

THE GAZETTE.

Issued Every Friday Morning by
FRANK CONOVER.

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THE O. P. EXTENSION.

The plan which Representative Daly is attempting to mature with reference to the extension of the Oregon Pacific to Independence, from where a wagon road will be built into Eastern Oregon, seems to meet with approval from all points. From the complicated condition which the road is now in, there is no probability of an early extension of its lines, except by outside parties. The plan is a feasible one. The road can be built with little outlay in money. The first step will be the most difficult one and upon it depends the success or failure of the enterprise. That step will be the securing of an order from the court permitting the construction of four miles of grade over the company's right of way, and the laying and operating of a track thereon as well as upon the eight miles of roadbed immediately west thereof. This order should also give the new company power to use the roadbed and track constructed by them as security for the payment of the work and the material furnished in building it. If the court has power to grant such an order, and will do it, the new company would not doubt be organized soon and the work vigorously prosecuted to an early completion; but without such an agreement nothing can be accomplished.

There ought to be no trouble in securing such an order. The road as it is now operated under the most economical system possible, permits of but a small monthly expenditure in betterments, after paying the operating expenses. Such a condition cannot be maintained indefinitely. The coast division has now been in operation nearly ten years and the Cascade division some two years less. The time has arrived when more attention must be paid to its physical condition than at any previous period of its existence. The credit of the road has been exhausted and a system of betterments can not now be maintained except from the traffic receipts. As this will require a greater outlay in the future, the traffic must be increased, or in time the road will be abandoned because of its debilitated condition. This idea is of course, based upon the supposition that the property will be operated by a receiver for some months yet, which conclusion seems a right one, from the fact that bidders are anything else but plentiful. Now, then, if this twelve miles can be built by outside parties and without any loss to the company, there seems to be no reason why Judge Fulton should not grant the order. Immediately upon its completion the business of the road will be doubled with but a very slight increase in the operating expenses. If it can now be made to pay for its operation and afford a slight surplus for betterments, such an expected increase in the traffic as this plan promises, should cause its hearty approval by all concerned.

For a long time San Francisco meachants have been trying to reclaim their lost trade in this state. By means of the Oregon Pacific they have partially succeeded and now do a very creditable share of the business in the Willamette valley as far as Eugene. This, however, can be increased materially should Mr. Daly's plan be consummated and carried into execution. The development of this Eastern Oregon trade will be of so great an advantage to merchants of the Bay city that there should be no trouble in securing substantial aid from them in raising sufficient funds with which to purchase the iron. If this matter is laid before them properly and they are assured of eventually getting their money out of the road, the necessary funds will be forthcoming and are another twelve months, Eastern Oregon and the Willamette valley will be united. The interests of the people living east of the mountains and those residing in this section of the state are identical, and if all lend their influence to the enterprise success is sure to follow.

"Turn the rascals out," says Gov. Penneyer.

LABOR ORGANIZATIONS.

Is the American workman growing in wisdom? This question is one that is just now being asked by many persons and is being answered both in the negative and in the affirmative. In the negative by the casual observer who has given the subject no thought, and in the affirmative, by the careful inquiring business man who has taken the time to look into the matter and has given the subject careful consideration. The ground for the latter conclusion is based upon the attitude taken by the old brotherhoods toward the American Railway Union and its leader Eugene V. Debs. The Brotherhood of Locomotive Engineers, the Order of Railway Conductors and the Brotherhood of Trainmen did not go out and evidently looked upon the Debs union, managed as it was with total disregard of reason and prudence, as an organization destined to smash itself to pieces upon the rocks of public disapproval. Chief Arthur of the Locomotive Engineers, regarded the movement as unjustifiable and ruinous. Grand Master Wilkinson of the Brotherhood of Trainmen, deplored the state of affairs created by Debs, and his union took no part in the strike. In a recent interview he expressed some sentiments regarding the inviolability of contracts that have been read by property owners, sensible workmen and friends of law and order with both pleasure and profit. He declares that "the strength of the old brotherhoods lies in their respect for their contracts with the employing companies." Certainly when an organization of workmen have made a contract they should not regard it as less binding upon them than upon the other party to the agreement. Labor unions that follow this rule place themselves in an altogether different class from that of the kind managed by Debs, of which there have been a number created during the past few years.

The Knights of Labor, which only a few years ago had attained such gigantic proportions and such power that there was cause for serious alarm lest it might bring on some civil strife, was an organization similar to the American Railway Union, but, happily, it has dwindled almost into nothingness. Labor organizations of this type hold within themselves the elements of their own sure destruction and a microscope is unneeded to discern the fatal germs of the disease that cause their death. They do not benefit the workman. In fact they are enemies more to be feared by him than any others with which he has to contend. The strike and the boycott are the chief weapons used for the accomplishment of their ends. These agencies necessarily inflict frequent and severe losses upon their members who are compelled to go on strike and lose their wages, contribute from their savings to the support of other strikers and also by the increase in prices upon the necessities of life caused by labor disturbances. It takes a long time for workmen to see that strikes are as a rule a losing game, and that organizations such as Powderly managed or Debs now controls are beneficial principally to the few agitators who handle the funds. When this is once learned the members draw out and the organization breaks up.

Labor organizations which benefit the members are the only enduring ones. Of these the orders of the conductors, of the locomotive engineers and of the trainmen are excellent examples. They have legitimate objects; are managed with some regard for business principles and with a sense of responsibility to the public and with a decent respect for law and the rights of others. The existence of such labor unions are a benefit and serve as a good example to the general mass of workmen. Their increase in numbers and stability during the past few years is an encouragement to the hope that before the twentieth century lawns we will see all labor unions, managed by agitators and subsisting upon strikes and boycotts, entirely wiped out of existence, and that the year 1900 will open with brighter prospects for both the workman and his employer and that it will be but the commencement of a long era of prosperity for both. Let us hope that it will be an era in which good sense will take the place of rashness which has been characteristic of some labor leaders in the past; that a feeling of responsibility shall supplant that of

recklessness and vain-glory, and that on both sides, justice will be held up as the standard of measure in the adjustment of mutual interests.

The smoke of the rioters' conflagrations has now cleared away. The American Railway Union has received its death blow and Debs is fast sinking into obscurity and disgrace by reason of the crimes he has committed against his country and the misery brought upon his followers. The sudden termination of the strike was brought about largely by the sanity and prudence displayed by the older labor organizations. The good judgment and wise behavior shown by them during this crisis lead us to believe that the American workman is growing in wisdom and we hope and expect that by his own practice and the force of his own example, he will be able to bring about a change that will lift his less enlightened collaborator from his present position in the wake of Agitator Debs to the high plane he occupies himself.

SILVER AND THE TARIFF.

The following letter from one of the leading republicans of the Northwest will show the drift of opinion among some of the best men in the party on the silver question:

EDITOR ASTORIAN: I have read in the Astorian of June 28th the article on "The Silver Issue." Undoubtedly "silver and tariff" will be the issue made by the republican party, as laid down by ex-Speaker Reed in his interview published in the London Fortnightly review. As soon as the republicans get the next house of representatives—as they will in the November elections—they will re-enact substantially the duties imposed by the tariff of 1890, which the democrats are now about to repeal. To this law will be added a silver reciprocity clause, offering to any European nation that will agree to enter into a convention or treaty for restoring silver as money for the payment of all debts, public and private, then the government of the United States will reduce the duties imposed by said tariff act, to the extent of 10 or 20 per cent. with such nation.

France, Germany, Italy, Belgium, Switzerland, Austria, Russia, Holland and all other countries on the continent of Europe, will only be too eager to enter into such a reciprocal treaty. If they do—and they are certain to do so—how long will Great Britain hold aloof? Not a month, not a day! We have it in our power to force the money power of Great Britain, who now control that government, to enter into a bi-metallic agreement. If we pass the bill in the house of representatives, the mere threat of such a law will force England to agree to reinstate silver as a money as it was previous to 1873.

Mr. Reed is one of the ablest statesmen in this country—if not the ablest—since the death of Mr. Blaine, and this suggestion of his, made in the interview in Washington in April last, is a stroke of genius.

But what must we think of the democratic majority in congress? What a spectacle do they present of imbecility and cowardice?

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PRIMPLES, blackheads, red and itchy skin prevented and cured by CUTICURA SOAP.

MUSCULAR STRAINS, PAINS and weakness, back ache, weak kidneys, rheumatism, and chest pains relieved in one minute by the CUTICURA Anti-Pain Remedy.

Pretending to be friends of silver as money, they now propose to greatly reduce the tariff on articles of British manufacture, and ask no concession in return, none whatever—just as they have repealed the reciprocity treaties with Cuba, and the Central and South American states that were such great benefit to the farmers of the United States.

The southern brigadiers are in the saddle. Yours,

J. B. M.

Portland, July 2, 1894.

A GOVERNOR who bases his right to pardon a rape fiend upon the affidavit of a harlot and her lover ought to be given a thorough coating of tar and feathers by his lawabiding subjects, as an evidence of their utter contempt for him, both as a man and as an executive. By his wholesale abuse of the pardoning power, he has displayed a total disregard for virtue, decency and morality and branded himself as a criminal more to be feared than any which the state has to contend with. For the welfare of the state and safety of her citizens, Penneyer should be adjudged insane and placed in the asylum and there confined until after the expiration of his term of office.

Of the Chicago anarchists who were pardoned by Governor Altgeld, all except one now own prosperous saloons and the singular exception has a half interest in a saloon, which he attends to when not engaged upon a paper in which he advocates anarchistic principles. The close relationship between anarchy and beer, so often insinuated, may not be proved by this fact, but it may at least be considered an important link in the chain of evidence which has been formed in support of the charge.—Oregonian.

THE Vigilant won her third race against the Britannia Tuesday afternoon, and may be expected to show the Briton her heels whenever the wind is strong; but in light breezes there is no doubt of the superiority of the Britannia.

Attention

In time to any irregularity of the stomach, liver, or bowels may prevent serious consequences. Indigestion, flatulency, nausea, biliousness, and vertigo indicate certain functional derangements, the best remedy for which is Ayer's Pills.

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"Ayer's Cathartic Pills cured me of sick headache and my husband of indigestion. We think them as

No Better Medicine, and have induced many to use it."

Twenty-five years ago this Spring I was run down by hard work and a succession of colds, which made me so feeble that it was an effort for me to walk. I consulted the doctors, but kept sinking lower until I had given up all hope of ever being better. Hoping to be in a store, one day, where medicines were sold, the proprietor noticed my weak and sickly appearance, and after a few questions as to my health, recommended me to try Ayer's Pills. I had little faith in these, or any other medicine, but concluded, as best to take his advice and try a box. Before I had used them all, I was very much better, and two boxes cured me. I am now 80 years old, but I believe that if it had not been for Ayer's Pills, I should have been in my grave long ago. I buy 6 boxes every year, which makes 24 boxes up to this time, and I would not have been without them for a moment. —E. H. Ingraham, Rockland, Me.

AYER'S PILLS

Prepared by Dr. J. C. Ayer & Co., Lowell, Mass.

Every Dose Effective

NOTICE TO CREDITORS

Of the estate of John W. Keyes, deceased, is hereby given, and to whomsoever else that it may concern, that the undersigned, A. B. Newton has been duly appointed by the County Court of Benton county, Oregon, as administrator of said estate. All persons having claims against said estate will present them with the proper vouchers thereof, within six months, from the date hereof, to said administrator, at his residence, one mile north of Phenix, in said county, or to me, at the First National Bank of Corvallis, Oregon.

Dated this June 18th, 1894.

A. B. NEWTON,

Administrator of the estate of John W. Keyes, deceased.

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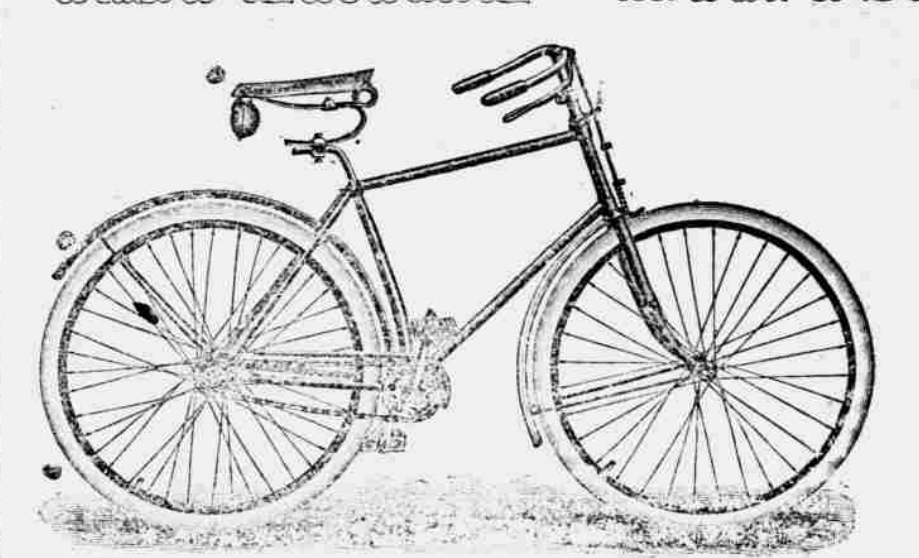
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