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DL. 1.

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NO. 124.

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PENDLETON CHAPTER NO. 25, R. A. M. Meets at the Masonic Temple on the 2nd and 4th Fridays of each month, at 7:30 o'clock. J. P. BUSHEE, H. P.; F. B. CLOPTON, Secretary.

KUNZIE LODGE NO. 31, A. F. & A. M. Meets on the second and fourth Mondays of each month, at 7:30 o'clock. R. H. J. BEAN, W. M.; W. E. POTWINE, Secretary.

PENDLETON LODGE NO. 52, A. F. & A. M. Meets in the Masonic Temple on the 1st and 3rd Mondays of each month at 7:30 o'clock. T. J. MILLION, W. M.; R. ALEXANDER, Secretary.

VIOLET LODGE NO. 114, A. O. U. W. Meets every Thursday night at the Engine House, at 7:30 o'clock. J. C. LEASURE, M. W.; F. P. TUSTIN, Recorder.

FUREKA LODGE NO. 32, I. O. O. F. Meets every Saturday evening at 7:30 o'clock. T. J. MILLION, N. G.; R. E. SHARON, Secretary.

UMATILLA ENCAMPMENT NO. 17, I. O. O. F. Meets on the second and last Thursdays of each month, at 7:30 o'clock. LOT LIVERMORE, C. P.; E. E. SHARON, Scribe.

PAULINE REBECCA LODGE NO. 13, I. O. O. F. Meets the first and third Thursdays of each month.

HARMONY LODGE NO. 24, K. OF P. Meets every Thursday night at the Engine House, at 7:30 o'clock. M. MOREHEAD, C. C.; H. S. GARFIELD, K. of R. and S.

DAEMON LODGE NO. 4, K. OF P. Meets in Old Fellows' Hall every Wednesday evening at 7:30 o'clock. M. MOREHEAD, C. C.; H. S. GARFIELD, K. of R. and S.

KIT CARSON POST, G. A. R., meets at Wheeler's Hall every Thursday night. H. S. WAFFLE, Commander; J. S. BOWEN, Adjutant.



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TO-DAY'S TELEGRAMS.

TEN THOUSAND DOLLARS STOLEN. Drink Drove Him to Suicide—The Defeat of the Joint Lease Makes a Director Resign—A Congressman Resigns—The Republicans at Work on a Tariff Bill—The Price of Sugar Drops—The Wheat Market Improving.

PORTLAND POINTS. Tired of One Another—A Dangerous Tumble—A Seaside Trip—Watermelons Arriving—Generous Mr. Ladd—Hon. Rufus Mallory Home Again.

PORTLAND, July 25.—Judge Stearns' latest applicant for divorce is Amy Mackey. She was married to James Mackey in June, 1878. According to Mrs. Mackey's statement James has for years past beaten and abused her, and called her profane and vulgar names as late as the 19th inst., when defendant struck and choked his wife in an inhuman manner. Several times during the month of June he had beaten her, and on one occasion driven her from the house at one o'clock A. M., and had frequently compelled her to leave her home to protect her life. She now feels that her life is in danger, and asks for the protection of the court. Mrs. Mackey states that while her husband is abundantly able to support her, he has made her work for other people and support herself and him, too. She is physically broken down and has been reduced to that condition by brutal treatment from her husband and hard work.

Peter Nelson, employed on the new Exposition Building, fell from the false work yesterday and received injuries from the effect of which he may die. Three men this far have been badly hurt by falling from this building.

Ten new patients were taken to the Good Samaritan Hospital yesterday. Most of them were afflicted with fevers.

A contract to build two Queen Anne dwellings in Fulton Park was awarded yesterday to Ball & Chase, of East Portland, for \$4,500 each. This completes the list of one hundred houses to be given away with lots in Fulton Park. Work on the other ninety-eight houses to cost \$1,000 each has commenced, and the place presents an extremely lively appearance.

If any of the EAST OREGONIAN'S readers should happen to be in this city next Saturday and want to spend an enjoyable Sunday, they can do so by going to the seaside on the elegant new steamer T. J. Potter. On the date mentioned George Wright, Post G. A. R., give a grand excursion to Ilwaco. The steamer will leave Ash street dock at 1 P. M., on Saturday next, and will return early Monday.

Watermelons are arriving in this market in large quantities, and owing to hot weather, the demand has exceeded the supply. The heaviest consumers in the city of this treacherous fruit are the Chinese.

Mr. W. S. Ladd yesterday sent a carload of flour to the sufferers from the Roslyn fire.

Near the old asylum grounds in East Portland, three Chinamen employed by a gardener were attacked and robbed of ten dollars. One of them was pretty badly used up, having been beaten with an iron bar. They claim the deed was done by a colored man.

The announcement by the Aina Amateur Dramatic Society (colored) that they will produce the tragedy "Barbarossa" at the New Park theater this week, has aroused considerable public interest. The society contains several members of acknowledged dramatic ability.

Hon. Rufus Mallory returned from the East yesterday. He was a delegate to the Republican National Convention, and has been visiting his old birthplace in New York State.

TEN THOUSAND IN GOLD.

The Commercial Bank of Portland loses \$10,000, but the Express Company Has to Make it Good.

PORTLAND, July 25.—On Saturday last the Commercial National Bank of this city forwarded to Astoria, through the Pacific Express Company, ten thousand dollars in gold. The money was placed in the express box and placed in charge of the purser of the steamer R. K. Thompson. Sunday morning the box, which arrived at Astoria intact, was opened by the agent and the money was found to be missing. The express company has made the shortage good. No clue to the robbery is yet discovered.

AN EX-SHERIFF KILLS HIMSELF.

Hard Drink Causes a Good Man to Commit Suicide.

LOS ANGELES, July 25.—Charles Jansen, formerly sheriff of Sacramento county, committed suicide by discharging both barrels of a shot gun full in his face to-day. Dependency from hard drink was the only cause.

ONE INSANE, THE OTHER SICK.

Certainly the Mills Bill is Not the Cause of this.

WASHINGTON, July 25.—Congressman Hopkins, of New York, has become insane. Representative Biggs, of California, is very sick.

HE RESIGNS.

Because the Joint Lease Was Defeated a Director of the Union Pacific Resigns.

New York, July 25.—Colgate Hoyt, director of the Union Pacific railroad, has resigned because the joint lease was defeated.

THE REPUBLICAN TARIFF BILL.

Conference of Republicans at Washington—They Will Pass a Tariff Bill.

WASHINGTON, July 25.—A tariff conference of Republican Senators was held to-night, at which a decision was reached that the finance committee shall prepare a tariff bill, as a substitute for the Mills bill. That it shall then be reported to the Senate, and taken up and passed regardless of the time required to do it.

ANOTHER TOURNAMENT.

The Baseball Fever Has Struck Union. Union, Oregon, July 26.—A baseball tournament will be held at this place, beginning on Monday, August 27, 1888, and continuing for one week. The premiums offered amount to \$750. All of the clubs of Eastern Oregon, Eastern Washington, Idaho and Utah will be invited to take part in the tournament.

The Markets.

PORTLAND, July 26.—The receipts of Walla Walla wheat averages two hundred tons daily. The outside figure offered for it is \$1.17 1/2. The closing figures of the Chicago market yesterday were 82, 80 3/4 and 80 3/8. The San Francisco wheat market has a firmer tone and demand has improved. No. 1 shipping is quoted at \$1.30 3/4 to \$1.37 1/2.

Good News to Consumers.

SAN FRANCISCO, July 25.—All grades of sugar have declined one cent.

IN LONDON, YOU KNOW.

Mr. Potwine Writes the East Oregonian an Interesting Letter from Old England.

LONDON, ENGLAND, July 9, 1888.

To be as good as my word, I must scratch down a few impressions of this great country (which it is my good fortune to visit) and get them off by an early post. I very much doubt their worthiness to be "set up," though they may interest a few of your readers. I have no difficulty in realizing that I am in a foreign country, and I suppose none of the native here make any mistake about the fact of my being a foreigner. The first inquiry that you make gives the whole thing away, for one must of course speak his own language, and speak it as he has learned it, but the first sentence provokes a look of mingled pity and contempt, for we haven't the accent, "you know," and I speak through our noses, or as one of the "Beef-eaters" at the Tower described it, "through the northwest corner of our mouths," and otherwise abuse the King's English. At least this is the grave(!) charge. No, there is no use in trying to escape the verdict; you are a foreigner, and a foreigner you must remain until you are willing to return to the land of your nativity.

If there is one thing more than another that Brother Jonathan can't endure, it is affectation, and I think that all his numerous progeny have inherited some of his antipathies to that sort of thing. Now the first impression of a Yankee when he hears an Englishman speak for the first time is that he is most intolerably affected. The peculiar accentuation which is universally indolged in, seems ridiculous and absurd. You feel like repeating his words after him that you may show him his error and set him right. You feel sorry for him also, and wonder how he ever fell into such a bad habit, but as he persists in clinging to his accent in spite of all your protests, you give him up as a hard case and try to get on with it. It is very noticeable, however, that while you are compelled, very often, to ask an Englishman to repeat his sentence, that you may understand him, it is rarely the case that an Englishman fails to understand you the first time. With all our mutilation we are intelligible.

The English people as a whole, I believe, are exceedingly polite and courteous, and at times rigidly so. One is very forcibly impressed with this at the shops where you go to trade. You often hear such a dialogue as this: Traveler—"I wish to get a pair of shoes, sir." Shopkeeper—"O thank you, what size, sir?" Traveler—"Eight." Shopkeeper—"Thank you, to lace or button?" Traveler—"To lace, if you please." After the purchase is made: Shopkeeper—"Shall I send them?" Traveler—"If you please, sir." Shopkeeper—"Thank you, to what address?" Traveler—"I can address." Shopkeeper—"Thank you; yes, sir, thank you; good-day; thank you, thank you."

It is no doubt a habit that has grown upon the people, but one which is very noticeable to strangers. There is one other impression that I have received of the English, which must be specially mentioned, because it may be spoken of to their credit. There seems to be a genuine and well defined regard for personal rights, whether of the rich or poor. There is more of a disposition to curb and restrain corporate power. Monopolies are not so shamelessly encouraged or sustained as in America. The poor man, with his little cart full of vegetables, and driven by his donkey, has the same rights on the crowded thoroughfares as his wealthy neighbor with his grand horses and carriage, and his liveried coachman. So horse-car company is permitted to monopolize the transportation of passengers from point to point, or near the vicinity of a public highway with its track. The rights of the public are scrupulously preserved. These are some of

the impressions which have struck me most forcibly. I have been in London just a week and am more and more impressed with the magnitude of the place. Nearly every street is a Broadway as far as traffic is concerned, being packed with vehicles of every description, from the great lumbering drays which are small houses on wheels, to the vegetable vender's cart drawn by a diminutive donkey. There are comparatively few airy streets, however, which accounts in part for the crowded appearance of most of the thoroughfares. Narrow by-ways and alleys abound, winding about from place to place and making it quite difficult for a stranger to find his way. The principal means of transportation are the double-decked "buses, cabs, a few "trains," and the great underground railway. This latter runs quite through the city in a great circle, crossing all principal streets and giving one access to all parts of the town. Fares are cheap, and, considering everything, the transit quite rapid. Most of the streets are well paved, some of them being hard and smooth as a polished floor. Asphalt, wood, stone and macadam are the principal materials used. We have made "flying visits" to some of the principal points of interest and pondered over the history connected with each. The famous tower of London, the scene of so much dreadful cruelty and suffering; Westminster Abbey where repose the ashes of sovereigns, statesmen, theologians, poets, scientists, and a host of men famous in history; the British Museum where are gathered relics of the past in art, science and philosophy; London bridge, Kensington museum and gardens, the great parks, the Queen's palace, St. Paul's Cathedral, the National Gallery, Memorial Hall, St. Bartholomew's and Smithfield, where religious toleration exhausted itself. These and many other points have occupied our thoughts during the past week, as we went the rounds. We have not, nor do we expect to see it all, but we have seen enough to think over for a while. In a few days we go to the country to take a peep at English country life, and then shall work our way to Scotland. The weather has been cool, and even cold at times with frequent showers, but we live in hopes of seeing the sun again before long. We are constantly meeting the ubiquitous American traveler, coming or going, and take great pleasure in comparing notes, and exchanging a few words of plain English. I have been thinking to-day that a copy of the EAST OREGONIAN would be about the most refreshing thing I could see, as yet I have not heard one word from Oregon, except the direful news that it is hopelessly Republican.

W. E. P.

THE LONG CREEK ROAD.

A Letter by Mr. J. H. McKune in the Long Creek Eagle.

Having traveled over the Pendleton road, and being also acquainted with the Heppner road, I have fully weighed the difference between these two routes.

We will first discuss the road from Heppner to Long Creek. Leaving Heppner you drag steadily up Rhea creek for several miles, over a road that is always in bad condition, thence onward until you climb Medicine Lodge hill, then over the Wall creek hills to the Leslie hill, and then to the John Day hill, which is fully as bad a hill as there is in Oregon; and last, but not least, comes the famous School House hill, near Hamilton.

Now, by the Pendleton route, you have but one really bad hill to climb, viz: the North Fork hill on the John Day river. Of course there is a hill rising from the Middle Fork, but that is no more difficult than the Medicine Lodge hill on the Heppner route.

Taking the two John Day hills into consideration, the North Fork hill, with the amount of work put on it that the John Day or Wall creek hills on the Heppner route have already received, can be made far the easiest hill of the three; and a force of men are, even now employed accomplishing that work.

I am informed by good authority that an appropriation from the State will be asked by the Pendletonians for the purpose of completing that work, and as Pendleton is one of the most thrifty cities in Eastern Oregon, and has never yet received an appropriation, they have reason to hope that the State will comply with their request. But, even if such I not the case, the work will be pushed forward by private enterprises.

The hill at the 40-mile post, if it can be called a hill, is a very easy grade, not over three hundred yards in length, and the only difficulty is the rocks in the road, which can easily be removed.

Coming from Pendleton, there is a hill worthy of mention on the Umatilla side of the county line, but on our side the line first crosses the hill rising from the river, which can be made very easy by following the old Indian trail, which work is now being done by private parties. After that the road to Long Creek is a natural one, and when once opened will give Long Creek opportunities it has never before known in the line of trade. The little wooden towns at the other trading points, where "Cheap John" and "Wine Brander" have sold "dime cheap," are no comparison to the magnificent four-story brick building, which line the streets of Pendleton, at the price of goods at those, I will offer them "first rudiments," are no comparison, for it is a well known fact that abundance decreases value. Follow citizens, we must have that road!

J. H. McKune.