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East Oregonian

Patrons of the Daily or Semi-Weekly EAST OREGONIAN can freely make use of the EAST OREGONIAN library whenever they so desire. The public are cordially invited to visit the office whenever so inclined.

NEW TO-DAY.

In New Quarters!

Loryea & Arthur,

The Plumbers, Gas and Steam Fitters,

Have removed their shop to the old East Oregonian building, on Court near Main Street. They are now conveniently located in their new quarters and are better able than ever to do good work at living rates.

THEY TAP THE MAIN ON THE SIDE,

Thereby securing eight inches greater depth of the service pipes than when the main is tapped on top, insuring against freezing of the pipes. The Public Will Appreciate this improvement.

Having no Hired Help

to pay, and buying their material as cheap as any firm, they can be enabled to give satisfaction, and, besides, they guarantee their work against

Frost and Need of Repair.

Had it not been for the character of their work and low prices, they could not have built up such a patronage as they now enjoy, and which enables them to move into

New and More Commodious Quarters,

where they would be pleased to have you call when you are in need of work in their line, and, thereby, be convinced that they are talking sense to you, and

MEAN BUSINESS!

DON'T FORGET THE PLACE,

LORYEA & ARTHUR,

Court Street, in old East Oregonian Building, Pendleton, Oregon.

TO-DAY'S TELEGRAMS.

THE REPUBLICAN TARIFF BILL.

Strike on the Santa Fe—Strike in Iowa—Thirty Lives Lost—Accident on Delaware-Lackawanna Railroad—B. B. Bishop's Claim Allowed—The Emperor Buried.

EASTERN STATES.

The Santa Fe Strike.

KANSAS CITY, Mo., March 16.—There is not a wheel leaving here over the Santa Fe road. Hundreds of emigrants are laid over. It is now said that the strike was inaugurated because a number of the Santa Fe stockholders were largely interested in the C. B. & Q. road. The strikers of the former, the A. T. & S. F., will rest till the C. B. & Q. affair is settled. Chief Arthur says the A. T. strike was without authority from him. The strike ties up 85 cars of perishable freight, and eleven hundred cars of general merchandise between California and Chicago.

Some Money.

WASHINGTON, March 16.—The amount of gold, silver and currency in the United States Treasury is \$670,355,898.

Thirty Victims.

NEW YORK, March 16.—The total number of victims of the late storm, as far as reported, are thirty.

Railroad Accident.

BINGHAMTON, N. Y., March 16.—The East bound train on the Delaware Lackawanna & Western road jumped the track near here to-day. Fire broke out, and three coaches were burned. One passenger was killed and a number injured.

Strike in Iowa.

MARSHALSTOWN, Iowa, March 16.—The engineers of the Central railroad of the Iowa system struck at six o'clock this evening. This road is in the hands of the United States Court.

Irish Colors Not Allowed.

NEW YORK, March 16.—Mayor Hewitt has issued an order prohibiting a display of Irish colors on the New York City hall to-morrow, the 17th.

The Republican Tariff Bill.

WASHINGTON, March 16.—Many Republican members of the caucus committee will not vote for the Randall tariff bill because it reduces the tax on whisky. It is probable that a new bill will be framed by a minority of the Ways & Means Committee. It will abolish taxes on tobacco and repeal the tax on fruit brandy, will reduce the sugar one half, will give bounty of two cents a pound on the production of domestic sugar. No other changes will be recommended. Such a bill will receive all the Republican votes except possibly four. The question is whether Randall and his followers will vote with the Republicans, rather than for the Mills bill.

Strikers Have the Advantage.

KANSAS CITY, March 16.—The strike is becoming more serious. The grievance committee say that the strike will continue; that men will strike at the rate of one road a day until matters are settled. The men are solid. The tie-up is complete in many places.

Another Favorable Decision.

OMAHA, March 16.—Judge Dundy's decision in the injunction case will be favorable to the strikers, as he has remarked that there is no law to compel men to work if they choose to quit.

A Railroad Indicted.

NEW ORLEANS, March 16.—The grand jury have returned an indictment against the Illinois Central railroad for violating the Interstate Commerce law in charging unjust and unreasonable rates for transportation of cotton from Canton to New Orleans, also for unjust discrimination against the people of New Orleans.

Badeau Wants Money.

NEW YORK, March 16.—Gen. Adam Badeau will bring suit against the heirs of General Grant for \$35,000 damages for writing his book about Gen. Grant, and for other services.

Fatal Railroad Accident.

WHITE PLAINS, N. Y., March 16.—A snow-plow, pushed by four engines, jumped the track near Sharon this afternoon, killing the engineer, conductor, brakeman, and fireman, and seriously injuring four other persons.

Out for Bill.

CHARLESTON, S. C., March 16.—The Morning World newspaper, published here, comes out squarely for Hill for President.

After 33 Years.

WASHINGTON, March 16.—The third auditor of the treasury notified Senator Mitchell to-day that he had certified to the second controller for payment of the claim of Bolivar B. Bishop, of Pendleton, Oregon, of twenty-five hundred dollars, for property destroyed by the military at the Cascades in 1855.

A Bill for Frequent.

WASHINGTON, March 16.—Hale introduced a bill in the Senate to-day to place Gen. John Fremont on the retired list with the rank and pay of Major General.

COAST NEWS.

In Southern California, Too.

SAN BERNARDINO, CAL., March 16.—The engineers on the California Southern quit work this forenoon.

Girl Drowned.

OLYMPIA, W. T., March 16.—Miss Jenny Getchell, aged 16, while fishing, fell into the water and was drowned.

In Pearl's Behalf.

PORTLAND, March 16.—Charles Alpers, a prominent San Francisco man, arrived here to-day in the interest of Pearl Page. He is sent by the woman's husband, who is anxious to prevent her going to the

penitentiary, though he does not wish to ever see her again.

Jury Will Disagree.

PORTLAND, OR., March 17.—The jury in the case of C. M. Harding and Pearl Page, charged with robbery, have been out twenty-four hours. It is believed that they will disagree.

Wheat.

PORTLAND, OR., March 17, 3 p. m.—Wheat is quoted here to-day at 70 cents a bushel with a downward tendency.

FOREIGN NEWS.

Burial of the Emperor.

BERLIN, March 16.—The funeral of the late Emperor took place to-day. The weather was extremely cold, yet hundreds of thousands of people occupied the space behind the soldiers. Every window along the "Unter den Linden" was crowded. The military display was magnificent, though somber. The remains were finally deposited in the royal mausoleum at 3:15, p. m.

Will Probably go to Montana.

Matlock brothers are in receipt of a letter from the Montana, Agricultural, Mineral, and Mechanical Association, requesting them to bring their stable of fast animals to Montana during the coming season, and they would be accorded all of the privileges of the different tracks. Owing to a decision made against the Matlocks at the West Side Driving Park last year, it was thought for a time that they were ruled off of the tracks of the country, but this decision proved to be unjust; and Matlock brothers are again in good standing with the racing world, as they are with the rest of creation.

The Montana, Washington, and Oregon racing circuit this season offer \$45,000 in premiums, and the Matlock stable of fast horses stand a splendid chance of getting their share of this large amount. The dates of meetings at the different places are as follows:

Deer Lodge, Montana, July 18, 19, 20, 21.
Butte, Montana, August 6, 7, 8, 9, 10, 11.

Helena, Montana, August 20, 21, 22, 23, 24, 25.

Missoula, Montana, August 28, 29, 30, 31, September 1.

Spokane, Washington, September 3, 4, 5, 6, 7, 8.

Salem, Oregon, (State Fair), September 17, 18, 19, 20, 21, 22.

Walla Walla, Washington, October 1, 2, 3, 4, 5, 6.

A Bad Bill.

From the New York Star.

Mr. Martin Foran, who poses as a labor lover from the Cleveland district of Ohio, hastens to inform the country that he has been taking counsel with the protected monopolists of his district, and that those sorely tired wage wasters are unappeasably opposed to the lessening of taxes on the people. The Mills bill, he declares, is an attack upon the wool men, the iron men, the glass men and various other over-indebted bands of million makers. Hence Mr. Foran regards the bill as a bad bill—an "attack, in short, upon American industry." Just so. Every bill ever presented in the interests of the millions against the rapacity of the few has been denounced as a "bad bill." Thurman's bill against the continued evil practices of the railways was a bad bill; the interstate commerce measure was a bad bill. In short, every measure calculated to give labor a chance is a bad bill in the eyes of the ignorant, the corrupt, or self-seeking. It might seem in the present instance that the legislation which will make the poor man's dollar value almost double—that will give the poor family cheaper clothes, cheaper fuel, cheaper sugar, cheaper everything—could result in nothing but a benefit to the country at large. But no; a few rich monopolists will not be able to corner the markets, create "trusts," or accumulate money so rapidly therefore this enlightened apostle of labor is going to put himself at the beck of the rich against the interest of the poor.

The Meeting of "the Friends of Division."

Another division meeting was held at Milton Friday. A number from Weston were present, among them Messrs. Steen, Pauly, and Powers. Prior to the public meeting a caucus was held by a few of the leaders, and the question of a line was discussed, but it was impossible to agree, the Weston people objecting to the line desired by the Milton men, and so no line was proposed or adopted in the general meeting. The following resolution, which had been prepared by the "caucus" was adopted:

RESOLVED, That it is the unanimous desire of the people of Eastern Umatilla county that an equitable division of said county be made by the State Legislature, which shall give us sufficient territory, taxable property, and population, to constitute a self-supporting new county.

Mr. J. B. Eddy, who was present from Pendleton, being called upon, offered a motion to the effect that the delegates from the Eastern part of the county to the county convention be instructed to use all honorable efforts to have the above resolution adopted, which was also adopted.

Samuel Morrison is dead, aged ninety-one. He is the man who furnished Grant the plan for the capture of Vicksburg. The gentlemen who supplied plans for the capture of Richmond will begin to die soon.

Congressman Foran of Ohio will oppose reduction of taxes. He thinks he is a Democrat, but he is like those unfortunate lunatics who think they are Napoleon or Alexander the Great.

SPECKELS AND THE SUGAR TRUST

[AN ATLANTIC COAST VIEW.]
From the Bradstreets.

SEN.—The arrival of Mr. Claus Spreckels in the East with the heralded intention of building a large refinery in the field of the Sugar Refineries Co., has caused a sensation at this particular time, and much speculation as to the success of such a project. It is no new thing to contemplate the erection of another refinery; the name of Mr. Spreckels in connection with it is the only new feature. The erection of a refinery in Baltimore or Philadelphia has been talked of for a year or two, but for one reason and another has never got beyond a certain point. The principal objection was in the fact that the refining capacity of the country was in advance of the consumption, and that since 1884 there has been little if any profit in sugar refining on account of the competition among refiners.

The year 1883, following the burning of The Harrison, Havemeyer & Co., refinery in Philadelphia (Sept. 22, 1882,) and preceding the completion of the large refinery of Messrs. Havemeyer & Elder, erected to take the place of their refinery burned in January, 1882, was a very prosperous year for refiners, as the refined production was kept by the help of a private combination of refiners, below the consumption of refined sugars during the most of the year, and the average difference in price between centrifugal sugar and granulated in 1883 was 13½c. per pound, and from January to October of that year this difference was always over 1c. per pound.

Centrifugal sugar represents the standard for all raw sugar, and granulated the standard for all refined, and it is generally conceded by sugar men, and confirmed by facts, that the cost of refining is represented by 5½c. per pound difference between these two standards.

The profits of refining in 1883 were therefore very handsome. The end of 1883, and the following years to 1885, saw these refineries rebuilt with a much enlarged capacity, and the refining capacity during this period was in excess of demand, as is confirmed by the range of prices. In 1884 the difference between the two standards was reduced to an average of 7½c. per pound for the year. In 1885 the difference was reduced to an average of 5½c. per pound for the year, it 1886 to an average of 11-16c. per pound, and in 1887, to October 1, an average of 5½c. per pound, thus barely covering the cost of manufacture for these latter years. At only two periods since 1884 has the difference between the two standards risen to 1c. per pound or near it. Once during 1886 the difference for a few weeks was 10-11c. per pound, caused by the labor strike, which forced the refiners to close—a calamity—and once during 1887 the difference rose to 3½c. per pound for a few days, by the burning of the Havemeyer Sugar Refinery—a calamity.

About October 6, 1887, the public began to believe in a combination; refined buyers became frightened and bought the refined market rapidly. The difference between the two standards on October 6 was 5½c. per pound, or 1½c. loss to the refiner, but by the 13th the difference rose to 15-16c. per pound, and by the 20th to 13-16c. per pound, but by the 27th raws had risen, partly in sympathy with refined and partly on account of the strong statistical position, so that the difference between centrifugals and granulated was reduced to 3½c. per pound, the average difference for the month of October, being 3½c. per pound, or, say, 3½c. per pound profit to refiners. In November the difference for each week was 3½c., 13-16c., 5½c., 5½c., 13-16c., giving, say, 1/2@3-16c. profit to refiners for three weeks of the month. In December the difference was 13-16c. 15-16c. per pound, or, say, 3-16c. 15-16c. per pound profit. The Trust took full control of the markets in January of this year, and the average difference between the two standards in January was 13-16c. per pound, and in February 11c. per pound, a profit of 5½c. per pound, a notable fact being that the "Trust" are maintaining steadily a difference in price between the two standards, which was only attained in former years by temporary calamities. The Trust may therefore be considered a permanent calamity unless a legislature, a Congress, a tariff bill, or several Claus Spreckels step in to remove it. One Claus Spreckels, with one refinery, cannot do it. The Trust controls 78 per cent. of the business, and the consumption of the country has risen 36 per cent. during the last six years, and the time is very near at hand when the refining capacity of the country will have to be increased again to meet the consumption. Already a few times in the last two years all the refineries have run to their full capacity without over-supplying the demand. This increased capacity will no doubt be made by the Trust themselves, if not done by others.

Mr. Spreckels, or another capitalist, can build a refinery with perfect safety; that it will be wanted, and that it will prove a monetary success by the time it has been completed, say one and a-half or two years hence, "Trust" or no "Trust," may be conceded. As to building a refinery to fight the "Trust," it is absurd. One refinery would have no more cause or opportunity for fighting the "Trust" than have the three non-Trust refineries now running. The Trust controls 78 per cent. of the consumption of the United States, and one new refinery would reduce this control only 7@12 per cent. at best. WALLACE P. WILLETTS.
NEW YORK, March 8.

A writer tells "how to cure wasps." He will find that it can't be done with a lone hand.

Canals or Ship Railways.

The system of carrying burdens on ship wagons is receiving attention, and it is argued, if a vessel can safely carry a heavy freight over stormy seas, where half her hull is sometimes out of water, pounded by the waves that break upon her decks or driven upon her abeam, tossing her in their fury from crest to crest, and dropping her suddenly into great "troughs of the sea," it is idle to suppose that she can not safely carry her burden when lifted gently into a "cradle," and borne smoothly and steadily along over solid rails of steel. It is customary to speak of the sea as a ship's "native element," but no ship was ever yet built in the water. Ship railways, however, have now passed beyond the stage of mere scientific speculation. The air is full of ship-railway projects for all parts of the globe. The ship railway over the Chignecto isthmus is already under contract. A ship railway has also been surveyed across the Florida peninsula to save the 600 miles of distance around and through the straits. This, we are assured, is a most practicable route, and the railway can be built for about one half the estimate cost of a ship canal. But the great work in all this programme, both as to the magnitude of its construction and its results, is the Tehuantepec ship railway of Captain E. L. Corthell as chief engineer. This is a scheme which is regarded by competent judges as sound and well planned, though it is one of remarkable originality and boldness. Perhaps it is too much as yet to say that the age of ship canals is giving way to that of ship railways, but Mr. de Lesseps can hardly be expected to feel quite at his ease in the presence of this new and vigorous movement.—The Iron and Steel Trades Journal, London.

Hotel Arrivals.

BOWMAN HOUSE—Charles Meeker, Portland; A. N. Grover, Bismarck, Dakota; R. J. Reeves, Spokane Falls; John Nelson, Walla Walla; C. M. Bennett, G. W. Harper, City; Wm. O'Malley, B. Greenbush, M. Mayfield and wife, H. H. Lewis, La Grande; J. A. Kucher and wife, Florida; Phillip Schreiber, Nolin; D. J. Casey, Portland; D. G. Ross, E. Welch, City; Geo. Barnes, Colusa, Cal.; A. D. Clue, Centerville; E. McReynolds, J. H. Topey, California; F. Kress, New York.

VILLAGE HOUSE—G. A. Stouder Lewis Neace, Portland; E. H. Adam, Vinson; E. F. Frost, J. H. Hunsaker, Portland; Nate Cecil, Heppner; J. C. Yale, H. Mastin, David Lortinsky, Harry E. Lewis, J. L. Cramboch, San Francisco; W. P. Reser, W. Duffy, Walla Walla; John Walker, Juniper; R. S. Hardness, Pilot Rock; J. E. Hoon, Milton; L. D. Coggin, Greeley, Col.; C. G. Roberts, The Dalles; E. J. Wellor, Hathman's Spur; Thomas F. Boylen, Pilot Rock; J. Shea, H. Harris, Astoria.

GOLDEN RULE HOTEL—J. Sedose, W. Stonebraker, A. J. Hale, Pilot Rock; R. Walker, Jacob Miller, R. Kinney, City; H. P. Peters, Birch Creek; Edward Reddy, Adams; F. Kenney, South America; J. E. Bedwell, Centerville; E. Doney, M. S. Fishburn, Portland; C. H. Baker, Adams; A. Alvord, Kamela; C. Ginsiner, Pilot Rock; Frank Hanna, Cold Spring; J. Jacobson, Vansyde; J. Vanmeter, Montana.

Conspiracy—Labor Combinations.

A decision of considerable interest was rendered by the General Term of the New York Supreme Court in the case of The People vs. Hill et al., a prosecution for conspiracy. This was a case in which it appeared that one Hartt, a foreman in a shoe shop, was prevented by the Knights of Labor from securing employment at his trade by means of coercion exercised over employers through threats of strikes. The court held the defendants guilty of conspiracy, saying: "No doubt exists of the right of workmen to seek by all possible means an increase of wages, and all meetings and combinations having that object in view, which are not distinguished by violence or threats, and are lawful therefore, cannot be reasonably condemned or justly interfered with. The claim that Hartt was a 'scab' and a disorganizer, chiefly because he sought to reduce wages, should not invoke the disasters of a strike. But if this must be done to perfect an organization, or to hold it firmly together, it should end there, and not resolve itself into what the law condemns, namely, a determination that the objectionable person, the scab, so-called, should be driven away and prevented from working, even for the support of his family, within a district, large or small. This is conspiracy, pronounced, and justly so, to be criminal, and punishable by imprisonment."

The Indian Industrial School.

Pendleton contractors and carpenters are figuring on the new industrial school to be built this summer at the Umatilla Agency. The plans and specifications have been received from Washington, and they are quite elegant and elaborate. They call for a building with a stone or brick basement, two stories high, heated with steam or hot air, with other modern improvements. When completed it will accommodate one hundred students, and will be built so that in case more accommodations are necessary additions can be built on without serious damage to the backs of the main structure. Agent Coffey has already called for bids, and the contract for the building will be let shortly and the work finished before next fall. The building of this school is one of the provisions of the Slater bill. The building will cost in the neighborhood of \$12,000.