; thence up Tammany and out southerly via some one of the gulches leading into Tammany from the south. But we prefer to cross at the head of Tammany, because we have less elevation to make to reach the mountain at Shiesler's place. In any case we do not think that on any part of the route will a grade of over 75 feet per mile be required to reach the summit, and along the greater part of the route a grade of fifty or sixty feet per mile will be amply sufficient. The present travelled wagon road from Lewiston to the lake is about twenty-two miles. The elevation above Lewiston is about 2,000 feet. The distance for a railroad, which we have denoted, would be fully thirty miles. The highest elevation on the summit near the Pine cabin above sea level, by the barometer, is 4,400 feet, which would be 3,600 feet above Lewiston. The route of the projected railroad would pass this high point about 600 feet below, or at an elevation of 3,000 feet above Lewiston. The distance of the Pine cabin from the lake would be about twelve miles, making the whole distance from Lewiston of forty-two miles in that to make an ascent of 3,000 feet, or less than seventy-five feet per mile. The whole distance can be

increased by means of which the elevation per mile can be lessened. There is plenty of room to vary the line of the road and thereby increase the distance and lessen the elevation per mile. There is no doubt an accurate survey would vary the foregoing figures, but not enough to make the route an impracticable one for a railroad from Lewiston to Camas Prairie. We want to see some company make the examination and then build. The business of such a road would make the road pay shortly after it was built.

At 1 o'clock p. m., the fishing party returned for dinner, Wiggins had fourteen trout in his basket and said he left over a hundred in the lake. Each of the others said they left over a hundred in the lake, but had none in their baskets, save Walter Bunnell, who had one in his hand. The thermometer was eighty two in the shade here at the lake, and it must have been over one hundred at Lewiston. The warmest of the season. Judge Rand and family leave shortly for home and the Judge has kindly offered to take this to the office.

A PROMISING PROSPECT.

Dr. J. B. Morris, of this city, received a letter on Friday evening from T. S. Billings, formerly of this city, dated Butte, Montana, that contains news valuable to every citizen of the Snake and Clearwater countries. The letter is self-explanatory, which we have permission to publish in full:

"BUTTE, Montana, July 2, 1888. DEAR SIR: In conversation with a party, who just came over the O. S. L. from Weiser, I was told a party of U. P. surveyors had just arrived at that place to run a location survey from there to Lewiston. The right of way men were with them. The surveyors favored the Snake river route on account of easy grade, but the company favored the route through by White Bird and Camas Prairie on account of more patronage to the road. The surveyors will start as soon as they receive their instructions from the company which route they are to take. I see by the TELLER to-day that the U. P.'s time expires with this year. It may be they mean business. Yours Truly, BILLINGS."

From the above we take it that the Union Pacific are beginning to realize their situation. As we stated a few weeks ago, to hold the right of way of the Snake river route something must be done this fall, as the expiration of their time is limited. Five years is the statutory time granted any railroad corporation to hold a survey, and the Snake river survey from Burnt river to Lewiston was made in the summer of 1883, under the supervision of Engineer T. A. Clark. The preliminary was completed and the right of way secured, and from this fact alone we have great faith in the company's present move, for we feel confident should they do anything more with this route that it will mean business. They no doubt have held the survey with arched determination. Two years ago the company refused an offer of several thousand dollars from the government for the profile of the survey and expressed the desire that they would use it themselves and that under no consideration would they dispose of it. The company have always sent intelligent and skillful engineers in the field, both on the Clearwater and Snake river routes, who have reported favorably at headquarters, and it is not likely that railroad companies being legally advised of these advantages, knowing that an admissible route lies within our boundaries, tapping the expansive agricultural and mineral districts that it will traverse, will quash and destroy rights that will benefit them. It is true we have been, as we may term it, ignored to a certain extent by railroad companies, but we have the country, that, nobody can deny; a country that is productive in the extreme, both in cereals and mineral and worthy in every respect, and this the U. P. are fully aware of. We trust the contents of Mr. Billings' letter will prove true, which will gladden the heart of every citizen of Nez Perce and Idaho counties, who have been striving with untiring energy for years to accomplish this end.

THE CITY OF DESTINY.

Probably no other city in the northwest is more promising than is the bustling little city of Spokane Falls. Why is she promising and why does she prosper? Easily solved. She contains a people active and persevering; full of energy and enterprise; anxious to give and wait patiently for returns, never failing to receive ten fold the amount invested. The city of Spokane Falls to-day has a population of nearly 12,000, an increase of about 6,000 souls in not quite two years. Her improvements are great and wonderful. Besides those already completed and now occupied, there are in course of construction ten or twelve elegant three and four story brick blocks, that will grace the streets of any city in the universe. Every improvement that is made is sub-

stantial and modern. When completed, there will be but few buildings in the Pacific northwest that will equal that of THE FRANKFURT BLOCK, and none outside of the city of Portland. This building now under construction is being put up by Messrs. Jacob Goetz and Harry Baer, (the former well known in Lewiston and vicinity, better known as Dutch Jake), and will be completed, ready for occupancy in October of this year. The dimensions are 117 x 119, four and one half stories. The block on which it is being built is situated on the corner of Howard and Main streets, and was purchased at a cost of \$38,000. The building when completed will cost \$150,000, making an aggregate cost of \$188,000. It is to be furnished on the latest modern plan, heated by steam, elevator &c. Every apartment is engaged and will be filled with business houses and offices as soon as completed. The income per month on this building for rental is reckoned at \$2,700. It will be an elegant structure, and Spokane will feel proud of it, as they do now of their young sons, Jake and Harry, who are also esteemed and congratulated by their old time Lewiston friends.

This is only one of the many fine structures now in course of construction. The postoffice department is now occupying elegant quarters in a three story brick completed last May by the government. The one disadvantage that the people of Spokane suffer is owing to their mail facilities, but it is understood that by an appropriation made by congress a few weeks ago that she will reap the benefit of a free delivery system. But at the present time and for a year past, from 8 o'clock in the morning until 8 o'clock in the evening, two strings of people, formed in a line all the way from twenty-five to fifty feet in length could be seen waiting for their turn at the delivery window.

We doubt whether any city on the coast has as nice thoroughfares as Spokane, making delightful drives. The soil is of a pebbly substance, level and as hard as the "Rock of Ages." From supper time until midnight can be seen the young and the old enjoying a drive with their fast horses, by the light of electricity.

It is true Spokane has the name of harboring many loose men who are penniless. This may be so, but it is not the fault of the people of her people. She furnishes situations for thousands, and men are in demand daily, and when the matter is sifted down, it is found that this class of people of whom we speak is nothing more than tramps, who beat their way from town to town, looking for work and praying to God they won't find it, whilst their only system upon which they live is to rob when they reach a town, and as a final result generally wind up in the lock-up. The police of Spokane are very vigilant and but few make their escape from roguery whilst Chief of Police Warren is around, and he is generally at all parts of the city at the same time.

Work on the Seattle, Lake Shore & Eastern road out of Spokane is making rapid progress, and it is expected will be completed and cars running in ere many months. It will enter the city on the north side of the river. This road is being built on an offer of a bonus of \$175,000 that was made up by the citizens of Spokane in ten days. Not only is she blessed with her own natural advantages, but by those from every side, just through the loyalty and industry of her citizens. Smelting works will soon be established at the Falls, and it is whispered that efforts will be made at the coming session of congress to establish a United States mint at that place. Those with many other important matters are in prospect with a determination to win. Much credit is due to her two daily papers for the growth and prosperity of their city. The Review or Chronicle seldom fail to accomplish the desired end on any question that they may advocate. The Review is now under the management of P. H. Winston, formerly a resident of Lewiston, and Willis Sweet, of Moscow, who have made a marked improvement in the paper and are increasing the business largely.

The business relation between Spokane and Lewiston are becoming more mutual every day, in consequence of the iron horse that comes as far as Genesee, and it is to be hoped, not only by ourselves, but by the citizens of our sister city that the branch will be extended into Lewiston ere many months. The journey can be made by this branch from Spokane to Lewiston in seven hours. As our relations between the two points are becoming so mutual, would it not be wise for our little city to pattern after the pride and spirit of Spokane, a city that has gained her achievements by her wakefulness. We predict for this beautiful little city a bright future, a city of wealth, a city of commerce, and the city of destiny.

All admirers of the old democracy and of our presidential nominees, will be presented with a nice bandana handkerchief at the O. R. & N. Exchange, where the reliable old Jesse Moore Whiskey is sold. Three cheers for Cleveland and Thurman. 37

WANTED.—A girl to do general housework. Inquire at the residence of J. W. Poole. 36

Good lead pencils for 25 cents per dozen, and 50 cents a bunch at Isaman & Co's. 40-41

Dr. D. S. Baker Dead. At 11 o'clock to-day the spirit of Dr. D. S. Baker passed into the great beyond. His death was not unexpected. For about a year he has been suffering with paralysis, and it has been known for some time that he could not long survive.

Dorsey S. Baker was one of Walla Walla's wealthiest and oldest citizens. He was born in Wabash county, Illinois, October 18, 1823. He graduated from Jefferson Medical college in 1845, and in 1848 crossed the plains to Oregon, arriving at Portland in September, and being the first physician to locate there. He afterwards engaged in merchandising at that place. After embarking in various other enterprises, he started a store in Walla Walla in 1860, under the management of Wm. Stephens. Thereafter, up to the time he was prostrated with paralysis for the last time, Dr. Baker was an important factor in the development of eastern Washington, having built the first railroad into Walla Walla. He had a long, successful and eventful business career, and in his death Walla Walla loses a good and honored citizen. He leaves a wife, two sons, Frank and William, and four daughters, Mrs. M. C. Moore, Mabel, Anna and Rose.—W. W. Statesman, July 7.

Frank and William, sons of Dr. Baker are residents of Moscow, and are interested in the national bank at that place.

Best values always given, for Pianos, Organs, Sewing Machines, Books, Stationery, wall Paper &c., at C. A. Thatcher's. No new Piano or Organ has been sold by anyone else here, for several years, that he would not have sold for from \$50 to \$300 less than paid for it. Good Organs and Sewing machines to rent. 12-11

Many Of the good things of this life are sorrowfully let alone on account of Dyspepsia, Ach's Dyspepsia Tablets will cure Dyspepsia, Indigestion and Constipation; sold on a positive guarantee at 25 and 50 cents. For Sale by J. O. Moxley, druggist, Lewiston.

Bunnell keeps a full line of all kinds of stoves. If you need a stove or house furnishing goods, will save money by calling on him. Bar iron of assorted sizes for sale cheap.

At the O. R. & N. Exchange you can get "Moore's" Whiskey. We mean Jesse Moore's. 1

NEW TO-DAY. J. P. Fox, Notary Public, Lewiston, Idaho. W. G. Pippa, Moscow, Idaho.

POE & PIPER, Attorneys and Counselors at Law. Lewiston and Moscow, Idaho.

Will practice in all the courts of Idaho and Washington Territories. J. W. Poe will continue to reside in Lewiston and attend to all matters of business, as usual in the line of his profession.

G. W. Piper will be permanently located in Moscow by the 10th day of Sept. next, where he will engage in the practice of law. And the two offices will be conducted in connection with each other, by the said firm of Poe & Piper. 41-42

SUMMONS. In the District Court of the 1st Judicial District of Idaho Territory, in and for the county of Nez Perce.

Martha E. Sheppard, plaintiff, vs John E. Sheppard, defendant. To John E. Sheppard, Defendant. The people of the United States in the Territory of Idaho do hereby give notice that there is now on file in the office of the clerk of the District Court of the First Judicial District of said Territory, in Lewiston, county of Nez Perce, the complaint of the above named plaintiff, wherein judgment is demanded against you by Martha E. Sheppard, that the bonds of matrimony, heretofore and now existing between you and the said plaintiff, be dissolved, and for the said plaintiff, for the following cause: For willful neglect and desertion and non-support of the said plaintiff, since the first day of January 1887. And you are also notified that unless you appear and answer to the said complaint within ten days after the service hereof, if served in Nez Perce county, and within twenty days, if served out of said county, but in said Judicial District, and within forty days if served out of said District (exclusive of the day of service), the plaintiff will take a default and judgment against you in this summons.

GIVEN under my hand and the seal of the District Court of the First Judicial [L. S.] District of Idaho Territory, in and for Nez Perce County, this 25th day of June A. D. 1888. FRANK H. GRIERSON, Clerk. By W. M. Rice, deputy. Jasper Rand, att'y for plaintiff. 41-5

Dissolution Notice. NOTICE is hereby given that the firm heretofore known as Akin & White, was dissolved on the first day of July 1888. All debts due said firm will be collected by E. B. White and all indebtedness will be settled by him. E. B. AKIN. 46-2w

JAS. W. REID, Attorney-at-Law. LEWISTON, IDAHO. Will practice in all the courts of North Idaho and in the Supreme Court. Business before the Local and General Land Office promptly dispatched. Collections will receive diligent attention. OFFICE—Main Street, opposite TELLER'S Office. 21-11

PHYSICIANS. F. S. STIRLING, M. D. OFFICE—On Main street, two doors above Raymond House

H. W. STANTON, Physician and Surgeon, LEWISTON, I. T. Office and Residence—Montgomery Street Head of Fourth.

J. B. MORRIS M. D. Physician and Surgeon. OFFICE—in Hale & Cooper's building. RESIDENCE—at T. S. Billings', Lewiston, Idaho. 83-3m.

C. W. SHAFF, M. D. PHYSICIAN AND SURGEON. Office on north side of Main street, over First National Bank. 31-11

THE LEFFEL IMPROVED Wind-Mill. Engine made of iron. The simplest, the strongest and most durable in use. Gives more power in a light wind than any other mill known. Also

IRON FORCE PUMPS AND SALEM WOOD PUMPS. D. SPURBECK, Agent. Genesee, I. T.

SPOKANE PALOUSE RAILROAD. Stages will leave Lewiston EVERY MORNING At 6 o'clock, for UNIONTOWN, and COLTON,

Connecting with the S. & P. Railroad for Pullman, Palouse City, Garfield, Belmont and Spokane; and on Tuesday, Thursday and Saturday for Colfax

RETURNING—Will leave Colfax on Monday, Wednesday and Friday, and Colton and Uniontown, daily, on the arrival of train from Spokane. Leaves Lewiston, daily, at 4 p. m., connecting with the train at Colton. Lewiston Office, at Raymond House; Colfax Office at Baldwin House; Colton Office at Colton Hotel. R. H. DUFFY, Prop. 28-1

NOTICE FOR PRE-EMPTION PROOF. LAND OFFICE AT Lewiston Idaho, June 13 1888. LIZZIE C. AKANT, DS. 3477. NOTICE IS HEREBY GIVEN THAT THE following named settler has filed notice of her intention to make final proof in support of her claim, and that said proof will be made at this office on July 24th, 1888, viz: Lizzie C. Akant, DS 3477, for the sd. sec 24 n 2 e 4 w 1/4 sec 8, 10, 12, 14 of r 4 w 1/4 B. M., containing 160 acres. She names the following witnesses to prove her continuous residence upon, and cultivation of, said land, viz: James McGregor, of said land, J. M. Harbert, John G. Pell, John R. Wadsworth, of Tammany, Idaho. FRANCIS F. PATTERSON, Register. 37

NOTICE FOR HOME PROOF. LAND OFFICE AT Lewiston, I. T. June 6, 1888. WILSON P. BELL, hd. 1194. NOTICE IS HEREBY GIVEN THAT THE following named settler has filed notice of his intention to make final proof in support of his claim, and that said proof will be made at this office, on July 29th, 1888, viz: Wilson P. Bell, hd. 1194, for the sd. sec 24 n 2 e 4 w 1/4 sec 8, 10, 12, 14 of r 4 w 1/4 B. M. He names the following witnesses to prove his continuous residence upon, and cultivation of, said land, viz: William P. Cox, William P. Scriber, William B. Martin, Joseph Dubois, all of Lewiston, Idaho. FRANCIS F. PATTERSON, Register. 36

NOTICE FOR PRE-EMPTION PROOF. LAND OFFICE AT Lewiston, I. T. June 21, 1881. JAMES HERBIE GIVEN THAT THE following named settler has filed notice of his intention to make final proof in support of his claim, and that said proof will be made at this office at Lewiston, Idaho, Aug. 11, 1888, viz: James Craig DS, 3250, for the sd. sec 28 and 29 n 6 w 1/4 sec 24 n 6 w 1/4 sec 27 n 6 w 1/4 sec 25 n 6 w 1/4 sec 26 n 6 w 1/4 sec 27 n 6 w 1/4 sec 28 n 6 w 1/4 sec 29 n 6 w 1/4 sec 30 n 6 w 1/4 sec 31 n 6 w 1/4 sec 32 n 6 w 1/4 sec 33 n 6 w 1/4 sec 34 n 6 w 1/4 sec 35 n 6 w 1/4 sec 36 n 6 w 1/4 sec 37 n 6 w 1/4 sec 38 n 6 w 1/4 sec 39 n 6 w 1/4 sec 40 n 6 w 1/4 sec 41 n 6 w 1/4 sec 42 n 6 w 1/4 sec 43 n 6 w 1/4 sec 44 n 6 w 1/4 sec 45 n 6 w 1/4 sec 46 n 6 w 1/4 sec 47 n 6 w 1/4 sec 48 n 6 w 1/4 sec 49 n 6 w 1/4 sec 50 n 6 w 1/4 sec 51 n 6 w 1/4 sec 52 n 6 w 1/4 sec 53 n 6 w 1/4 sec 54 n 6 w 1/4 sec 55 n 6 w 1/4 sec 56 n 6 w 1/4 sec 57 n 6 w 1/4 sec 58 n 6 w 1/4 sec 59 n 6 w 1/4 sec 60 n 6 w 1/4 sec 61 n 6 w 1/4 sec 62 n 6 w 1/4 sec 63 n 6 w 1/4 sec 64 n 6 w 1/4 sec 65 n 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