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East Oregonian.

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NEW TO-DAY.

TO-DAY'S TELEGRAMS.

CHIEF JUSTICE WAITE DEAD.

Pearl Page and Mother Ill—Jail Breaker Shot—Eric Express Sold—Murderer Sentenced—Collision—Strike Among Switchmen.

EASTERN STATES.

Chief Justice Waite Dead.

WASHINGTON, March 23.—Chief Justice Waite died at his residence in this city this morning. He was in usual health, though exhausted by recent severe labor, until Saturday night last when on returning from a reception given at the residence of Senator Hearst, in the company of his daughter, he complained of a chill. He was wakeful on Monday night and on Tuesday morning symptoms of acute bronchitis appeared accompanied by insomnia and great restlessness. His condition though was not alarming. On Wednesday he complained of pneumonia presented itself. During Thursday and the night following he was comfortable, rested well and no particular alarm was felt by his family or friends. This morning the failure of the heart's action was observed by the attending physicians and he soon afterwards breathed his last. His daughter and son were with him when he died. Mrs. Waite left Washington with a party of friends for California a week ago, and it is supposed she was in Los Angeles at the time of her husband's death. The sad news was at once communicated to her by telegraph. The Supreme Court and both houses of Congress immediately upon receipt of the news adjourned in respect to the memory of the deceased. President Cleveland when informed of the death of the chief justice was much shocked at the news coming so unexpectedly, although he was aware that the great man had been for some time in ill health. Quite an intimacy existed between the chief justice and the President since the latter's term began. The President has often been heard to express himself in terms of highest praise of the character and ability of Chief Justice Waite. Immediately after the receipt of the sad tidings the President wrote a letter to Mrs. Waite, expressing his deep sympathy for her in her sorrow and the loss to the country in the death of her illustrious husband. All Washington is in mourning.

A Fatal Collision.

PITTSBURG, PENN., March 23.—Two passenger trains on the Pittsburg and Erie railroad collided forty miles from Pittsburg this morning, badly wrecking both trains and killing one man instantly. Nine others were fatally injured, some of whom will die.

Strike Among Switchmen.

CHICAGO, March 23.—A strike has been inaugurated and is general among switchmen on the Chicago, Burlington & Quincy road.

Eric Express Bought.

CHICAGO, March 23.—John J. Valentine, vice-president and general manager of Wells, Fargo & Co., passed through this city last evening, on his way to San Francisco, having completed the purchase of the Eric Express and its entire plant, which was consummated in New York City a few days ago.

COAST NEWS.

Mother and Daughter Sick.

PORTLAND, OR., March 23.—Mrs. William Bryan alias Pearl Page, sentenced to the penitentiary for robbery, has been prostrated since the verdict and is now a very sick woman. Her mother is also lying sick at her rooms in the hotel from nervous prostration. One false step led to all this trouble which may end the lives of both the wayward girl and her good mother, who has tried to give her daughter encouragement in her troubles, trials and tribulations.

Jail Breaker Shot.

VISALIA, CAL., March 23.—Sheriff Parlen returned from the Mountains this morning with the body of the man shot by Gus Anderson, who mistook him for a mountain lion. The dead man was identified as Frank Bolinger, one of the jail breakers at large. Arnold, his companion, another jail breaker, who was left in charge of the body escaped. No clue to his whereabouts.

The Morrow County Murderer Sentenced.

HEPPNER, OR., March 24.—Fred Crump, who killed John Barrett in Morrow county on the 16th of last month, has been convicted of manslaughter and sentenced to fifteen years in the penitentiary, and to pay a fine of \$5,000. The jury returned an indictment of murder in the first degree. Crump through his counsel entered a plea of not guilty, the trial commencing Monday and ending yesterday. The jury were as follows: Fred Ashbaugh, A. C. Pettys, John Moreland, Geo. Brown, Ralph Bengo, Geo. Smith, C. C. C. Wilson, F. Engleman, J. M. Kees, A. T. King, A. H. Windsor, B. F. King. The State called the following witnesses: Wm. Barrett, Mrs. J. Barrett, Edward Barrett, John Rasmus and Otis Patterson. The following witnesses were examined by the defense in order to prove that Crump is not a sane man at all times, and regarding rocks found near the scene of the murder: Lanus Fenland, Wm. Barrett, Thos. Howard, Walter McAtee, Ed. Stewart and Jas. Bradley.

Who Threw the Brick?

PORTLAND, OR., March 24.—While helping to extinguish a small fire in rockeries on Fourth and Washington streets, this city, last night, Ben Woods was struck in the head with a falling brick and dangerously injured, though his physicians think he will recover.

Fire Bug Sentenced.

HEPPNER, OR., March 24.—Beadley,

the man who set fire to a stable last year in Lexington, Morrow county, the fire destroying the business portion of the town, has been convicted of incendiarism and sentenced to five years in the penitentiary.

The trial of Joe Canon indicted for the same offense has been postponed.

Pillage and Murder.

SAN FRANCISCO, March 23.—Twenty-five ruffians at Llera, Mexico, robbed the postoffice and treasury, assassinated the president of the municipality and his son, the register and his daughter, the latter heroically fighting to save her father's life, the alcalde, another official, and three civilians. The whole people are alarmed, and the ruffians are being hunted down.

A Diamond Thief.

SAN FRANCISCO, March 23.—Sanaco A. Swam, charged with stealing \$60,000 worth of diamonds from S. H. McDonald, Jr., the San Francisco millionaire's son, was found guilty and will be sent to the penitentiary for a term of years.

CONGRESS.

Congressional and Capital Notes of Interest to Northwestern Readers.

Randall presented resolutions to the Philadelphia Board of Trade, declaring that the Milltariff bill, if it should become a law, would prove injurious to many important and long established industries of the country.

The House then went into committee of the whole on the bill referring to the court of claims for adjustment accounts of laborers, workmen and mechanics, arising under the eight hour law.

Rogers of Arkansas, said it would involve an expenditure of \$10,000,000.

Tillman regards it as an attack upon the Treasury.

Bland said that in order to reduce the hours of labor throughout the country Congress must wring the water from railroad stock, check the telegraph monopoly and syndicates and trusts, and stop taking \$400,000,000 a year from the people to be piled up in the Treasury.

Lane, of Illinois, denounced the bill, being in the interest of office seekers.

After further discussion Tarsney moved that the bill go over until April 10, in order that members might have an opportunity to inform themselves as to the merits of the case. The committee then rose and the bill went over.

Bills were passed to prevent products of convict labor from being furnished to or for the use of any department of the government, and from being used in public buildings or other public works, and to prevent the employment of alien labor on public buildings and other public works, and in the various departments of the government.

The House then went into committee of the whole on the bill to establish a department of labor.

A number of amendments extending the scope of inquiry to amount of wages, amount of work performed, cost of living, etc., as compared with other countries, were adopted.

In the Senate the bill providing for inspection of meats for exportation, and prohibiting the importation of adulterated articles of food or drink, with amendments allowing the inspecting of meats at places of packing, was passed.

A bill was passed to establish a United States court in Indian Territory.

To allow soldiers and sailors who have lost both hands, or the use of both hands, \$100 a month.

House bill to facilitate the prosecution of works projected for improvement of rivers and harbors, with amendments, on which a conference committee was ordered, and Senators Dolph, Frye and Vest appointed.

Granting to the Washington & Idaho Railroad Company right of way through the Cour d'Alene Indian reservation.

Granting to the Newport & King's Valley Railroad Company right of way through the Siletz Indian reservation in Oregon.

To grant to the State of Oregon certain lands in that State for a public park.

Amending the statute as to the disposition of property of the United States, such as lands or property acquired from surreties, or under the revenue law.

Granting 640 acres of public land in Wyoming for a fish hatchery, etc.

The bill reported by Blair, allowing a pension of \$25 a month to women enrolled during the war as army nurses, and who rendered six months service, having been reached, the report was read, in which it was stated that the beneficiaries under it would not average more than six or eight to each State.

Beck called for the yeas and nays, remarking that of course the bill would pass. It would apply to every colored woman who had cooked for soldiers during six months, and, according to the report just received, such women were entitled "Roman matrons."

Edmunds couldn't see any sense in the bill.

Beck objected to its further consideration.

An increase of pension has been granted John W. Harris, Dow's Prairie, Oregon. Pensions have been granted Orville Phelps, Eugene City, and Wm. H. Taylor, Tacoma.

The House committee on agriculture instructed the chairman to report back adversely the bill granting a bounty on the export of grain, and recommended that it be laid on the table.

Denis Kearney called on the President Wednesday, to protest against the proposed Chinese treaty. He said that under the clause permitting Chinamen worth \$1000 to return in case they left the country each \$1000 would be made to do duty for 1000 incoming Chinamen.

The president said he thought the treaty would be at least tried for a while. Kearney said that if it were that it would mean the loss of fourteen electoral votes of the Pacific coast to the Democratic party. He told the President that it would require armed men at every forty rods of the boundary line between the United States and British Columbia to prevent Chinamen from coming over the line.

Senator Stanford favors Levi P. Morton for the Republican candidate for President.

WEALTHY RAILROADERS.

Vast Responsibility and Mental Strain on Railroad Men.

The world at large values the mental gifts which do not result in wealth more highly than those which bring wealth. This is true even of the great American world.

We are often told the contrary. We are ordered to share in denouncing the worship of mammon till we reach a point where wealth itself is viewed with suspicion. All the habits which lead to wealth are urged upon the young—industry, thrift, economy, honesty, energy, but when the goal is reached the burden of proof is laid upon riches, to demonstrate their right to be. A rich man may be considered guilty until he has proved himself to be innocent. This little inconsistency, however, does not alter the great fact.

By a certain class of moralists—whom it would not be wholly irrelevant to call subcutaneous—Agassiz is repeatedly and heroically summoned to the bar to testify to a sordid world that he had no time to make money. But the sole distinction in this respect between him and thousands of his class is that he said it. They all live it. Prof. Henry and Herbert Spencer, Browning, Arnold, Whittier and Longfellow lived it. They had their pursuits, their calling, which no one of them would have consented to relinquish to become president of a railroad or head of a woolen mill or brain propeller of an iron foundry, or superintendent of mines in Colorado. Very likely they would have made a list at these professions if they had tried—very likely Agassiz would have been equally unsuccessful—but none the less they live their actual work. It absorbs their energies, it gratifies their tastes. They never for one moment contemplate the possibility of leaving it for the sake of money-making. Least of all do they expect or demand any admiration for "sticking to their business." Even if successful, they would earn far less fame and exert far less influence than in their own pursuits, because the world holds in higher regard the genius that does not make money than the genius that does make money.

At the same time it is genius. It is not depravity. Depravity may be allied with it, though even that is not necessary. But let us recognize the fact that there is a genius of great fortunes as well as a genius of great poems, great cathedrals, great battles—a lower form of genius, a genius that is never celebrated, but still a genius.

I am at this moment lost in amazement at railroad genius. The virtue of this country has been warmed up to so high a pitch that it has seemed sometimes to be almost as suspicious a thing to be a railroad man as to be rich. Railroad men have been regarded as the natural foes of integrity. To crush a railroad director or a railroad syndicate has been accounted as the sign of a noble nature, the proper object of human ambition and legislative organization.

But if any one will ride over a great railroad and will use the eyes which reason illumines he cannot fail to pay tribute to the reason which has constructed these highways. One journey over the railroad—I do not know by what name it is known, or who is the president, or who were the originators, or who are the owners—but I refer to the railroad through Altoona and up the mountains around the horse-shoe bend or to such a road as one traverses to California, where the iron rails lead lightly along mountain slopes, shooting over precipices which seem to defy the might of puny man; or the railroad that threads and pierces St. Gothard, which not only doubles and turns upon itself along the defiles, but plunges head first into the mountain of rock, bores its upward way within the stony darkness, turns, always rising, and comes out on the same side it went in, simply because there was not room enough between the mountains for it to turn outside of them.

Is there any fortress of nature which the brain power of railroads cannot capture?

For the standing armies of the world, our most happy country substitutes a railroad army. What vast numbers, what elaborate organizations, what perfection of detail, what burden of responsibility are brought to its successful administration! That disaster is not every day precipitated, that property is not irreparably lost, that life is not in hectares sacrificed, depends upon the fidelity of each one of many thousands of men.

Just here I stopped to give an unexpected friend a luncheon. In five minutes I broke the teapot and lost the tea; in seven I upset the coffee-pot and lost the coffee; in ten the milk boiled over on the spirit lamp and all literally went by the board. But it meant only a cold life, a good joke, an uproar of mirth. Just such things, no larger, on a railroad mean death.

Do we begrudge the railroad men their profits? What profits can compensate them for nervous fear and wear? For they also are human. "Tom Scott" to most of us was but a man, the synonym for a great corporation, a ganglion of railroad nerves; in whose brain the innumerable lines met and cleared and went on with a celerity, a precision, a presentness, that, in a man, is as wonderful as the clear lines of the universe before God. But the wonderful brain was overwrought and failed the reason at last. Mr. Scott fell in his prime under a weight too heavy to be borne. But the brain power that stood him in good stead to move the mighty machine so long was a brain power that is seldom in this world surpassed.

Are the railroad men rich? They merit it well. I would rather sit here alone, irresponsible, independent, with unmoored ownership in the blue sky, the brilliant sunshine, the snow-clad mountains, rosy in the rosy light, with my one trusty old friendly horse, munching his oats contentedly, awaiting my pleasure—cultivating literature, albeit cultivating it all too imperfectly, on a little oatmeal, fresh and sweet, with butter and sugar—than live in a palace of Queen Anne, with marble halls for stables and steeds of Araby the Blest, glittering with gold and silver, and—what neither Araby nor Anne ever had—a director's car at my disposal, with the responsibility of one railroad on my soul. I would rather give up railroads altogether and go back to stage-coaches and give up stage-coaches altogether and go back to saddle and pillion, to the sandal-shoon and scallop shell, to the Indian trail, the squirrel track and the moccasin, than to undertake to engineer one railroad to completion, or to run it after it was completed. And if there are men so endowed by the creative hand that they can undertake such work with enthusiasm, continue it with energy and complete it with success, they may live in four-leaved clover if they like, and each leaf may be gold leaf; they may ride in the director's car with every luxury falling short of my good wishes for them. If they invite me I will gladly ride with them, but I will also without envy, or grumbling trudge over the highway on foot as they whirr by—knowing that all this apparent ease has been earned by a mental stress and nervous strain which neither my words nor my imagination can depict. This when there is success. What haggard phantoms of failure haunt the way we do not see. And with all the risk and all the strain, the railroad men do not get the most valued germs. The poet, the preacher, the novelist, the statesman, the inventor, stand before men of business, of affairs of rails and locomotives. Many a rhymster is known far beyond the limits of the railroad man whose mental power is to that of a rhymster as a Hyperion to a Satyr. A man who has the trick of expression carries it over the man who has the power of achievement. The man of keen eye and unerring hand and trained mind, measuring and mastering the obstacles of the wilderness, tunneling dizzy heights, between earth and heaven, where foothold there is none, that he may make straight in the desert a highway for his kind, cannot woo to rhythm his own epic. Nor can he who, somewhere, dumb but determined, sits behind them with faith and courage and clear vision, seeing far ahead the country's growth, the future's need, daring to risk fortune and fame, patient to brave incredulity and surmount all indifference and compel success to crown his efforts.

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GAIL HAMILTON.

A Strange Lover.

From the Walla Walla Journal.

A young lady came into our office today, asking whether anybody had said something through the Journal, about her. We said "No, but why do you ask?" "Oh," she continued, "there is a sort of a spoony young fellow in this city, that wants to marry me, and I have refused; he threatened to put a piece in the Journal, and burn me up. Fearing that the low sick gander might say something naughty about me, I thought I would come to caution you against his silly design." She believes the young man will either pour out his grief through some newspaper, and make a fool of himself, or commit suicide, and be a man.

A Dangerous Fence.

From the Milton Eagle.

Two very serious accidents occurred within the past two weeks, caused by wire fences. One was reported last week. On Friday night Wm. Miller and Ellis Ireland were driving home from a dance at Weston, and when opposite the farm of J. S. Richey one of the horses became unruly and a line broke in two. The team plunged to one side and one of the animals fell against the wire fence, cutting his throat in a severe manner. Blood flowed in profusion from the wound and soon the animal became so weak that life was despaired of. Dr. Stone succeeded in stopping the bleeding and saving the horse.

Mayor Hewitt has sent to the board of aldermen a communication defending his action in refusing to permit the Irish flag to be raised on the City Hall on St. Patrick's day. In it he says he is of the opinion that no flag but the American has any right to float from any public buildings in this or any other city. He cannot see why, if Germany has to be ruled by Germans, and France by Frenchmen, America ought to be ruled by Americans.

The Home Press says the Pendleton paper Mill project is on the down grade. Not quite true brother, the Paper Mill project will go.

Spring and Summer

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All Wool Dress Goods

For Spring and Summer Wear,

Are now constantly arriving, comprising

ALL THE NEW SHADES,

Of which the following is a partial list:

- Gobelin Blue, Mauve; Lavender.
- Serpent; Orange; Terra Cotta.
- Sapphire; Gendarme; Myrtle.
- Meliotrope, Bismarck; Beige.
- Prune, Olive; Bronze.
- Wile; Mousse; Sea Green.
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We also carry a full line of

COLORED SURAH AND MARGELINE SILKS

Black Chantilly Lace Flouncing,

Oriental and Valenciennes Lace Flouncing,

SWISS AND NAINSOOK EMBROIDERIES,

All Over Embroideries, etc., etc.

We make a speciality of all the above goods, and will guarantee our Prices to be

As Low as Those of any House in Eastern Oregon.

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500 men's, boys' and youths' Suits!

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General Merchandise,

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