

GREAT MISTAKE OF THE O. R. & N. COMPANY.

The people of Union, as well as those of other towns along the railroad have been put to a great deal of trouble and inconvenience during the past three or four weeks, by reason of snow blockades on the line. Some of this, of course, is unavoidable, but the greater portion of it—that which is caused by the drifts in Pyle canyon, near this place—could have been avoided had the road been built on the opposite side of the canyon, via Union, on the original and only practical route, made by E. H. Mix.

No greater fraud was ever perpetrated on a railroad company, or apathetic town feeling secure in its natural advantages, than was enacted at this point. A brief summary of the cause that led to this may not be uninteresting to many of our readers, and especially to railroad officials, for if any of our people have taken the trouble to enlighten them on this subject, we have not heard of it, and it is presumed that all they know of it is what they have gathered from personal observation while passing along the road since it was built. In this way no doubt the situation has been fully grasped by them.

The first corps of surveyors that were sent through by the company was in charge of E. H. Mix, a gentleman of published character, so far as we have been able to find out, who after running lines along every seemingly available route, came to the conclusion that the one on the opposite side of the canyon from where the road now runs, and by this town, was the only practical route. This conclusion was entirely in accordance with the views of all old settlers here, who were acquainted with the condition of the canyon in the winter time, as regards prevailing winds and the deposit of enormous snow drifts along its north-west side. The road was established on this route and work had commenced, when some trumped up charges against Mix were reported to the company by the wire-pullers of La Grande, a town on the other side of the valley, and a surveyor by the name of Vincent was sent out to re-survey the lines and report what he thought about it. Our people, believing that the road could not be built on any other survey than Mix's, impressed with the idea that the man Vincent was a blowhard, and not wishing to contribute anything needlessly, failed to bestow on him the courtesy and favors he deemed his great importance entitled him to, so he became loud in his statements of what he could do and, he had, would do. No, the road should never come through Union. He would put it twenty miles away if it was possible. In this he was also urged on by La Grande, and, possibly, by a desire to supplant Mix, in the estimation of the company. Our people looked upon him as stated, and he was allowed to take his course. But, verily, he had more influence than he was credited with, for he reported that the present route was the best, and the work of building the road in accordance therewith, was commenced. Even then the people of our town made no effort to show up the true state of affairs as they should have done, thinking that no permanent road could be made on that line, or, if it should be, that the road would not be far enough away to affect in any degree the prosperity of the town. They were about right on the first proposition, for the following winter a complete blockade occurred at this point for over three weeks, while the entire line elsewhere was open, and passengers had to be transported in wagons and sleighs from Telocast to the Union depot, by way of the wagon road on the opposite side of the canyon, which was entirely free from drifts. Notwithstanding snow sheds were built the following summer, the same thing has occurred to a less or greater extent ever since. During the present winter, no doubt, this point would have been entirely impassible for at least a month, had it not been for the new rotary steam plow, and if by constant work is only able to keep it open part of the time.

In believing that our town would not be affected by the road running on the present line, our people were in error, and though some of them may affect to believe, even now, that such is the case, they are grievously mistaken. It does affect our prosperity, if for no other reason than that the great army of travelers and home seekers in passing on the road do not see our city, and can form no idea of its beautiful location, unsurpassed and unutilized water power and un-

merous other advantages over other towns.

We do not in the least blame the railroad company for the events that have occurred, for they did not know the real state of affairs. They, themselves, were damaged more than Union, even if the town had been utterly annihilated ten times over. Not to speak of the absolute danger of this piece of road, the cost of keeping it up and running trains on it must be an enormous amount over what it would be were the road located on the other line. First: the cost of keeping up the necessary snow sheds. Second: the cost of the double engines necessary on account of the elevation to be surmounted. Third: the sharp curves, which we are told is very wearing on rolling stock. Fourth: the cost of keeping a rotary snow plow constantly at this place, and last but not least, the immense damage caused by the tule fires every summer. The damages, this summer, by fire in the tules, have amounted to over \$20,000. It will continue to be so every year. And all this could be avoided if the road were on the Mix survey. No one but a knave will gainsay that, for it is true. The advantages of this route are, First: no snow sheds are necessary. Second: one engine would be as good as two, for the grade across the valley would be gradual and almost imperceptible. Third: no sharp curves would be in the road, to wear rolling stock, and much faster time could be made. Fourth: no rotary plow nor any other kind of a snow plow would be needed, and last but not least, no damages would be to pay by reason of tule fires, for there would be no tules to pass through. In distance, there is very little or no difference in the two routes.

We believe, taking everything into consideration, that it will cost the railroad company at least \$50,000 a year more to run on the present line than it would on the Mix survey. This, during a lease of ninety-nine years would amount to \$2,970,000. Quite a comfortable little sum.

Union is a good town and will always remain so, and while we don't know what its inhabitants think about it, we deem it our duty as a journalist to ventilate this matter. The people have rights that we believe the railroad company are inclined to respect, and in the name of fifteen hundred people in Union and vicinity, who have been unjustly treated, though unintentionally by the company, we call their attention to this matter. The road should be changed. If the company see fit to investigate this matter, and in helping themselves considerably, benefit us a little, the act will be fully appreciated.

A company has already been incorporated, with a capital stock of \$125,000 for the purpose of erecting woolen mills at this place next summer, and other enterprises will follow. In a few years we will show one of the busiest and most thriving manufacturing towns that Eastern Oregon can produce.

DEMOCRATIC MOVEMENTS.

The Democratic State Central Committee met in Portland on the 11th inst. An election for the place of holding the next state convention was had, which resulted in Pendleton, Umatilla county, being selected, and on motion the time of holding the convention was set for the third day of next April. A resolution was passed recommending that the various counties hold their respective conventions for the purpose of electing delegates to the state convention, on Saturday March 24th. The ratio of representation to the state convention to be based on the vote cast at the last general election for the democratic nominee for congress, and that counties be entitled to one delegate at large; one for every two hundred voters and one for every fraction over one hundred. A resolution offered by J. W. Shelton: "That the counties organized since the last general election shall be entitled to a representation in the state convention equal to the vote cast within the territory embracing such county, to be taken from the representation apportioned to the county from which said latter county was cut off" was unanimously adopted.

In accordance with said apportionment, the respective counties will be entitled to the following representation:

Table with 2 columns: County Name and Number of Representatives. Includes Baker, Benton, Clatsop, Columbia, Crook, Curry, Douglas, Gilliam, Grant, Jackson, Jefferson, Josephine, Lane, and Total.

A committee consisting of J. W. Shelton, W. H. Ellinger and C. B. Bellinger was appointed to remedy the difficulties of legislative representation in the counties of Union, Wallowa, Baker and Malheur; the com-

mittee so appointed to ask the republican state central committee to appoint a like committee, the two to work in unison in an endeavor to remedy the evil. Further, that the committee be authorized to make such adjustment as they shall deem right and proper.

We are informed by Mr. Shelton, since his return, that the plan proposed to remedy the difficulty which Wallowa county is in, is to allow them to elect one representative to the legislature, and one joint senator with Union county. We are informed that this meets with the approval of the democrats of Wallowa county. It appears to us a fair adjustment of the matter. If the republicans are disposed to act in a similar manner, the oversight in the last legislature in not providing for a representation from that county, will be happily overcome.

A LIBERAL JOURNAL.

Free thought is the name of a new liberal journal, the first number of which has reached our table, published in San Francisco by Samuel P. Putnam, president of the American Secular Union, and George E. McDonald, formerly of the Truth Seeker. It is published weekly, at two dollars per year, and is brim full of good things. It is a publication much needed on this coast, and should receive the hearty support of all. We wish it unbounded success. It will be remembered that Mr. Putnam delivered two lectures in this city last summer. He is getting ready for another tour of the coast during the coming summer, and the towns desiring to hear him lecture, should communicate with him at once, so that his route may be arranged before he starts out. Union will not fail to be on the list.

BOBBING UP.

Candidates for county offices are bobbing up serenely. The most of the aspirants are amateurs and the experienced ones are having a good deal of fun at their expense.—Baker City Democrat.

It is just the reverse here. All the old cronies are buoyed up to the top, and trying to display as big a surface of belly as possible. If there is any hilarity indulged in, it is by the younger fry. With the others it is a feverish hope, and most solemn reality.

ADVICE TO SHIPPERS.

The Drovers' Journal prints the following advice to shippers: "Don't consign your stock to any firm unless you have confidence in them. Don't dictate about the disposition of your stock. If your salesman don't know the market better than you do, try some one else. Don't ship to any firm whose leading and chief inducement is a lower rate of commission, as good and honest work deserves fair pay, and any firm that does the work properly and honestly cannot afford to cut the old established rate. Don't think because some solicitor asks you to ship to his firm that you must do it, as they do not always confine their talk to the truth. Don't judge a salesman's ability and work by one or two sales, but give him a fair trial and judge from fair averages, as a shipper wants even sales and work that he can depend on."

SCROFULA

I do not believe that Ayer's Sarsaparilla has an equal as a cure for Scrofula, Humors, etc. It is pleasant to take, gives strength to the body, and produces a more permanent result than any medicine I ever used.—E. Haines, North Landale, Ohio.

I have used Ayer's Sarsaparilla, in my family, for Scrofula, and know, if it is taken faithfully it will thoroughly eradicate this terrible disease.—W. F. Fowler, M.D., Greenville, Tenn.

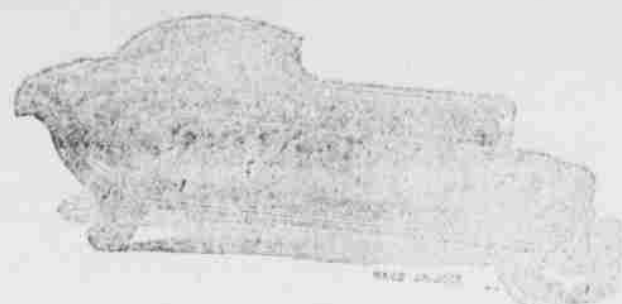
For forty years I have suffered with Erysipelas. I have tried various remedies for my complaint, but found no relief until I commenced using Ayer's Sarsaparilla. After taking ten bottles of this medicine I am completely cured.—M. C. Ansbury, Rockport, Mo.

I have suffered, for years, from Catarrh, which was so severe that it destroyed my appetite and weakened my system. After trying other remedies, without relief, I began to take Ayer's Sarsaparilla, and in a few months, was cured.—Stuart L. Cook, 900 Albany st., Boston, Mass.

Ayer's Sarsaparilla is superior to any blood purifier that I ever tried. I have taken it for Scrofula, Canker, and Salt-Rheum, and received much benefit from it. It is good, also, for a weak stomach.—Millsie Jane Peck, S. Bradford, Mass. 71

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