

JUST WHAT YOU WANT.

Five cents in money or stamps will pay for the Semi-Weekly EAST OREGONIAN now until after the June elections. One dollar and twenty-five cents will pay for the Daily EAST OREGONIAN for the length of time by mail.

East Oregonian.

A FREE LIBRARY.

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.

DL. 1.

PENDLETON, UMATILLA CO., OREGON, THURSDAY, MAY 3, 1888.

NO. 52.

THE TARIFF

Has been taken off both

Woolen and Cotton Goods

Not by Congress, but by

ROTHCHILD & BEAN

And they now offer their Large and Complete Stock of

DRY GOODS, CLOTHING, &c

FREE TRADE PRICES, for CASH!

Examine their goods, get their prices, and convince yourself the above are not mere assertions, but that they will substantiate what they claim. Theirs is not an "Infant Industry," before they have discarded Protective Prices, and will freely meet competition from all quarters. They carry a

General Merchandise Stock

—Consisting of—

Simple and Fancy Dry Goods, Men's Boy's and Children's Clothing, Furnishing Goods, Mens Ladies and Children's Shoes, Straw and Felt Hats, Crockery and Glassware, Groceries, Hardware, Etc.

WHOLESALE PURCHASERS CAN SECURE BARGAINS

—AT THE—

PENDLETON BOOT AND SHOE STORE

I will sell for the next 30 days at a

Discount of 10 per cent. for Cash!

—My Large Stock of—

Boots and Shoes, Harness,

Saddles, Whips, Bits and Spurs.

GIVE ME A CALL AND BE CONVINCED.

Goods marked in plain figures.

JAS. WHEELAN.

J. VAN SCHUYVER & CO.,

WINE AND SPIRIT MERCHANTS.

FRONT STREET, PORTLAND, OREGON.

—AGENTS—

THE NOBLE BOURBON AND RYE WHISKIES; JOS. SCHLITZ BREWING CO. (Milwaukee, Wis.) EXPORT PILSNER BOTTLED BEER. ARCANIAN SPRING MINERAL WATER, (Waukensaw, Wis.) VEURE CLIQUOT PONSARDIN CHAMPAGNE, (Yellow Label) mch 9 08w 3m

Great Rock Island

ALBERT LEA ROUTES.

Great and popular line in connection with the Northern Pacific Railway to St. Paul and Minneapolis.

Chicago and the East.

St. Louis and the South.

To Des Moines, Leavenworth, Atchison and Kansas City.

Only Line Connecting with the Oregon Short Line at Bluff, Leavenworth and Kansas City.

CHICAGO AND ALL POINTS EAST.

Man Palace Sleeping and Palace Dining Cars!

Travels all through Express Trains on schedule.

For sale by all connecting railways, and connections made in union depots.

For full information regarding rates, maps, apply to any coupon agent of the O. R. & N. P. or to the Oregon Short Line Company, W. C. ALLOWAY, Ticket Agent, O. R. & N. Co., Pendleton, Oregon.

MAS. KENEDY, Gen. Agent, Washington St., - - Portland, Ore.

REG. BROOK, Tel. and Pass. Agt. C. R. I. & P. R. R. St. F. TOWN, St. P. & M. & St. L. R'y. Minneapolis, Minn.

ADVERTISERS or others who wish to examine this paper, or obtain estimates for advertising space, will find it on file at

Washington St., - - Portland, Ore.

ADVERTISERS or others who wish to examine this paper, or obtain estimates for advertising space, will find it on file at

Washington St., - - Portland, Ore.

ADVERTISERS or others who wish to examine this paper, or obtain estimates for advertising space, will find it on file at

Washington St., - - Portland, Ore.

ADVERTISERS or others who wish to examine this paper, or obtain estimates for advertising space, will find it on file at

Washington St., - - Portland, Ore.

ADVERTISERS or others who wish to examine this paper, or obtain estimates for advertising space, will find it on file at

Washington St., - - Portland, Ore.

ADVERTISERS or others who wish to examine this paper, or obtain estimates for advertising space, will find it on file at

Washington St., - - Portland, Ore.

TO-DAY'S TELEGRAMS.

THE GREAT CASCADE TUNNEL ABOUT COMPLETED.

A New Land District Established in Oregon—A Ruiner About the Sinking of a Steamer—Terrible Crime in Montana—Portland's New Mayor—The Pension Bill Running at Full Speed—All the Latest Eastern and Coast News.

Favorable Report on Chinese Treaty.

WASHINGTON, May 2.—In secret session to-day the Senate committee on foreign relations reported back the Chinese treaty, with a recommendation that it be ratified. The committee have reported two minor amendments, one providing that the prohibitional features shall apply to those now absent from the country, regardless of any certificates they may hold. The other requires that classes privileged to return shall only be privileged to return upon presenting a certificate issued subsequent to the present time.

Was the Queen of the Pacific Accidentally Sunk?

SAN FRANCISCO, May 3.—An odd story, which is believed by many, is in circulation here to-day, regarding the foundering of the steamer Queen of the Pacific, near Port Harford the other day. So far the divers have found no leak, but only the coal port on the starboard side open. As far as can be learned the sinking of the ship was wholly due to this cause. It is now believed the port was knocked loose by someone on the ship with the intention of sinking her at sea.

An Insane Man Killed.

JACKSON, CAL., May 3.—Augustus Wiley, in a crazy fit, went to the ranch of L. Cuneo yesterday and attacked young Cuneo, aged 17, in a garden, saying he was going to kill them all and take possession of the ranch himself. He then attacked Cuneo's mother with a shovel, when the boy took a shot gun loaded with buckshot and instantly killed Wiley.

The Great Cascade Tunnel Almost Completed.

ST. PAUL, May 1.—The great tunnel through the Cascades on the Northern Pacific will probably let daylight through some time to-day. Workmen on both sides are already within hearing of each other. The tunnel is 9900 feet long and cost two million dollars.

Canada Asking Its Pa for Money.

OTTAWA, May 2.—Sir Charles Tupper to-day asked parliament for authority to borrow twenty-five millions for the purpose of paying the floating debt of the Dominion, and carrying on public works authorized by Parliament.

Terrible Crime by an Insane Man.

HELENA, MONT., May 3.—At six o'clock last evening John T. Rand shot his wife and child and then himself. The woman and the murderer are dead. The child will die. Insanity was the cause.

Another Embezzling Cashier.

SAN FRANCISCO, May 3.—F. G. Barnemann, formerly a cashier of the sub-treasury in this city, was arrested to-day for the embezzlement of \$10,000 of currency from the sub-treasury.

Car Suit Decided.

CHICAGO, May 2.—The suit of the Pullman Car Company for an injunction preventing the Wagner Company from using vestibule cars was decided to-day in favor of the Pullman Company.

A New Oregon Land District.

WASHINGTON, May 3.—The House has passed the bill for establishing an additional land district in Oregon. In the Senate to-day 105 pension bills were passed in six minutes.

Mail Robbery on a Train.

HARRISBURG, PA., May 3.—A mail robbery occurred last night on the Northern Central railroad, and registered letters containing over ten thousand dollars were stolen.

A Boy Shot Through the Hand.

HEPPNER, OR., May 3.—Leonard, the 16-year-old son of A. H. Hooker, living on Eight-Mile, was shot through the left hand by the accidental discharge of a revolver.

A Proposed Farmers' Trust.

TOPEKA, KAN., May 2.—The convention called for the organization of a farmers' trust met yesterday. Two hundred delegates were present, mostly from Kansas.

Portland's New Mayor.

PORTLAND, May 3.—Van E. Delashmutt was unanimously elected mayor last evening by the council, to fill the unexpired term of the late Mayor Gates.

The Sultan is Obstinate.

TANGHERS, May 2.—The Sultan refuses to submit differences between Morocco and the United States to arbitration, and the dispute has been renewed.

Big Loss by Fire.

SALT LAKE, May 3.—The Hoisting works, supply shops, etc., of the Eclipse mine, at Little Cottonwood, were burned to-day. Loss, \$100,000.

Killed in an Ore Crusher.

BUTTE, MONT., May 3.—Andre Racine was caught in the machinery of an ore crusher here this morning, and was almost instantly killed.

Anti-Saloon Republicans.

NEW YORK, May 2.—The second National Republican anti-saloon conference began here this morning. A large delegation was present.

Not Very Important if True.

YOKOHAMA, May 2.—Count Hirobreme, prime minister, has resigned. Count Kurana, minister of agriculture, succeeds him.

The Emperor's Condition.

BERLIN, May 2.—The Emperor passed a good night and is better to-day.

THE BOARD OF TRADE.

Report of the John Day and Long Creek Road Committee Last Evening—The Surveyor's Estimates—Committee Appointed to Present the Work.

About twenty members of the Board of Trade were present at the meeting last evening. The committee appointed to visit Long Creek, and Surveyor Arnold, who accompanied them, submitted the following reports:

THE COMMITTEE'S REPORT.

To the Pendleton Board of Trade: GENTLEMEN:—We, your committee appointed to visit Long Creek, beg leave to submit the following report:

We went on the road from Pendleton to Long Creek via Ritter, and on arrival at the town of Long Creek were disappointed in finding most of its citizens absent at Canyon City attending court. We endeavored to get a team to go to Canyon, our own horses being jaded, but were unable to procure others. The people remaining at Long Creek, however, welcomed us warmly, and we found them a unit in favor of our road, and on behalf of all of their people expressed themselves as being extremely desirous of establishing business relations with Pendleton. They said they were willing and ready to make and keep up the road from John Day bridge to Long Creek. They have made several efforts to find a shorter road up Meadow and Granite creek, but have so far failed. They are, however, still working at it, and hope to get it opened at the next term of their county court, which will meet in June. By the route they speak of it is only twenty miles from the bridge to Long Creek, over a good grade, while the road as it now runs (via Ritter) is about thirty miles.

We found while there that the distance from Long Creek to Arlington is from 130 to 140 miles, and the shortest possible to make a round trip, going one way light, in two weeks, while a round trip frequently takes from four to six weeks. The distance to Heppner is 78 miles, over their best route, while the distance to Pendleton, over the proposed cut-off between Long Creek and the bridge, is 73 1/2 miles. But were the distance equal, or even a little in favor of Heppner, they would prefer Pendleton. They were strongly in favor of putting the road in condition for travel, and if possible of having established a mail, stage and express route between Pendleton and Long Creek. We discovered, however, that little or no wood from that country can be expected this season, as wool men have already to a great extent obtained advances and made arrangements for delivery of this season's crop to Arlington.

We also found that Heppner had been and still is making a strong effort to draw the trade to that town, especially so since they have a prospect for a railroad to that point; but we were informed that at best the road to Heppner was a rough one, and had some very heavy hills; and the fact of it being a smaller and less competitive point, and on a branch line, would give it small chance for competing with Pendleton for the trade.

Returning we thought best to try their proposed route to the bridge, referred to above, but when about ten miles out missed the way and were compelled to return via a circuitous route to the Ritter road, and thence to the bridge. So far as we followed the proposed road we found a splendid grade on which a road could be easily made and kept in repair. The people of Long Creek, however, will look out for that part of the road.

Arriving at the bridge, we examined the structures. There are two, close together, one over John Day river, and one over Desolation creek; and we found them sound and substantial; in fact in much better condition and of a more substantial character than we were prepared to expect, considering the long distance of their situation from settlement and the inaccessibility by roads to that place at the time they were built. They are run as toll bridges, which seems to cause some dissatisfaction to people who are compelled to use them.

We had heard that it was possible to find a better grade up Trail canyon than Terrell canyon, but after examining the premises thoroughly, concluded it was little or no improvement over the grade of the present road. Following the road from the bridge along the stream up to the foot of the John Day hill, we found it in a very bad and rough condition, caused principally by rocks rolling down off the mountain side and lodging in the road. The road up the hill is in very poor condition; full of rocks and boulders; and so narrow that it is impossible for teams to pass anywhere on the grade, and giving no chance for a team or more than two horses to swing. We also found some places where the builders of the road had lost the grade in ascending the hill, instead of pursuing an even grade all the way up. We found the grade to be about one and one-fourth miles in length, and very steep. From the top of the hill on to Bridge creek the road runs on a fair grade, but needs to have stones thrown out to make a good road. The hill down to Bridge creek from the south side needs repairing, both as to removal of stones and winding of the grade; also instead of the grade coming down abruptly toward the bottom it should extend on around the hill and descend more gradually. The road from Bridge creek to Camas creek could be made good by removing stones and boulders therefrom.

Judging from the lay of the land and what we had heard said, we concluded that there must be a good pass down Camas creek to John Day; so determined on reaching Alba on our return to hire saddle horses, and examine into the practicability of a road down that route. On arriving at Alba we were able to procure but two horses, so concluded that the best plan would be for Messrs. Leezer and Smith to take the horses and explore the creek, while the other members of your committee came on to Pendleton, which was done. Messrs. Leezer and Smith reported finding a splendid grade down Camas Creek, on a water level, being a gradual descent for about thirteen miles; but the route was very rough, and would require a great deal of work, both as to building grades and bridges, and would necessarily be very expensive. But were the road once built, it would be there forever, and would accomplish all that could be done or desired in the way of a good road to Long Creek. We found a fairly good road from Alba to Pendleton.

From personal examination and observation, and what we have been able to learn on this trip, we would respectfully make the following recommendations: First—That the Board of Trade take whatever steps may be deemed best toward having the bridge—or bridge—over the North Fork of John Day and Desolation creek opened as free bridges. We would suggest that perhaps the county court, inasmuch as the road has been legalized, could be induced, were proper steps taken, to buy the bridges, and open them free to the public. We consider their being opened as free bridges necessary to the success of the Long Creek road and to the securing of the benefits to be derived therefrom.

Second—That the improvements mentioned in the surveyor's report be made. We estimate the cost of such improvement to be from \$1,000 to \$1,200.

Third—That the Board consider the advisability and fix upon the best method of securing an appropriation from the State at the meeting of our next Legislature, to be expended on the road from Pendleton to the North Fork of John Day river. Such appropriation should not be less in our opinion than \$15,000, and we think it will probably require more. But this amount, we think will go a long way toward building a good road down Camas creek, and one that would always be the e.

SURVEYOR'S REPORT. Your committee also report that we employed John C. Arnold as surveyor, and after a careful examination and necessary survey find the most practicable route to be the one surveyed two years ago, via Terrell canyon. We recommend the grade down the John Day hill via said canyon be sufficiently widened to form a solid earth base of eight feet in width throughout, and that turnouts having a base of twelve feet be made within such distances and at such points that one may be seen from any point in the grade down said canyon.

Proceeding northward up said canyon the fifty-second mile-post, the following changes are recommended—(describing the changes), making in the aggregate a change of 105 rods.

The lower end of the grade at Bridge creek for a short distance drops abruptly, and should be made even with the rest of said grade.

A ravine which the road crosses near the forty-eighth mile-post should be filled, to make a good crossing.

The larger loose rock should be removed from the track from Camas creek to John Day river, covering a distance of about eight miles.

Respectfully submitted,

J. M. LEEZER,
T. F. ROEKE,
Committee.

OTHER BUSINESS.

Bill of J. M. Leezer, for expenses of the Long Creek committee, \$73.75; and of John C. Arnold, surveyor, for \$30, were presented, and referred to the finance committee, which reported favorably, and they were ordered paid.

On motion a committee of three, consisting of Messrs. Cohen, Leezer, and Greene, was appointed to obtain subscriptions for improving the road.

A committee of three, consisting of Messrs. Shoemaker, Wager and Byers, was appointed to interview the county court for the purpose recommended in the committee's report.

On motion the secretary was allowed \$5 per month for extra services.

CONGRESS.

Capital and Congressional Notes of Interest to Northwestern Readers.

MONDAY.

The House continued the discussion of the tariff bill. Grosvener of Ohio thought it strange that the Democrats had arrayed themselves in defense of internal revenue taxation. For years Southern gentlemen had opposed all efforts of the government to enforce the law, and had so thoroughly educated the people of the South into a belief that the system was tyrannous, that they had builded up a great sentiment in the South that to defeat, and violate, and destroy that system, by fraud, and violence, and bloodshed, and murder, was but the assertion of the God-given right of rebellion against the tyrannous enactment of a tyrannous government. Republicans were not as alleged in favor of free whisky and tobacco, but wanted to remit the power of taxation to the States. The bill was discussed by a number of other members.

Among the bills introduced in the Senate was one providing for coinage of \$4,000,000 of silver per month.

Mitchell offered an amendment confirming to the city of Portland, Oregon, the right of way and riparian rights heretofore conveyed to it by the Northern Pacific Railroad Company for water works purposes; adopted.

The international copyright bill was opposed by Beck and Vest.

TUESDAY.

In the Senate Ingalls replied to the recent speech of Voorhees. He started out with a long tirade against McClellan, and said that as to Gen. Hancock, he was also one of the military leaders who were true to the democracy. He then devoted himself to detailing Voorhees' history and movements during the war. He defended Hayes' title to the presidency.

Cleveland, apparently, had a warranty deed for the seat which he occupied, and yet, compared with the title which Mr. Hayes had to his seat he was in possession of stolen goods, and the receiver was as bad as the thief. In the court of justice and fair conscience he had never been elected at all. He had been counted into office by a partnership between Dick Turpin and Uriah Heep, foot-pads and sneak thieves, Cartouche and Pocksniff. The country still had the Southern Confederacy arrayed against it.

Voorhees replied, and a personal dispute was carried on for some time between him and Ingalls. Ingalls denounced Voorhees as an enemy of the Union.

"I pronounce that," said Voorhees, rising, with anger in his eyes, "to be a deliberate false accusation. I voted for every dollar that the soldier received, for every stitch of clothes he wore, and for every pension bill that rewarded his services."

Voorhees said if the gentleman from Kansas would find one single vote that he had cast against the payment of the soldiers for their supplies for their bounties, against appropriations for their pensions, he would resign his seat in the Senate. Every word the senator had stated on that subject was absolutely false, by the records absolutely false. The senator said he (Voorhees) was an object of his charity. Ingalls was an object of his contempt.

Ingalls—Did not the soldiers of Indiana threaten to hang the senator with a bell-rope on a train, after he made that Lincoln dog speech?

Voorhees—The senator is a great liar when he intimates such a thing. A great liar and a dirty dog! It never occurred! Never in the world! This is all the answer I have, and I pass it back to the scoundrel behind the senator, who is instigating these lies. This remark was made in reference to Representative Johnson, of Indiana, who was seated at a desk directly in the rear of Ingalls.

Ingalls—There is a very reputable gentleman in the chamber, a citizen of Indiana, who informs me that the signers of that certificate are entirely reputable citizens of Indiana, and that he knows fifty people who heard the senator.

Voorhees—Tell him that I say he is an infamous scoundrel and a liar! Tell him I say so!

THE JOINT LEASE.

The Portland Stockholders Claim a Victory.

From the Portland Sunday Mercury.

The "joint lease" is off. A corps of surveyors are in the field locating a route from Farmington to the Cour d'Alene mines and across the Cour d'Alene reservation. The bill granting the right of way to the Washington and Idaho railroad across the reservation has passed the Senate, and no doubt will pass the House at an early date. Surveying parties are also running a line from Farmington to Spokane Falls, which line will be extended to the lake, providing the right of way is not granted across the reservation. Connection will be made with the mines by the lake and river from the end of navigation, by the Washington and Idaho road. All of which means that Portland will be connected with the mines, as well as with Spokane Falls, by the O. R. & N. Co., during the coming summer. In fact, the future portends an era of railroad construction in the Northwest, never before witnessed.

The contractors are at work with a large force of men on the Heppner and Willow Creek branch. The little gap of eighteen miles between Wadulla Junction and Riparia, as well as the bridge across Snake river, will be constructed at once. In fact a contract for the road has already been let, which will give the O. R. & N. Co. a continuous line from Portland to Farmington. The fact that the O. R. & N. Co. have hitherto been compelled to transship freight over the Northern Pacific railroad from Riparia to Wadulla, has prevented it from establishing and maintaining an independent business.

The "quilt" "patched up" through the ingenuity of Mr. Villard, connecting his "Joint Lease" scheme, is being torn into a thousand fragments, and at last Portland is reaping some benefit from the stubborn resistance of our leading citizens, and the Board of Trade, to allow themselves from being irrevocably tied up by a few railroad brokers in their efforts to make a "Stock Deal."

Beneficial Opposition.

From the Baker City Democrat.

About fourteen months ago Leasure strongly endorsed Mr. Ramsey for the appointment to the judgeship instead of Judge Walker. Now he is working for Mr. Fee, and is supposed to be the author of most of the newspaper articles against Mr. Ramsey. He is fighting Mr. Ramsey so he claims, because R. is a partner of Mr. Wager, whom he dislikes, because Wager, last January, published in the East Oregonian an account of the trial of Dr. Burg for blackmailing. Burg claimed that Leasure was interested with him in the blackmailing, and received a part of the "boodle." This Leasure denied. He is now fighting Mr. Ramsey because Mr. R. has formed a co-partnership with Mr. Wager in the practice of law; but such opposition should help Mr. Ramsey.