

The Spokan Times

Devoted Particularly to the Best Interests of those who dwell in this New and Beautiful Country.
SPOKAN FALLS, W. T., SATURDAY, JUNE 12, 1880.

OFFICIAL DIRECTORY.
Territorial Officers.
Deputy to Congress, Thos. H. Brents.
Governor, — Newell.
Secretary, N. H. Owens.
U. S. Attorney, Chas. B. Hopkins.
Auditor, Thos. M. Reed.
Treasurer, Frank Tarbell.
Surgeon-General, Wm. McMillan.
Judge First Jud. Dist., S. C. Wingard.
Judge Second Jud. Dist., John Hoyt.
Judge Third Jud. Dist., R. S. Greene.
Register U. S. Land Office, W. H. James.
Receiver do Colfax, E. S. Sweet.

Professional Cards.
J. J. BROWNE,
Attorney and Counselor at Law,
SPOKAN FALLS, W. T.
L. B. NASH,
Attorney,
SPOKAN FALLS, W. T.
D. P. Jenkins,
Attorney at Law,
SPOKAN FALLS.

BANK.
We are now prepared to do a General Banking Business in
Spokane Falls,
and make a specialty of buying and selling Exchange, and collecting.
OUR CORRESPONDENTS ARE
C. G. Livingston, Banker, Colfax, W. T.
Baker & Boyer, Bankers, Walla Walla.
First Nat. Bank, Portland, Oregon.
Wells, Fargo & Co., San Francisco, Cal.
J. B. Howser, New York.

Along the Northern Pacific Railroad.
N. J. L. in Portland Oregonian.]
SPOKAN FALLS, May 13.
Of the land lying on either side of the Northern Pacific railroad from Big Springs to Spokane Falls within "hauling" distance of the road—say thirty-five miles—about 80 per cent. is tillable and wooded; the remainder is in the canyons or is rocky and scrubby. The great coulees, Wash-tuck-nu, Esquiatzel and Providence, through which the railroad passes are nothing more than the beds of rivers that existed in pre-historic days and are now dry. Many narrow coulees, the former tributaries, run into the greater coulees, and these in turn must have found outlets in the Snake and Columbia rivers. The walls of the coulees are solid basalt rock, which evidently cooled when the volcanic rivers of molten rocks and minerals came down the old river beds. These rocky walls have assumed all manner of shapes, and vary from gently sloping inclines to rugged, vertical, irregular bluffs which vie in majesty with the famous cliffs bordering the upper Columbia. The whole country furnishes an unlimited, interesting and fruitful field for geological study.

From the tops of these walls plates run back for miles and miles, and it is here that the good land commences. The twenty per cent. of untillable land is quite as good for grazing as the tillable land and the rocks furnish a protection for cattle, sheep and horses, during snowstorms not to be obtained in a rolling or hilly country. This country has one natural advantage tending to develop, if very fast, and to cause a larger area than usual in new countries to be sown in grain. It has natural roads. The soil is of such a nature that the roads are never muddy more than three months in the year, and even during those three months two horses can make good time with a ton of freight. There are no steep hills to climb, and a little work on side hills will make good roads wherever they may be wanted. About Ritzville, and up to Big Lake, the cost of building roads will be so trifling that they will not be taken into consideration when farms are located. We had a two horse team, and drove for fifteen miles over the plateau without once seeing a road, and did not at any time have to deviate more than one to two hundred feet from the general direction taken to get through to Crab Creek. The land being slightly rolling, although not having so much ground to the acre, will be much easier to cultivate than the hills.

Some Wonderful Lakes.
In township 24 north, ranges 40 and 41 east, about two miles west of Silver lake and sixteen miles southwest of Spokane Falls are two lakes, the healing powers of whose waters will be hailed with joy by certain classes of invalids, and which will materially cut down the fees of physicians in that neighborhood. They are known as the medical lakes. They are surrounded by decomposed granite, the felspar and mica remaining intact, and the hornblende and siliceous being dissolved. The waters are a sure cure for rheumatism and kindred diseases. This statement sounds very much like the open warranty of a patent medicine advertisement, but facts justify the statement, and experience, so far, has proved that it is true. The cure of Mr. Andrew Lafevre, who, I believe, was the first to discover the water's merits, is almost miraculous. He had had inflammatory rheumatism for years in his right arm. It was bent at right angles and had become stiff. The elbow joint, was swollen to three times its normal size. Consequent imperfect circulation had caused partial paralysis, the fingers had become stiff, the arm had wasted away and had become worse than useless. He had not heard of the now famous qualities of the water. He owned a ranch near the lake, and passing by the shores one evening, bathed the arm to moisten the skin, which was dry and shriveled. The next morning he was able to move his finger joints slightly. He commenced bathing twice each day, each time observing an improvement, and at the end of three weeks was entirely cured. That was about two years ago. Circulation was restored, the arm recovered its strength and size, and Mr. Lafevre now does a day's chopping or plowing without the least pain or inconvenience.

This story was told me by Mr. Lafevre, and is true in every particular. Half a hundred other cures within two years, none, however, so remarkable as the one just mentioned, only because the cases were not so bad, confirm the claim that the waters are a sure remedy for rheumatism. Following are analyses of one gallon of water from each lake, which was sent to Mr. W. S. Ladd, of Portland. The analyses are by Dr. R. G. Rex:
GRANITE LAKE.
One gallon contains, solid matter, 258 grains.
Carbonate of soda and potassa, 160 grains.
Chloride of sodium and potassium, 64 grains.
Organic matter, silica, alkaline, sulphates, etc., 32 grains.
MEDICAL LAKE.
One gallon contains, solid matter, 126 grains.
Carbonate of soda and potassa, 120 grains.
Chloride of sodium and potassium, 48 grains.
Organic matter, silica, alkaline, sulphates, etc., 24 grains.

The one lake is a mile and three-quarters long and three-quarters of a mile wide. They are situated about a mile apart. For ordinary bathing they are delightful. The water invigorates and refreshes the whole system and leaves the skin as soft and oily as the finest kid. Chapped skin and slight abrasions are cured with the water. For shampooing, the water makes the finest lather, and cleanses the scalp so artistically that a barber's bottled preparation would be put to shame to behold the operation. And it leaves the hair instead of "like the quills of the fretful," etc., as though the least bit of finest nut oil had been thoroughly applied. The lakes will ruin the sale of soap in the entire neighborhood. Clothes, grease stained and tar soaked, can be cleaned with slight rubbing in this water. A laundry here with a Portland bill of prices, and no opposition, would do better than a gold mine. A town called Medical Lake, about seven miles from the line of the railroad, has been started, and already twenty houses have been built this spring. A hotel containing 30 rooms is receiving finishing touches, and will be opened soon by a gentleman from Michigan. A bath house at the edge of the lake about 300 yards from the hotel has been built, and others will be built as soon as the carpenters busy on new houses in the town can find time. I predict that Medical Lake will be to the Pacific northwest what the hot springs of Arkansas are to the Mississippi valley.

Spokane County.
Probate Judge, J. E. Labrick.
Auditor, J. M. Nosler.
Sheriff, N. M. Tappan.
Treasurer, A. M. Cannon.
Supt. Schools, Miss Maggie Windsor.
Commissioners—John Roberts, V. W. Van Wic and T. E. Jennings.
Post Office.
Office on Howard street, near Front; Postmaster, J. W. Glover. Mails arrive and depart, as follows:
Arrive, from Coeur d'Alene, L. T., Wednesdays, Fridays and Sundays, at 4 P. M.
Depart, Wednesdays, Fridays and Sundays, at 7 A. M.
WEST.
Arrive, from Crab Creek, Saturdays, at 4 P. M.
Depart, Thursdays, at 7 A. M.
SOUTH.
Arrive, from Colville, Tuesdays, Thursdays and Saturdays, at 6 P. M.
Depart, Sundays, Wednesdays and Fridays, at 5 A. M.
SOUTH.
Arrive, from Colfax, Tuesdays, Thursdays and Saturdays, at 6 P. M.
Depart, Sundays, Wednesdays and Fridays, at 5 A. M.

Justice of the Peace.
J. M. JONES Justice of the Peace, is now prepared to transact all business pertaining to his office in
July 24th SPOKAN FALLS.
A. J. BANTA,
Atty at Law.
Special attention to collections and business before the U. S. Land Office.
Office—Opposite Court House, up stairs COLFAX. ap29
Land Office
J. T. LOCKHART.
Homestead, Preemption and other filing proof taken. Homestead and final preemption proof taken. Weekly corrected maps of the various townships. Special attention paid to contested land cases before the local and general land offices, and buys and sells real estate on commission. Office over post office.
CO. SURVEYOR'S OFFICE,
SPOKAN COUNTY.
E. G. GAERTNER,
Civil Engineer & surveyor.
My Office is at Spokane Falls; my residence, near Spokane Bridge
Any orders by postal or otherwise to either place will be promptly attended to.
REAL ESTATE AND LAND OFFICE,
R. Cranford,
JUSTICE OF THE PEACE;
COMMISSIONER OF DEEDS
FOR OREGON AND CALIFORNIA;
CONVEYANCER and
NOTARY PUBLIC.
Lands examined and located, or purchased for just importations; am prepared to receive filings under the various land laws of the U. S. and of R. L. land; take and examine all claims.
FINAL PROOF
on both Pre-emption and Homesteads; convey Real Estate and make out all kinds of legal papers.
CONTESTED LAND CASES,
before the local and general Land offices made a specialty. No charges in these cases unless successful.
Information free to those only who do their business through the
Office Two Doors East of California House.

Lewis' Mill
On Coeur d'Alene reservation, 8 miles from Farmington.
House Bills, one-fifth clear, \$10 per M.
150,000 SHINGLES
At \$3 per 1,000.
my15 Z. LEWIS.
Minnesota House,
CORNER MAIN & MILL STREETS,
SPOKAN FALLS.
Mrs. S. M. Kirby, Pr.
In connection with this Hotel there is a farm where are raised fine vegetables and fruits.
I intend to spread the best table in the city.
Fresh milk cows kept in connection with the Hotel.
Board by the day or week. Terms liberal. Families accommodated.

Square Meal,
Go to
FRANK'S RESTAURANT,
Main street, Spokane Falls.
MILLER & QUEYLE.
MRS. E. PARKS,
Milinery and Dressmaking.
Has just received at her shop on Main street a nice selection of Spring Gowns, Hats and Trimmings of the latest styles. Hats from 50c upward. Orders made often, and special ones from customers.
MRS. E. PARKS,
Spokane Falls.
HARDWARE
and the Best of Cook and Ranges;
STOVES AND RANGES;
also,
FARM MACHINERY.
Call and examine our complete stock before you purchase at lowest possible prices.
LOUIS ZIEGLER & SON.
BARBER SHOP.
The men who wear the heaviest beards, and the boys just raising down, Declare that Westzell is the boss.
Of barbers in the town.
In shaving, and in cutting hair, "Exp." "Gently and neat," It is a fact they all declare, That Westzell can't be beat.
Shop on Howard street one door south of the jewelry store.

Agents Wanted to make Money
By
WELSHEN GUIDE TO BUSINESS.
Book for every Merchant and Mechanic, Farmer and Tradesman, Land Owner and Investor, and every one who wants to earn and save money a handsome octavo of 500 pages; any active man or woman can sell 15 to 20 copies weekly; send for circular and liberal terms to
A. L. BANCROFT & CO.,
San Francisco.
PAYING BUSINESS
AGENTS WANTED
WESTERN WILDS and the MEN WHO REDEEM THEM, the largest, cheapest, best selling work upon the subject ever published, a graphic, thrilling history of the pioneers of the NEW GREAT WEST, Kansas, Colorado, Utah, Nevada, California and Oregon; agents wanted everywhere. For circulars address
A. L. BANCROFT & CO.,
San Francisco.

Agents Selling the ACHIEVEMENTS OF STANLEY.
The most readable and reliable, cheapest and most saleable of all books of African travel; a complete history of the pioneer of Livingstone, with the travels of the English Explorers, Baker and Hamilton. 60 pages; 100 illustrations, cheap; also,
Arthur's Select Works
popular, always pleasing, continually selling. "Man Trap," "Out with It," "Finger," "Man to the Rescue" and "Ten Nights in a Bed-Room" so interesting that everybody wants them; so low priced every one says agents wanted in every town. Send for circulars and liberal terms to
A. L. BANCROFT & CO.,
San Francisco.

The Inter-Oceanic Canal Question.
WASHINGTON, May 17.—The following is a full report of the remarks made by Gov. Booth in the senate to-day, on the inter-oceanic canal question:
Mr. President—I rise to present the memorial of the San Francisco board of trade in favor of the construction of a ship canal to connect the Atlantic and the Pacific oceans. The board of trade of San Francisco represents a capital of more than fifty million dollars invested in commercial pursuits, under the control of 224 business firms. While an inter-oceanic canal is of vast importance to the whole world, and while its construction will mark a new era in the world's commerce, there is no community more immediately interested in its early completion, and which will derive greater benefits therefrom than San Francisco. It is natural that the merchants of that city should ask a hearing on this subject by the congress of the United States. Accompanying the memorial is a report adopted by the board on the seventh of April last on the practicability of the various routes which have been surveyed. The report is one of rare intelligence, evincing close and impartial study. It is a model of diction, at once clear, concise and comprehensive. It can be studied with profit by those who are the most familiar with the subject it discusses. The conclusion of the report is, that in point of economy of construction, availability for commercial purposes, and certainly of returns for capital invested, the Nicaragua route for an inter-oceanic canal as surveyed by commander Lull of the U. S. navy, in 1873, offers the greatest advantages, and should therefore receive the unqualified endorsement of our government and the capitalists of the world. One reason assigned for preferring the Nicaragua to the Panama route is that the latter would require experimental engineering involving a vast expense with doubtful results, while the former involves no problems which have not been already solved. The report well says: "We see no reason why the philosophy that nature teaches should not be made use of to ouster the obstacles that nature places before us, and we claim it is better and more reasonable to carry our ships over a summit by means of lift locks than to build a sea level, but at an incalculable increased cost which must necessarily receive the drainage of the country with an average precipitation of 124 inches annually."

Senator Booth continued: It is frequently assumed that because a low tide level canal has been constructed and successfully operated at the isthmus of Suez, it is also practicable at Panama. The conditions, however, are radically different at Suez. The annual rainfall is less than four inches. Booth at this point read the extract from Commander Lull's report which is embodied in the board of trade's report to exhibit the vital importance of the question of drainage, and continued: When we remember that the bottom of this canal will be thirty feet below the level of the sea, the statement of Commander Lull will be regarded as far from exaggerated. Aside from the great if not inseparable difficulties in the construction of the Panama canal, the report adopted by the board of trade, urges that the location of this great work is a factor of vital importance. He then read long extracts of this report, showing the advantages of the Nicaragua route for sailing vessels as compared with the Panama region of calms, and also quoted bodily from the report, its comparative resume of the respective features of the two rival routes with regard to distance, cost of construction, resources of the regions traversed, etc. Senator Booth brought his remarks to a striking conclusion as follows:
It is possible that there are no difficulties in either of these enterprises which will not yield to science, skill and determination of the commerce of the world. The multiplying wants of civilization demand the completion of this great work, and of all nations, ours has the deepest interest in it and can least afford to obstruct it. Such a work, so grand in design, so universal in its benefits should never be committed to a joint stock company with shares to be handled in the market, the sport of bulls and bears and subject to secret purchase by great premiers who may desire to obtain control for the countries they represent. The American people will abate no jot or tittle of the Monroe doctrine in its just and true meaning and interpretation. When that policy was announced, it was hoped in the glow of enthusiasm, that the people of this continent who achieved political independence, would at once enter upon a career of prosperity, liberty and order. The hope has been realized. Then we were a people of less than ten millions. Our sea board was more than thirty days removed from the nearest European port, our combined exports and imports less than \$128,000,000 per year. Now we are in instant and constant communication with every portion of the civilized world. Our combined annual exports and imports are \$12,000,000,000, and we are 50,000,000 strong. Our fathers had visions of a great future; but not even the vision of prophecy could reveal the means by which it has been attained. We are strong enough to-day to maintain any policy on this continent which is right. I trust we are great enough not to desire anything that is wrong. There are two modes by which this canal could be constructed and one by which it ought to be. Let the great maritime powers agree by international treaty to build it, guarantee its neutrality forever and make it a free gift to the world's commerce. Why not? Why should not the nations which annually lavish hundreds of millions on armies and navies build one monument to peace to commemorate the 19th century, and to perpetuate the high water mark in the advancing tide of civilization. If this be impracticable or the mere vision of what ought to be, there is another way in which the honor shall be all our own. Let this government adopt the Nicaragua route, which is pre-eminently the American, take necessary preliminary steps to acquire the exclusive right to it, build the canal, own it, make it free to the world in time of peace, and in time of war, if such should unfortunately come, we shall be strong enough to maintain the right to it which we indisputably possess. We ought to rise to the height of the occasion and do this to repay the debt we owe to history and to the memory of the great admiral, who, seeking the nearest passage to the orient by sailing to the west, revealed the new world, in which it is our happiness to live.

Religious.
The several denominations (Congregational, Methodist, Presbyterian, Episcopal, etc.) are here represented, and services are held on alternate Sabbaths. Union Sabbath school at 3 o'clock every Sabbath afternoon. You are cordially invited to attend.
Stevens County.
Probate Judge, Francis Wolf.
Auditor, S. F. Sherwood.
Sheriff, J. U. Hofstetter.
Treasurer, Max Well.
Commissioners—S. Oppenheimer, L. W. Myers and Geo. McCrean.

Business Cards.
THE
Flouring Mill
AT SPOKAN FALLS,
Is a credit to the country, and an institution of the merit, owned by
F. POST.
L. W. RIMA,
Practical Watchmaker and Jeweler;
DEALER IN
Watches, Clocks, Jewelry and Spectacles.
SPOKAN FALLS, W. T.
I warrant all my work, and suit my customers.
Hardware
LOUIS ZIEGLER & SON,
Desire to inform the citizens of Spokane Falls and vicinity, that they have opened a Hardware, Stove and Tin store, and will have on hand everything belonging to a first class hardware store, at lowest possible prices. Call and examine our stock and prices before you buy your outfit.
CALIFORNIA
Blacksmith Shop,
I make repairing a specialty. Horseshoeing done on short notice. Shop on corner Main and Stevens sts.
W. J. GILBERT, Proprietor.
JUST OPENED
NEW HARNES SHOP.
SPOKAN FALLS, W. T.
PETER DUEBER.
I wish to notify the Public that we are prepared to manufacture Saddles and Harness and any thing pertaining to our line. Satisfaction Guaranteed. Repairing promptly attended to. Give us a call.
The N. P. R. R. has started, and so has the Celebrated
Rockford Saw mill.
—AT—
ROCKFORD, SPOKAN CO.,
Farnsworth Worley & Co., Prop'rs.
We are now prepared to furnish the best qualities of Lumber.
All kinds of Building Lumber and Fencing constantly on hand.
Horse Mill Lumber, for cash, only \$10 per 1,000 feet.
Farnsworth, Worley & Co.

Land Office.
J. M. NOSLER.
Established in Colfax in 1872, and at Spokane Falls in 1878. I am prepared to furnish all the information that can be obtained in an office, concerning the most desirable lands in the great Spokan and Palouse countries.
My plans for Spokan and Stevens counties are complete and corrected weekly; I receive filings under the various land laws of the U. S. and of R. L. land; take and examine all claims.
FINAL PROOF
on both Pre-emption and Homesteads; convey Real Estate and make out all kinds of legal papers.
CONTESTED LAND CASES,
before the local and general Land offices made a specialty. No charges in these cases unless successful.
Information free to those only who do their business through the
Office Two Doors East of California House.

Millinery.
Just received, direct from San Francisco, a large fashionable and complete stock of spring and summer millinery, containing everything new and novel in trimmed and untrimmed hats and bonnets. Having made large importations I am prepared to sell goods cheaper than any other house this side of Portland. Also, an experienced in the dress making business. Cutting and fitting. Patterns sent to order. Also, hair work done to order.
MRS. J. WISCOMB.
East Main street, near Bernard.

Stage Line!
King & Davenport, Prop'rs.
Stages leave Colfax Tuesday, Thursday and Saturday mornings; and leave Spokane Falls on Sunday, Wednesday and Friday mornings, at 6 o'clock. Fare, each way, \$7.00. Through trip made each day.
Passengers will pass through between Colfax and Spokane Falls on any day, if application is made at the stage office on the previous evening.

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King & Davenport, Prop'rs.
Stages leave Colfax Tuesday, Thursday and Saturday mornings; and leave Spokane Falls on Sunday, Wednesday and Friday mornings, at 6 o'clock. Fare, each way, \$7.00. Through trip made each day.
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LOOK ABOUT YOU.

To farmers, business and professional men, tourists and capitalists—all who seek opportunities for homes, business or investment,—we have these few words to say: Be very careful in what kind of a community you cast your lot.

Professional men cannot afford to locate among a sleepy, don't-care-a-cent class of business men. They can do better in some community where they may be surrounded by better classes.

NATURAL RAILROAD ROUTE. Judging from a personal knowledge of the topography of the country, as well as the area of productive lands along the route, we know of no line more natural or promising for the railroad which is to terminate at Texas Ferry, than that leading by Spoutee Butte, Palouse City, Farmington, Upper Hangman, Rockford or the lower end of Coeur d'Alene lake.

We understand that an effort is being made by the citizens of Medical Lake, and vicinity, to have a proper demonstration this year on the 3d or 4th of July, in honor of great American eagle day.

THE CHICAGO CONVENTION.

The exhibition building in which the national republican convention is being held presents a scene of striking interest.

At five minutes after 1, the chairman of the national republican committee called the convention to order, and called on Rev. Dr. Kittredge of Chicago, who opened the proceedings with prayer.

Hour on taking the platform, addressed the convention at some length. The function of the convention if wisely used was that of naming the man whom the people would make president.

The California delegation was organized with Frank Pitney as chairman. E. J. Nordrup and Geo. A. Williams were put on the Oregon delegation, in place of J. M. McCall and Mr. Hannah, absent.

On the 7th inst., the first ballot stood as follows: Alabama, for Blaine, 1; Grant, 16; Sherman, 3; Arkansas—Grant, 12; California—Blaine, 12; Colorado—Grant, 6; Connecticut—Blaine, 3; Edn u ds, 2; Washington, 7; Dakota—Blaine, 1; Grant, 1; Dist. Columbia, Grant, 1; Blaine 1; Delaware—Blaine, 8; Florida—Grant, 8; Georgia—Blaine, 8; Grant, 6; Sherman, 8; Idaho—Blaine, 2; Illinois—Blaine, 10; Grant, 53; Sherman, 1; Washburn, 8; Indiana—Blaine, 26; Grant, 1; Sherman, 22; Washburn, 1; Iowa—Blaine, 22; Kansas—Blaine, 6; Grant, 4; Kentucky—Blaine, 1; Grant, 20; Sherman, 3; Louisiana—Blaine, 2; Grant, 8; Sherman, 6; Maine—Blaine, 14; Maryland—Blaine, 7; Grant, 7; Sherman, 2; Massachusetts—Edmonds, nothing; Grant, 3; Sherman, 2; Washburn, 1; Michigan—Blaine, 21; Grant, 1; Minnesota—Windom, 10; Mississippi—Blaine, 4; Grant, 6; Sherman, 6; Missouri—Grant, 28; Washburn, 1; Montana—Blaine, 2; Nebraska—Blaine, 5; New Hampshire—Blaine, 10; New Jersey—Blaine, 16; Washburn, 2; New Mexico—Blaine, 2; New York—Blaine, 17; Grant, 51; Sherman, 2.

North Carolina—Grant, 6; Sherman, 14; Ohio—Blaine, 9; Edmonds, 1; Sherman, 34; Oregon—Blaine, 6; Pennsylvania—Blaine, 23; Grant, 23; Sherman, 3; Rhode Island—Blaine, 6; South Carolina—Grant, 13; Sherman, 1; Tennessee—Blaine, 6; Edmonds, 1; Grant, 16; Sherman, 1; Texas—Blaine, 2; Grant, 11; Sherman, 2; Washburn, 1; Utah—Blaine, 1; Grant, 1; Vermont—Edmonds, 10; Virginia—Blaine, 3; Grant, 18; Sherman, 1; West Virginia—Blaine, 8; Grant, 2; Wisconsin—Blaine, 7; Grant, 1; Sherman, 3; Washburn, 9; Wyoming—Blaine, 1; Grant, 1; Arizona—Blaine, 2.

The 28th ballot, June 8, was as follows: Blaine, 279; Edmonds, 31; Grant, 307; Sherman, 92; Washburn, 35; Windom, 10; Garfield, 2.

On the 36th ballot, Gen. Jas. A. Garfield, of Ohio, received the nomination, for President, as a compromise nominee, and as a soldier, scholar and statesman on whom the entire party could readily unite.

James A. Garfield was born in Orange; Cuyahoga County, Ohio, November 19, 1831; graduated at Williams college Massachusetts, in 1856, was president of a literary institution for several years; studied and practiced law; was a member of the state Senate of Ohio in 1859-60; entered the Union army in 1861 as Colonel, was promoted to the rank of Brigadier-General Jan. 10, 1862; was appointed Chief of Staff of the Army of the Cumberland, and was promoted to the rank of Major-General, Sept. 20, 1863; was elected to the thirty-eighth, thirty-ninth, fortieth, forty-first, forty-second, forty-third and forty-fourth Congresses, and was re-elected to the forty-fifth as a republican, receiving 20,012 votes against 11,349 votes for Casem, Independent Republican.

TELEGRAPHIC.

LATEST NEWS FROM ALL PARTS OF THE WORLD.

The steamboat Golden Eagle was burned on the Mississippi, May 31. Two persons missing.

The steamsip Columbia arrived at Rio Janeiro on the 30th of May, in splendid condition.

The Ryan and Goss prize fight near Pittsburg, June 1, for \$1000 a side and the heavy weight championship, resulted in a victory for Ryan, after 86 rounds. The disgraceful affair lasted one hour and 27 minutes.

The senate has confirmed Horace Maynard as postmaster general.

A heavy frost at Seattle on the 1st inst. did considerable damage to fruit and crops.

Congress will probably not adjourn prior to the 4th of July. The Presidential question has retarded legislation to a considerable extent.

A cyclone visited Savoy, Texas, May 29, destroying the town, killing nine persons and wounding sixty.

In a flood which swept the streets of Brackett, Texas, May 29, over twenty men were washed away and drowned. The rain storm at Sababa caused a family to take refuge in a cave, where two little boys were drowned.

Boston wool prices range from 30 to 35 cents per pound.

LARAMIE, May 31.—Companies I, E, D, and B, 3d cavalry, left this city for the North Park to day to protect the miners and prospectors from the Utes. Major Carlton is in command of the expedition. Twenty-five wagons, each drawn by six mules accompanied their column, and fifty-three pack mules will leave tomorrow and overtake them. Dr. Cannon and an assistant with two ambulances, also left with the troops.

Capt. Edward R. Warsaw, well known in years past as a commander in the service of the Pacific Mail Company, and later as a prominent stock operator of San Francisco, committed suicide, June 1, by shooting himself through the head. He was a native of Vermont, aged 53. He had been suffering from heart disease for a long time past, and is supposed to have been recently out of his mind.

The Presbyterian general assembly has adjourned. A com-

mittee to present resolutions on the Indian question to Congress was appointed, and a copy of resolutions favoring the extinction of the Mormons was decided to be sent to President Hayes, the president of the senate, the speaker of Congress and Governor Murray, of Utah.

TUCSON, New Mexico, May 31.—O. R. Smyth, superintendent of the N. M. & L. C. from Tucson to Massilla, N. M., is here from Silver City. He states that the whole country surrounding Silver City is in a state of terror and demoralization.

James A. Garfield was born in Orange; Cuyahoga County, Ohio, November 19, 1831; graduated at Williams college Massachusetts, in 1856, was president of a literary institution for several years; studied and practiced law; was a member of the state Senate of Ohio in 1859-60; entered the Union army in 1861 as Colonel, was promoted to the rank of Brigadier-General Jan. 10, 1862; was appointed Chief of Staff of the Army of the Cumberland, and was promoted to the rank of Major-General, Sept. 20, 1863; was elected to the thirty-eighth, thirty-ninth, fortieth, forty-first, forty-second, forty-third and forty-fourth Congresses, and was re-elected to the forty-fifth as a republican, receiving 20,012 votes against 11,349 votes for Casem, Independent Republican.

Foreign. CONSTANTINOPLE, May 31.—The great council of Ulemas has decided that Col. Comeroff's assassin shall not be executed, and that European intervention with the administration of Turkey will not be accepted. The chief of Islam, has refused to sign the order for the execution of the assassin. The grand vizier and other ministers are preparing an answer to European demands.

LONDON, June 1.—The Empress Eugenia arrived on the 28th of April at Hlooyazi, Zululand, near the spot where the prince imperial was killed.

BERLIN, June 1.—The German government has directed the corvette Freza to proceed to Hongkong to reinforce the German squadron in Chinese waters.

ST. PETERSBURG, June 1.—Vice Admiral Tehestakoff, naval agent for Russia in the southern states of Europe, has been appointed commander of the Russian fleet in Chinese waters.

CONSTANTINOPLE, June 1.—The insurrection in the district of Bagdad is assuming serious proportions, and the government troops there are insufficient. The Arabs demand self government under the protection of England.

VIENNA, June 2.—It is said that China has given an important order for rifles.

A frost at Victoria, B. C., May 29, cut potatoes, onions and other root crops to the ground.

The Walla Walla Watchman, says the dispatch regarding Delegate Brents' law suit over a \$15 suit of clothes is "a dastardly card," and says it was "perpetrated to kill his chances for a reelection; it is no doubt the work of a political trickster. Mr. Brents has never been known to sue a man or be sued, but is noted for his conciliatory propensities and for keeping litigants out of court, if he can help it, though it be his loss. True, he will fight for principle, though the capital involved be but fifty cents, but there is nothing small or cunning about him, and knowing this as we do, we feel like repelling every false and malevolent imputation or thrust hurled against him during his absence, and that too without the hope of the slightest reward."

China and Japan.

FACTURE OF U. S. COMMERCIAL OVERTURES TO COREA.

SAN FRANCISCO, June 1.—The steamer City of Tokio from Hongkong, via Yokohama May 13th has arrived. The U. S. ship Ticonderoga arrived at Nagasaki, Japan, April 14th, and remained there communicating with U. S. Minister Bingham, at Tokio, respecting her visit to Corea, until May 3. Expectations had been formed of hearty co-operation from the Japanese authorities, but these were disappointed to a great extent. The Ticonderoga sailed May 3 and reached Fusau, the southern port of Corea opened to the Japan trade, May 4. She tarried until May 6, and found the natives unwilling to negotiate or hold communication. Every courtesy was shown by the Japanese Agents at Fusau, but no practical aid was tendered. She then returned to Japan, arriving at Yokohama on May 11. An interview was held with Bingham on the 12th to determine future action. The intentions are not yet divulged. There is slight prospect of opening Korean relations at present. Minister Bingham doubts the desirability of establishing intercourse with so unpromising a country. Japan evidently prefers to maintain exclusive connection as long as possible.

Much annoyance in government circles is caused by allegations in leading London journals of growing differences between Japan and China, fostered by Russia on one side, and Japan and England on the other. China's relations to the two empires are entirely pacific. Assertions concerning Russian intrigue are emphatically denied by all officials concerned.

Repeated changes in drafts of a new commerce treaty between Japan and western powers have been made. It is well known that it is the desire of this government to cancel all treaties and resume independent control of tariff and other trading rights. Covert reports of England through diplomatic agents prevent such a resumption, Japan being under unwholesome fear of exciting British animosity. Consequently the proposed terms of each new draft exhibit unwarrantable discrimination favoring English interests. Minister Bingham strongly protests not only in the maintenance of American interests but for the sake of Japanese liberties, which are menaced by constant European interference. He expresses himself unreservedly in reprobation of the reprehensible methods employed to advance English projects at the expense of Japanese integrity and regardless of American privileges; but nothing can dispel the terror with which English officials inspire Japan whenever so disposed. The execution of a new treaty appears as remote as ever. The question of the restoration of the Simonoseki indemnity to Japan is complicated by claimants on the Japanese treasury residing in this country and elsewhere. Though not pretending to the slightest connection with the Simonoseki business, they allege that being Americans their demands should be satisfied out of the moneys returned by America, and threaten to retard the passage of refunding bills by means of friends in Washington in case the refusal of the Japanese government ap ears unaccountably embarrassed by these alleged claims, notwithstanding that they receive no support from the United States legation.

Eli T. Shepherd, during four years legal adviser of the Japanese foreign office, returns to America this mail. H. W. Denison, formerly U. S. vice consul general succeeds him. Aoki, Japanese envoy to Berlin, proceeds to his post this mail.

Reports are circulated that China has formally called upon Japan for armed resistance against Russia, claiming such assistance by the terms of their treaty. These reports are facilitated by mischief-makers and evidently devised to provoke an unsettled feeling throughout Eastern Asia. No demand has been truly made, and under no circumstances would Japan entertain so wild a proposal.

The French military commis-

sion consisting of some dozen officers, specially engaged for army organization, this month concluded a service of nearly twelve years and have finally withdrawn from Japan.

Affairs in China are unchanged. Not an item worth recording nor a view of the future that can be trusted beyond what are received by mails.

A Short Patent Sermon.

Old Lorenzo Dow was a very sensible reformer. He is said to have shown his peculiar good sense, one time, by preaching the following excellent words in behalf of the printing fraternity: "Perhaps it may not be amiss to remind you of the printer in my discourse. He is in a very disagreeable situation. He trusts everybody, he knows not whom; his money is scattered everywhere, and he scarcely knows where to look for it. His paper, his ink, his type, his journeymen's labor, his living, etc., must be punctually paid for. You, Mr. —, and you, Mr. —, and a hundred others I could name, have taken his paper; you and your children and your neighbors have been improved by it. If you miss one paper you think very hard of your paper. Have you ever complied with the terms of your subscriptions? Have you ever taken as much pains to furnish the printer with his money as he has to furnish you with his paper? Have you paid him for his labor? If not, go and pay him right off."

But few members of Congress are in Washington, and a still smaller number are attending to legitimate legislative business.

J. S. GRAHAM, Insurance Agent, Representing the following Companies: NORTHERN INSURANCE CO. (of London). IMPERIAL INSURANCE CO. (of London). LONDON INSURANCE CO. (of London). QUEEN INSURANCE CO. (of Liverpool). AGGREGATE CAPITAL: \$38,000,000. Deposited in Oregon, \$200,000, in U. S. Bonds. Joint Policies issued. Spokan Falls, cor Howard and Main sts.

MEDICAL LAKE HOUSE, GEO. W. BROWER, Prop'r. This delightfully located HOTEL is situated at Medical Lake, Spokan Falls, W. T., about 12 miles from Spokan Falls. This celebrated lake of medicinal waters combined with its curative properties the advantage of location in one of the healthiest climates in the world. Ample accommodations for Families or Parties. Every attention given to the comfort and pleasure of guests. Charges reasonable.

THE SPOKAN BLACKSMITH SHOP —AND— Wagon Shop GRAY & SCOTT, Blacksmiths. CONVERSE & GRAHAM, Wagon Makers. Blacksmithing, Horse Shoeing and Wagon repairing done on the shortest notice, in the best manner, and at the most reasonable rates. Shop on corner Howard and South sts.

C. V. JONES, PHYSICIAN AND SURGEON, SPOKAN FALLS. Office, in Corntine & Davis Drug Store. STRAYED, From Walker's Prairie a light cream colored horse, about 15 hands high, and about 10 years old, some harness marks on him. One dark brown horse about 4 years old, branded "W" on left thigh; white spot on each side, marks caused by steel stings. Said horses belong to OWEN ROBERTS.

WANTED. Experienced axemen wanted to do chopping and clearing on the Railroad work near Spokan Falls. Good wages paid. Inquire of the Arthur Brothers, at the Falls, or apply to M. SMYTH, Marshall. Agents, Attention! Do You Want Money? See the most fascinating, curious and successful book of the time; one that every man, woman and child wants to read. The World's Book of Wonders and Curiosities of Nature, Art Science and Literature. Experienced agents say it is the best selling book ever offered; \$3 name handsomely bound; complete book sold; agents wanted. For particulars and terms apply to A. L. BANCROFT & CO., San Francisco.

NEW STORE. NEW GOODS! BOTTOM PRICES!

F. R. MOORE & CO.

Invites Your Special Attention to Their

IMMENSE STOCK

Dry Goods, Fancy Goods,

SPRING CLOTHING,

Hats and Caps, Furnishing Goods

BOOTS AND SHOES,

Hardware, Crockeryware,

WALL PAPER,

CIGARS, LIQUORS,

Groceries of All Kinds.

OUR GOODS WERE ALL SELECTED WITH GREAT CARE IN THE SAN FRANCISCO MARKET, and...

WE PROPOSE TO SELL AT LOW FIGURES!!

Special Inducements Offered to Parties Buying in Original Packages. F. R. MOORE & CO.

THE BEST WAGON ON WHEELS

In Manufactured by FISH BROTHERS & CO., RACINE, WIS.

We make every variety of FARM, FREIGHT AND SPRING WAGONS!

And by confining ourselves strictly to one class of work; by employing none but the Best of Workmen, Using nothing but

FIRST-CLASS IMPROVED MACHINERY and the VERY BEST OF SELECTED TIMBER

And a THOROUGH KNOWLEDGE of the business, we have justly earned the reputation of making

"THE BEST WAGON ON WHEELS."

We give the following warranty with each wagon:

We HEREBY WARRANT the FISH BROS. WAGON No. ... to be well made in every particular and of good material, and that the strength of the same is sufficient for all work with fair usage. Should any breakage occur within one year from date of purchase, we will furnish material or workmanship, repairs for the same will be furnished as pieces of value free of charge, or the price of said repairs, as per agent's price list, will be paid in cash by the purchaser producing a sample of the break or defective parts as evidence.

{Tyrus G. Field, { FISH BROS. & CO. {Edward H. Field, { Racine, Wis., Jan. 1st, 1878. {Geo. C. Henson.

Knowing we can suit you, we solicit patronage from every section of the United States. Send for Price and Terms, and for a copy of our AGRICULTURAL PAPER, 1c

FISH BROS. & CO., Racine, wis.

The Great Carriage Manufacturing House of the World.

EMERSON, FISHER & CO., CINCINNATI, OHIO.

Top Buggies and Phaetons,

Best material, good workmanship, handsome styles, strong, durable vehicles in every respect.

70,000 CARRIAGES

Manufactured by EMERSON, FISHER & CO., are now in use in every part of the American Continent.

They give unflinching satisfaction. All their work is warranted. They have received testimonials from all parts of the country of purport similar to the following, hundreds of which are on file, subject to inspection:

Messrs. EMERSON, FISHER & Co.: I have used one of your Top Buggies three years, and three of them two years in my heavy stable, and they have given me the perfect satisfaction and are in constant use. O. SHALLEY, Messrs. CONVERSE & JONES: Dear Sirs:—I have been using the Emerson & Fisher Buggy I bought from you as regularly I suppose as any one could. I had a fast horse, drove at full speed, sometimes with two grown ladies and myself in the buggy, and it is to-day worth all the money I paid for it. I say the Emerson & Fisher Buggies will do. A. M. THAYER, Turner.

GALLA, Ill., July 16, 1875. Newberry, S. C., July 17, 1875.

The favorable reputation the Carriages have made in localities where they have been used for several years by Liverymen, Physicians, Farmers and others requiring hard and constant use, has led to an increased demand from those localities, to meet which the manufacturing facilities of their manufacturing establishment have been extended, enabling them to turn out in good style.

360 Carriages a Week.

EMERSON, FISHER & CO.'S CARRIAGES ARE THE BEST

The Spokan Times

The Tenth Census

LIST OF ENUMERATORS FOR WASHINGTON TERRITORY. The taking of the tenth census of the United States was commenced on the first day of this month, and all engaged in the enumeration must complete their work within the month of June.

In the more densely populated districts, enumerators will receive five cents per head for all the names taken, and in the more sparsely settled districts enumerators will receive six dollars per day. In addition to the compensation above stated, each enumerator will receive twenty cents for each farm, and fifteen cents for each productive industry reported, with general statistics for the same.

King county, five districts; enumerators, E. S. Ingraham, B. L. Northup, Harry Bigelow, W. B. Seymour, J. Dormer. Clallam county, two districts; T. Abernethy, E. N. Pilcher. Jefferson county, two districts; D. W. Smith, Ben S. Miller. Kitsap county, two districts; J. M. Frink, J. Constock.

Whatcom county, four districts; H. C. Barkhausen, J. E. Whitmore, J. A. Tennant, A. Slorah. Snohomish county, two districts; O. B. Iverson, Carl Messinger. Pierce county, three districts; B. White, B. A. Young, H. P. Crook.

Thurston county, three districts; R. H. Shoecraft, B. P. Carroll, O. M. Fuller. Clark county, three districts; M. R. Hathaway, J. C. Rounds, M. Buchanan. Lewis county, two districts; J. T. Berry, S. T. Newland.

Cowlitz county, two districts; W. H. Peter, W. Glendye. Pacific county, two districts; J. Brown, C. A. Reed. Chehalis county, two districts; M. Z. Goodell, P. D. Moore. Mason county, one district; Robt. Watkinson.

Wahkiakum county, one district; J. N. Clemmens. Skamania county, one district; Arthur Hayne. Klickitat county, four districts; C. K. Seitz, W. C. Boyd, E. W. Pike, N. Chapman. Yakima county, two districts; S. F. Munson, D. E. Seash. Walla Walla county, four districts; C. H. Armstrong, W. Whaler, J. E. Eastman, J. W. Coolidge.

including harbors and every expenditure. With the money supplied and with no detention on that account, a railway could be put in operation in four years, from the time construction commenced. It could be worked certainly for 40 per cent. of its revenue. He proposed to raise a ship and put it on the track in thirty minutes, and carry it from one ocean to the other, loaded or unloaded, and put it in the water with safety, at a speed of twelve miles per hour. He would have twelve hundred wheels, one hundred on each truck, and if one wheel should break, it could be removed without accident to the ship. Six ralls could be removed and the vessel carried on the remainder with safety.

WHAT OTHERS SAY. A correspondent to the Palouse Gazette, writing over the euphonious nom de plume of "Ta-ta," has this to say concerning several points of interest in this "upper country."

"We reached Spokan Falls, where the Spokan river takes a "grand tumble" into itself, falling, dashing and roaring, it descends a couple of hundred feet, and then placidly winds its crooked way to the mighty Columbia, adding its mite to that great inland thoroughfare. The progress of this town is wonderful, springing up as if by magic. Two years ago a dozen log cabins comprised the town, to day she claims, and not unjustly a foremost rank among the cities east of the Cascade mountains. Some twenty new buildings are in course of construction, the greater portion of which are substantial frame structures, and will remain as a guide and beacon to future enterprise. City property during the past year has doubled in value, and is still on the rise. The climate is healthy and exceedingly mild, more so than would naturally be supposed at such an altitude. In proof of our assertion we may mention that corn in the suburban gardens has attained a height of several inches and has not been nipped by frost, which sometimes occurs during the late season. The town site is all that could be desired—level, and extending as far as the eye can reach, the streets wide, and owing to the gravelly nature of the soil, remaining free from mud during the winter months; the river at their very doors; timber within a stone's throw; an immense water power, which will some-day be utilized to propel mills of shafts and pulleys for every industry, when Spokan Falls, will be recognized as the leading manufacturing town of the as yet undeveloped northwest.

Rules for a School Boy. Learn every lesson and recite it well. Be present at each meal on time with hands and face washed, and hair brushed. Be in evenings always, and early to bed. Never play truant or be untruthful. When you do wrong own it all up.

Never use bad words or call names, or go with wicked fellows. Never hate any one. Take off your hat on entering a house. Never talk when others are speaking. Listen and learn from the conversation of your elders. Keep your room always neat, and your books clean. Never make a noise when it will disturb others. Try and make every body happy.

Be on the watch to do a good turn. Be obedient and respectful to teachers and elders. Mind the first time in speaking quick. Be regular at family prayers, and have a verse to repeat, if it is asked. Be careful not to get into a dispute on the play grounds. Never take advantage of a smaller boy. Do not be mean and selfish on any occasion. Remember God sees and loves you.

NEWS PAPER BORROWERS.—An exchange recently published a letter from a lady subscriber in which she complained bitterly of the annoyance she experienced from the habit her female neighbors had of constantly borrowing her paper. The exchange failed to advise her on the subject, and as the matter is a serious one, we have ourselves looked about for some method of relief, and we can offer the afflicted lady, and all others similarly situated, an adequate means of succor. Here is our plan: Let the lady immediately upon receiving her paper, carefully cut from it some item—it makes no difference what it is—most any item will do, only let it be neatly and carefully removed from the paper. Then the following proceeding will be sure to ensue: In a few moments the neighbor's boy will come after

Arrival of Rolling Stock for the N. P. R. R.

Dalles Times May 18.] Our reporter was surprised to see the barge Atlas come up Wednesday evening, loaded with car material and two locomotives and tenders, and immediately repaired to the wharf. Through the kindness of Captain Thompson, our reporter was introduced to Mr. Thomas E. Roberts, engineer of the Northern Pacific, with whom he had a conversation, and from whom he elicited several items. Mr. Roberts is just from Philadelphia, and is en route to Ainsworth. He is an old railroad man, having been engaged in the business over thirty years, and is a thorough mechanic in that line. One of the locomotives, No. 25, weighs 30 tons, has a 16x24 inch cylinder, and is fresh from the Baldwin Works, Philadelphia. Mr. Roberts accompanied it across the plains himself, and the first use on the track, except being hauled over the C. P. and U. P. to Sacramento, will be at Ainsworth, where it was shipped on Sunday last. The other, No. 13, weighs 25 tons; has a 15x24 inch cylinder, and has been used on the Tacoma track for the past two years, but originally came from the Pittsburg Works. It accompanied No. 25, Sunday, to Ainsworth. Both will be used on the track out from that place. Material for the construction of one hundred flat and box cars are on the route now, and will be here in a few days. The barge brought up some of these materials Wednesday, which were shipped to Ainsworth Sunday. Temporary shops will be erected at Ainsworth for the use of the company, but the permanent ones are to be erected at Spokan Falls, as that is considered a favorable point at present. Every effort will be made to build through Eastern Washington as quickly as possible, as it runs through some of the finest agricultural lands on the coast.

How to Reach this Country. Inquiring letters are so frequently received, as to the best mode of reaching this new country, the rates of fare, the shortest routes, &c., that we have compiled the following facts for the express benefit of those who would come among us. Those persons who have friends contemplating a visit to this country, either for pleasure or profit, ought secure some extra copies of this week's edition of THE TIMES:

There are three routes which Eastern people may take in coming to this country. If a person wants to save time, and desires to bring stock, wagons, &c., the quickest and most direct route would be to come from Omaha to Ogden; by wagon road to this new country; traversing the distance from Ogden in two or three weeks, when roads are good—say in the month of June, July or August. Those having neither wagons nor teams, can come by rail to Kelton, at a cost of about \$50 in emigrant fare, thence by stage to Walla Walla, at an expense of \$50, exclusive of meals, and on to Colfax or Spokan Falls, at an additional expense of ten and seven dollars, respectively. The remaining route is via San Francisco, by rail thence to Portland, Oregon, by ocean steamer; thence to Astoria, by boat. Fare to Portland, \$2 to \$30, according to cabin occupied, and state of opposition on the route; to Astoria, 10 to 15, exclusive of meals and berth. The overland railroad company makes but little difference in price of through tickets to San Francisco or Kelton. At the present time, the route via San Francisco and Portland is undoubtedly the easiest and cheapest, provided you are not accompanied by your own team, everything being taken into consideration. First class fare from Omaha, St. Joseph or Kansas city, to Walla Walla, via Kelton, is \$124; via San Francisco, \$182.

Immigrants from Oregon and California, in the earlier part of the season, when they have the money to spare, often come by water to The Dalles or Astoria; thence overland by teams. Those who travel without teams should come by boat to the Dalles or Astoria, and there make the stage for this upper country via Colfax. Many families make the entire trip overland. Packet boats come by way of Portland and Astoria, unless they want a delightful hotbed ride over the Cascade mountains in mid-summer. The Snoqualmie route is the best for horsemen, leading the traveler by way of the Klallam Valley, Yakima City and Ainsworth, where they find a comfortable stage, and where their saddle-horse is gentle, sure-footed, strong, and in splendid condition.

Accommodations on the Columbia river boats are excellent, and every attention is paid to the comfort and convenience of passengers. No one who has an opportunity to do so should fail to take a trip either up or down the Columbia river, where the scenery is magnificent and beautiful in the extreme.

NOTICE. The partnership heretofore existing between J. N. Squire and R. H. Freese at Spokan Falls, w. T., under the firm name and style of J. N. Squire & Co., is this 28th day of April, 1880, dissolved, R. H. Freese retaining all the hardware and tinware indebted to the late firm will at once settle with J. N. Squire, who alone is authorized to receive the same. J. N. SQUIRE, R. H. FREESE.

NOTICE OF DISSOLUTION. The partnership heretofore existing between S. J. Rickard, A. K. Clark and Edward Knipe, doing a hardware and tinware business at Spokan Falls, W. T., under the firm name and style of Rickard & Clark, is this 28th day of May, 1880, dissolved, S. J. Rickard retiring from the said firm, he having sold his one-third interest in said firm to the said Clark & Knipe, the latter collecting all demands due the said firm and paying all liabilities. The business will continue under the firm name of Clark & Knipe. S. J. RICKARD, A. K. CLARK, EDWARD KNIPE, SAM'L J. RICKARD.

the paper; he will take it home; within three minutes he will emerge from the house; he will shoot down the street and very soon return with a folded newspaper of the same date as the one borrowed. By the time the clipped newspaper has circled around among all the female borrowers, the street will be lively with hurrying boys, and the revenue of the newspaper will be materially increased. Not one woman among them all would be able to sleep a wink without knowing just what that clipped item was. The next day the lady must pursue the same course, and similar results will be sure to follow. In an extremely obstinate neighborhood these proceedings may have to be repeated three or four days but not longer. By that time the lady will be able to read her newspaper in peace, and the newspaper financier will be the gainer by several subscribers. This rule is infallible where the borrowers are females, but it can't be vouched for in the case of men. There isn't that inherent curiosity to work upon, you know, and—and—but perhaps we are getting a little too deep.

THE CITY Market. Dealer by wholesale or retail in BEEF, MUTTON, AND PORK. Sausages and cured meats always on hand. Highest market price paid for produce of all kinds. Market, on Howard street, bet. Front and Main, Spokan Falls.

REMEMBER! The Boss Store! FREDENRICH & BERG, PROP'RS. Keep always on hand an A 1 selected stock of

General Merchandise. Embracing most everything imaginable, at prices to suit the closest buyer.

W. H. Mastin. Having recently arrived in Colfax, is now ready for business. His stock is new and complete, consisting of Watches, Clocks, Jewelry, Silverware, Gold Pens and Pencils, Spectacles, Pistols and Cartridges.

Hurrah! FOR THE PEOPLE. THE N. P. R. R. IS GOING THROUGH SPOKAN CO. AND SO IS PERCIVAL BRO'S PORTABLE Steam Shingle Mill.

For Sale. A fine German Silver CORNET pronounced by experts to be a superior horn. The cost of it a short time since was \$40. Although not compelled to sell; it can be had for considerably less than first cost. Call at or address this office for further particulars.

1,000 WANTED!

As customers to the GROCERY & BAKERY —AT— SPOKAN FALLS. Always on hand a full stock of choice Groceries, at prices to suit the times. Canned goods a specialty. Everything in the Bakery line to be found here. Call: see; and be satisfied. E. B. HUNSAKER, PROPRIETOR.

California House, SPOKAN FALLS, Wash. Ter. W. C. Gray, Proprietor.

The Spokan House, (CORNER FRONT AND STEVENS STREETS,) J. H. Masterson, Prop'r.

City Bakery AND Restaurant. MEALS AND LUNCH AT ALL HOURS, AT FRENCH ROLLS, BREAD CAKES, PIES, &c., &c. Always on hand.

Lippitt Brothers, DEALERS IN GENERAL MERCHANDISE. COLFAX, W. T. July 24

Ewart House. COLFAX, W. T. THE LARGEST AND BEST KEPT HOTEL North of Walla Walla.

Drug Store. W. J. HAMILTON & CO., DRUGGISTS & APOTHECARIES. Dealers in all kinds of DRUGS, CHEMICALS, PAINTS, Oils, Glass, PATENT MEDICINES, VARNISHES, BRUSHES, CUTLERY AND STATIONERY.

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COLFAX ADVERTISEMENTS.

SEXTON & CODD, Manufacturers of LUMBER, Sash, Doors, Blinds, Mouldings, Scroll Sawing and Turning. COLFAX AND PALOUSE CITY.

Baldwin House. Corner of Main and Spring Streets. COLFAX, W. T. E. N. BEACH PROPRIETOR.

South end LIVERY STABLE. (Opposite Palouse Brewery, Colfax, W. T.) Good Turnouts, Buggies, Hacks, Saddles and Horses, to let, at reasonable rates.

F. J. MADANTZ, Manufacturer of HARNESS, SADDLES, BRIDLES and COLLARS, of the best California Leather.

ROYAL DUKE STABLES, C. E. KING, Proprietor. Parties visiting Colfax are respectfully solicited to give this stable a trial.

City Bakery AND Restaurant. MEALS AND LUNCH AT ALL HOURS, AT FRENCH ROLLS, BREAD CAKES, PIES, &c., &c. Always on hand.

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PORTLAND ADVERTISEMENTS.

Bennett & Harvey, Manufacturers of and Dealers in HARNESS, SADDLES, BRIDLES, ETC., ETC., ETC. By Wholesale and Retail THE SPOKAN COUNTRY Respectfully solicited.

Baldwin House. Corner of Main and Spring Streets. COLFAX, W. T. E. N. BEACH PROPRIETOR.

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Lippitt Brothers, DEALERS IN GENERAL MERCHANDISE. COLFAX, W. T. July 24

Ewart House. COLFAX, W. T. THE LARGEST AND BEST KEPT HOTEL North of Walla Walla.

Drug Store. W. J. HAMILTON & CO., DRUGGISTS & APOTHECARIES. Dealers in all kinds of DRUGS, CHEMICALS, PAINTS, Oils, Glass, PATENT MEDICINES, VARNISHES, BRUSHES, CUTLERY AND STATIONERY.

W. H. Mastin. Having recently arrived in Colfax, is now ready for business. His stock is new and complete, consisting of Watches, Clocks, Jewelry, Silverware, Gold Pens and Pencils, Spectacles, Pistols and Cartridges.

Hurrah! FOR THE PEOPLE. THE N. P. R. R. IS GOING THROUGH SPOKAN CO. AND SO IS PERCIVAL BRO'S PORTABLE Steam Shingle Mill.

For Sale. A fine German Silver CORNET pronounced by experts to be a superior horn. The cost of it a short time since was \$40. Although not compelled to sell; it can be had for considerably less than first cost. Call at or address this office for further particulars.

Northeastern Washington

Immigrants in search of homes in the great Spokane Country should aim to locate as near as possible to the route followed by the

There is no point in the Spokane Country that is more promising than

Which is beautifully situated at the wonderful falls on the Spokane river, where the Northern Pacific Railroad is daily located.

Business & Professional Men. Cannot locate at a point in Northeastern Washington which gives promise of greater importance in the future.

is situated as follows: About 80 miles south of Colville, 120 miles east of the Columbia, 19 miles west of the Idaho lake, 25 miles west of Pom d'olive, 47 miles west of Fort Okanogan, 10 miles north of Four Lake country, 87 miles (by proposed line) W. R. R. east of Tacoma.

NORTHERN PACIFIC RAILROAD LANDS. FEN D'ORVILLE DIVISION. THE NORTHERN PACIFIC RAILROAD COMPANY

Is now offering for sale nearly 6,000,000 Acres of its lands in the Fen d'Oreille Division in Eastern Washington, which comprised in the odd numbered sections, forty miles on each side of the railroad, as now located from the mouth of Snake River, in Washington Territory, to Lake Fen d'Oreille, in Idaho.

The following resolution of the Board of Directors of the Railroad Company, passed November 19, 1879, fixes the rate of price of land to actual settlers at two dollars and sixty cents per acre, which it is believed is a lower price than has ever been placed upon its lands by any land grant company. This is, in fact, cheaper than the settler can purchase the same class of land of the Government under the pre-emption law, for the expense attending the making of final proof, and the expense of selecting, surveying and conveying the same.

To persons wishing to purchase as time, the remarkably low price of the land, not to land elsewhere, but to townsites or suitable for manufacturing sites, nor in regions where water is scarce, but in countries where there is other natural supply, where it shall be for the interest of settlers to purchase, and where the land is not large, that such a purchase shall not be exclusively held by any individual, nor the lands required for the use of the Company in connection with the operation of the road.

To persons who have filed with the Railroad Company notices of intention to purchase, or "Settlers' Applications" in this Division (except for the class of lands reserved by the terms of the resolution above given) who have not received their land, or who have cultivated the land applied for, are requested to complete their proof, by making cash payment, or time contract, for the same. For this purpose application should be made to the Land Office at Colfax.

Persons who have not made actual settlement or improvement upon land may have applied for, have no right in the first privilege of purchase; such lands will be sold to the first applicant. Those persons who have in good faith settled upon and improved the Company's land in this division being no time in securing the same, as after a given time the land subject to sale in this division being no longer offered for sale, no "Settlers' Applications" will be filed.

All communications respecting land in the following described Townships: Tship 10 North, Ranges 28 to 36 East; Tship 11 North, Ranges 29 to 37 East; Tship 12 North, Ranges 29 to 38 East; Tship 13 North, Ranges 29 to 39 East; Tship 14 North, Ranges 29 to 39 East; Tship 15 North, Ranges 29 to 41 East; Tship 16 North, Ranges 29 to 43 East; Tship 17 North, Ranges 29 to 45 East; Tship 18 North, Ranges 29 to 47 East; Tship 19 North, Ranges 29 to 49 East; Tship 20 North, Ranges 30 to 49 East; Tship 21 North, Ranges 30 to 51 East; Tship 22 North, Ranges 30 to 53 East; Tship 23 North, Ranges 30 to 55 East; Tship 24 North, Ranges 30 to 57 East; Tship 25 North, Ranges 30 to 59 East.

Hodge, Davis & Co. IMPORTERS OF DRUGS, PAINTS, OILS, & C. C. -should be addressed to- WESTERN LAND DEPARTMENT. NORTHERN PACIFIC RAILROAD, COLFAX, Wash. T.

J. W. SPRAGUE, Gen'l Agent. Agents for the true PACIFIC RUBBER PAINT.

January 1, 1882