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BILLY MAHONE.

Oh! have you seen Billy, Big Billy Mahone. He holds all the cards and he goes it alone. The right and the left as well as the locker. There's no little game there but Billy can block 'em.

His bowers are Raia, but what does that matter. Since Billy is open, they all can be better. Until Billy stirs the pudding won't mix. And so without Billy they're in a bad fix.

The President sent him a beautiful nosegay: Says "Billy, my boy, you've started the right way. Just follow this suit with the right kind of cards, and I, you, and Roscoe will always be pals.

So Billy will play out this hand as he pleases. For all the Ruds cough just when Billy sneezes.

The clerks and the sergeant, the pages and folders. All train under Billy, just like his old soldiers.

But Billy, the longest of games must be ended. And since you have played as your friends ne'er intended.

You'll find in the next deal—I fear to your sorrow. You had neither trump card, nor locker nor bowler.

RAILROAD MATTERS.

Suggestions Regarding the Relations of the Northern Pacific and the Oregon Railway and Navigation Companies.

[Every thing relative to these companies is of the greatest interest to the people of the Pacific Northwest. The following document was prepared by representatives of the O. R. & N. Co., upon the request of several of the directors of the N. P. R. R. Co., and directed to President Billings and the Board of Directors.]

A glance at the map will show that the Oregon Railway & Navigation Company occupies a field of operations in Eastern Oregon and Washington Territory that should be really occupied by the Northern Pacific, but which cannot be now so occupied by the latter without creating a permanent conflict and mutually injurious competition between these two transportation interests.

The Oregon Railway & Navigation Company has practical control of all the transportation business of Western Oregon, of Eastern Oregon, and all that part of Washington Territory south of the main branch of the Columbia, known as the Snake River. It has completed, and will complete, out of cash in hand, between 750 and 800 miles of railroad of its own. In addition to this mileage, it will control, by virtue of arrangements now maturing in Europe, the 312 miles of standard gauge road now owned operated by the Oregon and California Railroad Company in Western Oregon. It will further control 150 miles additional, to be constructed for an account of the Oregon & California Railroad Company in extending its main line to the south, and building lateral feeders, for which new construction about \$5,000,000 in money will be provided under the arrangements already referred to.

Thus the Oregon Railway & Navigation Company will, eventually, control over eleven hundred miles of standard gauge railroad within the limits of the territory described, all of which will be completed and in running order at least one year before the completion of the Northern Pacific through to Wallula, its point of junction with the Oregon Railway & Navigation system.

It is hardly necessary to speak of the immense value of this great system of roads, thus to be controlled by the Oregon Railway & Navigation Company, as a feeder of the Northern Pacific. It is estimated that the local and through business which the Northern Pacific will receive from it will present, from the very moment of the latter's completion, \$4,000,000 of gross, and say, \$2,000,000 of net traffic, with a certainty of a steady progressive increase.

It is not too much to say that it would be the highest imprudence, if not outright folly, on the part of the Northern Pacific Company to adopt any measure or policy jeopardizing its enjoyment of the vast source of revenue represented by the traffic of the Oregon Railway & Navigation Company.

The Northern Pacific is as yet far from being in a position to pursue a policy in Oregon and Washington Territory in disregard of existing transportation interests, and which might result for it in a permanent loss of an immensely paying business. From the eastern boundary of Montana to its proposed terminus on Puget Sound, a distance of about 1400 miles, there are to-day not more than 50,000 people living along its projected line. It cannot be expected that so scanty a population, scattered over so vast a territory can give the company anything like a paying business from the corresponding portion of its main line. Moreover, the limited traffic from Montana is already competed for by a rival line, the Utah & Northern railroad, owned and operated by the Union Pacific railroad Company. The history of the other Pacific railroads demonstrates clearly that to build up local business yielding a sufficient income, is the work of years of persistent effort. Hence for years to come the Northern Pacific

will have only such Oregon and Washington Territory business as is commanded by the Oregon Railway & Navigation system of lines, to rely on for a sure and sufficient source of revenue from its road between the upper Missouri and the Pacific ocean. But even this traffic will only be up to the financial requirements of the company, if it can be secured by paying, non-competitive rates. Whenever it shall have to be divided by the Northern Pacific with other lines at competitive rates, it will at once lose its profitable character.

Hence, one of the principal causes of the former collapse of the Northern Pacific enterprise was the construction, in its infancy, of unproductive lines. It cannot be denied that the construction, first of all, in those days, of the lines from Duluth to the Mississippi, and from Tacoma to Kalama in western Washington Territory, was a fatal mistake. It resulted, allowing accrued interest on cost of construction, in an absolute dead investment of at least ten millions of dollars.

The credit of the Northern Pacific may, to be sure, be considered as re-established, though the mortgage indebtedness it has assumed is out of all proportion to its present income. But it may also be considered as doubtful at least, whether the proposed general mortgage of \$25,000 per mile will suffice to complete the road to its full proposed extent of 2519 miles, including the branch over the Cascade range and the line on the Columbia river. As no one in or out of the management of the Northern Pacific is able to make, at this time, anything like a reliable estimate of the cost of the main line to the mouth of Snake river, it would seem to be the part of prudence not to entertain premature or unnecessary construction projects which may involve the company in expenditures in excess of its pecuniary resources available from the proceeds of the consolidated mortgage, but to husband its resources at least until its real financial needs are definitely ascertained by the actual location of lines and definite estimates of cost. It would appear much wiser to limit construction, for the present, to the building of such portions of the projected Northern Pacific system as are necessary to insure the success of the enterprise as a whole; that is, to the completion at the earliest possible moment, of the main line to Snake river, without which completion the company, should financial embarrassment overtake it, would inevitably again collapse into lifeless fragments.

This policy would seem the more commendable, inasmuch as it is entirely out of the question that any line or lines that the Northern Pacific may build west of Wallula, towards the Pacific Ocean, can be made remunerative before the conjunction of the main line with them. There is no population at all living to-day on the north bank of the Columbia river, which the Northern Pacific would have to follow; and again, between the mouth of the Snake river and Tacoma, along the line of the proposed Cascade branch, a distance of 240 miles, there are, according to the last census, not over 12,000 inhabitants. The cost of the first mentioned line would be between seven and eight millions, and that of the last mentioned between six and seven millions. It may be taken for granted that neither of them would pay operating expenses until, as stated, the completion of the main line. For these lines would certainly have little business of their own, they certainly would not get any of the Oregon Railway and Navigation business at paying rates, and the country along the Pea de O'Reille division line is as yet so thinly populated that no considerable traffic can be expected from it for some years to come. Meantime, the heavy interest and sinking fund charges corresponding to the cost of the Columbia river and the Cascade branch lines, would uselessly deplete the company's treasury.

The parties interested in the Oregon Railway and Navigation company do not offer these considerations, of course, without reference to the injurious consequences that might result to their company from the adoption of the policy, controverted in the foregoing by the Northern Pacific. They frankly admit that it would be greatly to the interest of the Oregon Railway and Navigation Company, that the Northern Pacific should act according to the policy suggested but at the same time they contend that, as shown in the preceding argumentation, the interests of the Northern Pacific will be served just as much and more by such a course. A traffic contract is now in force between the two companies, which is admittedly very liberal to the Northern Pacific—more liberal, probably, than any contract ever entered into between two transportation companies. In fact, the contract was intended to and does make it a positive advantage to the Northern Pacific to do business over the Oregon Railway and Navigation lines instead of constructing lines of its own. For under its terms, the Northern Pacific will enjoy the same running facilities over the Oregon Railway and Navigation line along the Columbia as though the road belonged to it, will save the cost of construction involved in building a line of its own and will participate in the joint profits of the business to almost the same extent as the Ore-

gon Railway and Navigation Company itself.

Now the Oregon Railway and Navigation interests do not propose that the Northern Pacific shall forever abandon the construction of a line on the north bank of the Columbia river, and of the direct line to Puget Sound over the Cascade mountains. All they propose is that the Northern Pacific shall not build these lines until the growth of the country shall justify a multiplication of existing transportation facilities, or at least until after the completion of the Northern Pacific main line to the mouth of Snake river. They hesitate the less to make this proposition inasmuch as, under the decisions of the courts, the action of Congress, and the rulings of the interior department, there can be no longer any doubt that delay in the construction of any part of the Northern Pacific cannot in any manner affect the validity of its land grant or any other of its chartered rights. Moreover, the Oregon Railway and Navigation interests are willing to still further demonstrate their readiness, already shown in the traffic contract referred to, to make it more profitable to the Northern Pacific to use the Oregon Railway and Navigation lines than to build lines of their own, by giving the Northern Pacific as large a share of profit out of the Puget Sound business done over the Oregon Railway and Navigation lines as they could possibly get out of lines of their own.

In this connection it may not be improper to refer to the new element that has recently entered into the relations of the two companies, that is, the fact that the Oregon Railway and Navigation interests have acquired a sufficient amount of Northern Pacific stock to entitle them to a potent voice in its councils.

This acquisition was not made for the purpose of paralyzing, hampering or diverting the great national enterprise represented by the Northern Pacific. On the contrary, the parties in interest most emphatically deny any such intent, and wish to put themselves on record as fully desirous of assuring and even accelerating the full growth of the enterprise just as fast as such growth will be justified and required, having due regard, in carrying on construction, to the financial circumstances of the company. Their motive in acquiring a leading proprietary interest in the Northern Pacific was the firm conviction that the two concerns are dependent upon each other for prosperity; that their harmony and even identity is desirable and entirely practicable; and that the relations between them thus established by a union, so to speak, of ownership, cannot fail to guarantee to both an eminently prosperous future. But, while thus determined to jealously guard the interests of the Northern Pacific in every respect, they wish to declare at the same time that they will consider it their right and duty to oppose, to the extent of their power, as stockholders, every useless expenditure in the way of premature construction, or otherwise, not actually called for by the development of the country and the requirements of traffic.

To state now in definite terms, as clear as possible, the relations that the Oregon Railway and Navigation interests desire to see established between the two companies, as far as they are not already fixed by the existing traffic agreement:

The Northern Pacific to postpone all new construction west of Wallula until the main line shall be finished to Ainsworth, with the exception of a short extension from Ainsworth to the purpose of opening the so-called Yakima country, along the Yakima river.

After the completion of the main line to Wallula, the Northern Pacific to be entirely at liberty to build over the Cascade range or along the Columbia or both, as the best interests of the company may desire.

That in order to create immediately an all-rail line from Wallula to Puget Sound, either the Northern Pacific or the Oregon Railway & Navigation Company shall construct forthwith the forty miles of road between Portland and Kalama. (The O. R. & N. Railway and Navigation Company is using every effort to complete its line between Portland and the Dalles this year.)

In order that the Northern Pacific may receive as nearly as practicable the full benefit of all its own business destined to and from Puget Sound, with the additional advantage of securing it without any investment of capital, the Oregon Railway and Navigation Company shall allow to the Northern Pacific one-half of all the earnings from business between Tacoma and Wallula via Portland, or in other words, the entire distance from Wallula to Tacoma, via Portland, being about 365 miles, that the proportion of the Northern Pacific shall be on the basis of 182 1/2 against 145 miles actually hauled by it.

This arbitrary mileage allowance to be in addition to the extra advantages already conceded to the Northern Pacific under the existing traffic contract.

It is not deemed necessary by the Oregon Railway and Navigation parties that the above point should be embodied in a regular agreement between the two companies. Simple executive action only, is deemed ample for the purpose.

The best pocket companion—a full purse.

FROM THE CAPITAL.

(FROM OUR REGULAR CORRESPONDENT.)

WASHINGTON, D. C., March 28, 1881.

That the aggressive Mr. Blaine really had assurance, before entering the Cabinet, that he should control the political affairs of the administration, is plain now. It seemed to be so as soon as the Cabinet, made up for the most part of men of negative power and small prominence as partisans, was announced. Prior even to that—a month before the inauguration—one of Mr. Blaine's friends told your correspondent that the offer of the Secretaryship of State had been made, but had not been accepted and would not be until Blaine knew whether he was to be aided or whether he was to be alluded to help himself by its acceptance. The nomination of Robertson as collector of the port of New York, and of Wm. Walter Phelps to an important place abroad, is what confirms this remark of Blaine's friend. No two men could be named, except Blaine and Hayes, who are more distasteful to the New York Senator. If he does not fight against their confirmation it will be because he knows he would be defeated. But as long as he remains in public life he will only wait an opportunity of making his enmity felt.

Another embarrassing incident which confronts the administration in its early days is the contest over an extra session. One is deemed necessary to repair the blunder of Hayes in vetoing the funding bill. But the President knows that Congress, if once assembled, would go into general legislation, and he does not wish that.

Still another difficulty, and full as great a one as either of the others, is the Mahone affair. It is already seen that that recent Senator can bring no strength to the party which has purchased him, and that the party will have trouble in paying the purchase price. With a common sense, which, in view of what has taken place during the past two years, seems a miracle, the Democratic Senators are acting together in refusing to join the Republicans in the payment of Mahone. They refuse to be a party to the trade. They are using, and I trust will continue to use, all their legitimate power to keep the Republicans from making one of Mahone's friends an officer of the Senate. They consented to a Mahone-Republican organization of the Senate Committee, for committee organization was necessary to a proper transaction of the executive business for which the Senate session was called. But the election of a Sergeant-at-Arms in place of the competent gentlemen now holding that office is not necessary, and so they refuse to do anything more than attend to executive business.

What Tilden said on the fifth of March—that Garfield would have the stormiest administration in twenty years—seems likely to turn out the simple truth.

The pressure for foreign appointments is unprecedented. Nearly every member of Congress thinks he should have a comfortable consulate where there is nothing to do but draw the pay. In the way of would-be governors of the territories, there are a dozen applicants for each place.

CARNOLL.

PRETTY GIRLS IN A WINE-VAT.

A resident of Italy vouches for the following: In the vineyards near the girls mount ladders and clip the rich bunches, dropping them into the baskets. With industrious workers one day is enough to clear an average vineyard. When the grapes are all gathered in they are carefully picked from the stems for pressing. The last process is the same primitive, simple operation that was performed by the patriarch Noah. The grapes are thrown into an enormous vat, where the juice is tramped out of them by the bare feet. At this stage of the vintage you may see hundreds of young ladies of the city of Perugia coming forth in groups in the morning, bearing with pleasant mystery and excitement.

Your ordinary tourist, whose only intellectual and instructive pastime is gathered from the guide-books, has not the remotest conception of their object. He may think they are out for an early constitutional. But early constitutional is not the rage with Italian ladies. Shall I tell you the secret of all that mystery and excitement? They are off to the country to tread in the wine-presses. It is a novel holiday for them, besides being a most salutary exercise. Even prim old dowagers are known to "wade in" and banish the rheumatism by a half day's exercise in the wine-press. Apart from the healthful exercise of tramping, the new mash-act is a bath to the limbs, while the uprising fumes are considered eminently stomachic. After the treading performance these ladies wash themselves in hot wine, taking a moderate decoction internally for the stomach's sake. The effect is pleasant and rejuvenating, and is especially noticeable in the vim with which they participate in the dance, which is the usual sequel to treading in the wine-press.

Freight by river from St. Louis to New Orleans is eight cents a bushel for corn and eight and a half cents for wheat. It is probably the cheapest transportation, discounts considered, in the world.

SCIENCE NOTES.

Meteorological stations are being constructed by the provincial government of Navarre and Logrono, Spain.

A new electrical society has been organized in New York city, having for its object the advancement of the knowledge and uses of electricity.

Mica is being applied to a new and most valuable use—that of being placed into middle soles of boots and shoes. Water and air are thus excluded, keeping the feet drier than by any other means heretofore used.

Prof. Kleis, a noted physician of Prague, has discovered peculiar microbes in the remains of patients who have died of typhoid fever, which do not occur in the bodies of persons who have been carried off by other diseases.

The construction of a railway to lead through the Arlberg mountains in Switzerland has been begun, and it is stated that, when completed, this tunnel will be the next longest in the world—that of St. Gothard being the longest.

An extraordinary achievement in telegraphy was shown a few days since in the sending of a dispatch from London, in Europe, to Sydney, in Australia, a distance of 12,000 miles, the time occupied being one hour and twenty minutes, the message being repeated fourteen times from station to station in its travels.

In the first week of last January was constructed the first section of railway built by Americans in Asia, running from Otaruai harbor to the Paronico coal fields via Luppuro, the capital of the Northern island Yezo; and the Japanese official are said to be highly pleased with the prospect of an American system of rapid transit.

Steam carriages for the transportation of goods are being successfully used on the streets of Chemnitz, in Saxony without rails. The carriages travel to all parts of the town, on rises and on descents, making various curves with much ease and grace, and an yet without a single accident, usually carrying heavy loads.

Dr. Herz has invented a new system telephony, which is attracting much attention in Europe, among electricians. His system is successfully introduced through the cable connecting Brest and Penzance, which, through the sluggish action of the electric current in submerged cables, had been considered an impossibility. By his system, a conversation has been carried on through an actual distance of over 600 miles, and that over circuits having no special adaptation to telephonic communication.

A correspondent at the Cape of Good Hope relates a terrible experience—one almost unique in military annals, which occurred a short time since in the army near Basutoland. During a violent storm a bolt of lightning descended upon a moving regiment of cavalry, killing seventeen horses and ten men on the spot and badly injuring twenty other persons. The bits and stirrups were blackened, and in some instances melted, while men who were not seriously injured had their clothing rent by the force of the electric discharge.

A novel stenographic machine for taking down speeches, sermons, &c., while being delivered, has been invented by an Italian genius. The mechanism is worked by kind of key-board similar to that of a small piano, and the stenograph signs, not unlike those used in the ordinary French shorthand, are automatically printed on a continuous ribbon of paper. The signs registered represent sound, and it is said that the machine can be successfully used by a person unacquainted even with the language spoken. They are being used in the Italian chamber of deputies, and are rapidly superseding shorthand reporters in France.

A new mineral called Hiddenite has been discovered in Alexander county, North Carolina. It is said to be not only the finest and most beautiful of American gem stones, but like the emerald has taken its place among the gems of highest rank and value, some specimens having been recently sold for the price of diamonds of equal size, and in one instance a stone not entirely perfect, of about 24 carats, was sold at the rate of \$125 a karat. In the gem mart its name is lithia-merula, and is to the species spodumens precisely what emerald is to the species beryl, being only a beautiful green variety. This is said to be the first purely American gem ever discovered, and its remarkable beauty is highly prized by mineralogists and dealers in precious stones generally.

Umbrella Filtration.

Umbrella filtration: To place your umbrella in a rack indicates that it is about to change owners. An umbrella carried over the woman, the man getting nothing but the drippings of the rain, indicates courtship. When the man has the umbrella and the woman the dripping it indicates marriage. To carry it at right angles under your arm signifies that an eye is to be lost by the man that follows you. To put a cotton umbrella by the side of a nice silk signifies "exchange is no robbery." To load an umbrella indicates "I am a fool." To carry an open umbrella just high enough to tear out men's eyes and knock off men's hats signifies "I am a woman."—Boston Transcript.