

EDITORIAL NOTES.

A CONTRIBUTION of \$100 per acre on a belt of land five miles wide on each side of the railroad from Summerville to Union will pay the entire subsidy, except the right of way.

BECAUSE the editor of the Pendleton Tribune sees fit to expose the hypocrisy and rascality of some of the La Grande wire pullers, the Gazette alludes to him as a "pin headed bigot." Be calm Snoddy, be calm.

It is estimated that fully 200,000 tons would be shipped annually over the Hunt railroad from this valley. This, at a saving of \$100 per ton, would be a saving of \$20,000 to the people of Grande Ronde valley each year.

If there is a difference of five cents per bushel of wheat in favor of Hunt's road, there would be a gain on 1,000,000 bushels of \$50,000. This is what Hunt's road is doing for the farmers of Walla Walla country, and what it will do for the farmers of this county.

THE papers over at the "Key" say that if the county seat move fails this time it will be brought up again two years hence. That may be the case, but if it should, La Grande will not be one of the competing points. The set-to will be between Summerville and Union.

REMEMBER that the subsidy of \$180,000, asked by Mr. Hunt to bring his road into Grande Ronde valley, is not giving it to him, it is merely loaning it to him, for you get most of it back the first year in reduced freights, and then afterward receive about 75 percent interest yearly in the same manner.

A MAN whose word cannot be relied upon in matters of business is not fit for a minister of the gospel. A sanctimonious countenance is not indicative of honesty, neither is the open countenance of an honest man indicative that he is of a pious turn. Every man should be judged by his deeds.

SECRETARY VILAS has reversed a decision of the land commissioner in holding for cancellation list No. 11 of Indemnity school sections of land made by the state of Oregon. The commissioner held that part of said list was in the grant held by The Dalles Military Road company, but the secretary decides not.

SUPPOSE the farmers of this valley market 1,000,000 of wheat yearly and the average distance each bushel has to be hauled to La Grande station is twelve miles; the cost of hauling per bushel would be about 10 cents, or on the whole \$100,000. If the average distance is reduced to six miles, which it will be if the Hunt railroad is built, it would not cost over four cents per bushel, thus saving in the one item of hauling, \$60,000.

THE La Grande Gazette of last week says:

It would be a God send to Grande Ronde valley to get a competing line of railroad, but it will take more than wind work to get it.

That is very true, but as the Gazette has found out by this time that the railroad proposition is a solemn reality, and \$180,000 will get it, it is in order for it and the La Grande people to get in and aid the scheme. La Grande has been asking Summerville to help it get the county seat in order to advance its prosperity. Summerville will now ask La Grande to help it get the railroad in order to advance its prosperity. Will La Grande reciprocate and help raise the subsidy?

SENATOR WAGER has introduced a very important bill in the senate to regulate the foreclosure of mortgages, etc. It provides that when any tax becomes due upon any debt, mortgages, deeds, etc., the tax shall be paid in the first instance by the owner of the instrument or the obligee therein; but if the tax is not fully paid by the time of its delinquency, the maker or obligor becomes liable for the tax. Any provision in the obligation by which the maker specially agrees to pay the taxes is declared void. No suit for the foreclosure of a mortgage, deeds of trust, contract, or other obligation, whereby land or real property situated in the state is made security for the payment of a debt shall be maintained unless the plaintiff proves that all taxes are paid.

FIGURE ON IT AND ACT PROMPTLY.

It is now in order for the people of Union county to take into consideration Mr. Hunt's proposition to extend the O. & W. T. railroad through the valley, and conclude how much each one can afford to give toward helping it along. There must be no delay in this matter. The proposition of Mr. Hunt is very reasonable, in fact a generous proposition, in which the open hearted character of the man is made apparent. He asks nothing from us until we have received the benefit of his road and then only half, and a year's time on the other half of the subsidy, and in order to make it as light on the farmers as possible, he will take payment in wheat at 50 cents a bushel, or if the market price is more than that he will give it. By a little thought it will be seen that the benefit that will accrue to this county by the building of this road will be immense the first year, and will be greater still as the development of the county progresses.

First: It will bring into this county a large amount of property, materially reducing the tax levy, and thereby benefiting every citizen.

Second: It will increase the value of every acre of land in the valley, that lying near the line of road from \$5 to \$10 per acre.

Third: As Mr. Hunt binds himself to carry grain to tide water on Puget sound for the same price that competing lines carry to Portland, the farmers will realize from 4 to 10 cents more a bushel on the grain they raise. Because of the difference in the markets of Portland and Tacoma, grain would be worth from 3 to 4 cents more a bushel on Hunt's railroad than it would on the O. R. & N. Co's. road, and on account of the road running through the center of the valley, from 2 to 6 cents per bushel would be saved by the farmers in the cost of hauling it to the depots in wagons. If the farmers of the valley will take their pencils and figure awhile they will see that the increase in the price of the one article of wheat alone would pay the subsidy asked, in two years.

Fourth: A large proportion of the money subscribed would be expended in this valley while the road is being built, and return to those who gave it. Times would be extremely lively, laborers of all kinds would be in demand and money plentiful.

Fifth: Farming and all other industries would be greatly stimulated, thereby inducing an influx of immigration and outside capital. The magnificent water powers of Summerville, Cove and Union would be utilized and large tax-paying manufacturing establishments.

Sixth: Our county being threatened by competing lines of railroad, freight and fares would be materially reduced, and our people placed beyond the avaricious grasp of any monopoly.

Other advantages could be mentioned, but we believe the above is enough to convince any citizen of the great benefit this railroad would be to us. We do not believe there will be any issue taken with us as to the statement of the benefits of this road enumerated above. This being the case, the only question that remains for each and every man to settle in his own mind is how much he can afford to donate for this purpose. No scrapping or holding back to see what others do will answer. Each must give liberally and at once. The subsidy must be raised, if it is raised at all, by the first of April. Raise it, and Hunt's railroad will carry off the produce of this county next fall.

GLAD TIDINGS.

It seems that Mr. Hunt in running his railroad from Centerville to Union, purposes touching Weston, in Umatilla county, if sufficient inducement is offered. The Weston Leader, under the caption which heads this article, enumerates some of the advantages that would accrue to them if the road is built, and as the article applies with equal force to the Grande Ronde valley, we publish it below:

"In a private letter, shown by the recipient to the reporter, Mr. Hunt states that in about fifteen days he will visit Weston. He comes for the express purpose of consulting with all who are interested in having the O. & W. T. railroad extended to Weston and through this vicinity. It is Mr. Hunt's wish to meet with, not Weston's citizens alone, but also to have the farmers present who are interested in the question of an out-let to the sea for their wheat and other products. Mr. Hunt, at this meeting, will make known his plans and submit for the consideration of our people a proposition. What will be expected from us we have no idea, but we are led to believe that it will not be unreasonable

or above the ability of our people to meet. It is certain that if we would have the road constructed, we have got to "come down," and in consideration of the immense benefit we will receive by having the line extended, we should be willing to do the fair thing in return. The extension of this road, which connects with Northern Pacific and thence to the sea, will not only benefit our town and, perhaps, infuse new hopes and enterprise, but to our wheat raisers it means more for every bushel of grain produced, and less for every dollar's worth of supplies purchased. There is not a farmer in this country, no matter how small his holding, but what this railroad will be of an interest and value to him individually. The need of this railroad is conceded by all; its advantages are well known to discuss here. The fact that the farmers all along this line of road received from three to seven cents more per bushel for their wheat last season, is too well known. The question is, shall we take interest enough in the matter to enter into it with determination to do our share toward the procurement of this extension. Too long has this community been subject to and extortionate freight tariffs on account of non-competition. There is a turn in the tide of all human affairs, and the opportunity is here offered to us to secure relief. The exact day of Mr. Hunt's visit will be known in sufficient time to circulate the information abroad, so that all the farmers and friends interested may be present and participate in the conference. Meanwhile, let the matter be agitated and discussed, and an effort made to arouse enthusiasm, for if we will, the day of our deliverance is at hand."

THE PROPOSED RAILROAD.

As will be seen the people of Union county have received a proposition from Mr. G. W. Hunt to build his railroad through the Blue mountains some thirty miles north of here, entering the Grande Ronde valley in the vicinity of Summerville, extending thence southeast across the valley on the most feasible route, and terminating at Union for a time. Mr. Hunt asks a bonus from the people of Grande Ronde valley, and tributary to it, of \$180,000, one-half of this amount to be paid when the road is built and equipped to Union. The remaining \$90,000 to be paid the next year. He puts the time of completion one year from next Sept., but expects to complete it several months earlier. This line of road will pass through the most productive and populous section of farming country, and will take at least four-fifths of the freight in the valley and vicinity. The construction of this road will bring the Wallowa valley twenty-five miles nearer than it is now, and instead of La Grande being the shipping point for the Wallowa county, Summerville will be the disbursing point. Mr. Hunt proposes to deliver freight at Tacoma as cheaply as the O. R. & N. Co. can take it to Portland. His road in the Umatilla and Walla Walla country has been a saving to the farmers of that section, on an average, of about 6 1/2 cents per bushel, while the saving in round numbers amounts to over \$100,000 for this year. The saving to the farmers of this valley would, accordingly, be about five or five and a fourth cents per bushel. This saving for 1890, then, would be just about \$100,000, and this amount would be increased every year as products would be increased every year. Then the farmers, mechanics and others would receive back probably not less than forty thousand dollars for feed, work, etc., while the road is being built. Property on the railroad or near it would be increased in value at thirty per cent on its present value. We believe the people of the valley will raise the amount asked without any great effort, just as they are doing in other sections of the country. Mr. Hunt has the confidence of the farmers wherever he has built his roads, and as he well understands the prestige this gives to his road, he proposes to keep all shippers over his line his friends. He will take wheat at fifty cents per bushel as the minimum rate and will pay the market rates above that figure should it enhance. This, we think, is the fairest proposition on a bonus plan we have ever known, while it gives the projector assistance in building his road, it all comes back eventually to the donors with a large rate of interest, in the shape of large savings to the shippers, besides enhancing the value of property in the country through which the road passes from 30 to 150 per cent. Farm property will be increased 30 per cent, while city property will be increased about 50 per cent. The road will eventually be extended up Catherine creek to Big creek, over into Eagle and Pine valleys, on and up the Snake river and into the Boise valley.

INTERESTING COMPARISON.

The following is a carefully prepared statement of the property of Union county, by precincts, as it appears on the tax roll for 1888. The property is of the legal voters of the county, and the voters are taken from the returns of the election of Nov. 6, 1888:

Table with columns: PRECINCTS, VOTERS, TAXABLE PROPERTY. Rows include La Grande, Union, Island City, Indian Valley, Summerville, Cove, Corucopia, Sanger, Eagle Valley, Pine Valley, North Powder, Bed Rock, Big Creek, Sparta, Antelope, Hilgard, Starkey, Camp Carson.

An examination of the above list shows that while each legal voter of La Grande precinct pays on an average of only \$397.83, each legal voter in Union precinct pays on an average of \$1,227.25. In Summerville precinct each legal voter pays on an average of \$995.00, and the Cove, \$1,120.00. It is so all through the list, a fact showing that La Grande precinct is the poorest in the county, with only two or three exceptions, on the above basis, which is the only correct one. It is no wonder that the people of that poverty-stricken burg want to gobble to themselves all the wealth of the county.

ECKLEY, of the La Grande Gazette, makes about as good a showing of the assessable property of La Grande as he does of the freight business. One is about as consistent as the other. For instance, he would have it appear that all the shipments to and from the La Grande station are especially La Grande's shipments from her business men, when the real fact is that a very small portion is strictly the business of that inflated burg. Just so with the assessable property. He knows very well that the tax roll foots up only a little over two hundred thousand dollars. Don't think for a moment Mr. Gazette man that you are so shrewd that you can count corporation values owned by foreign capitalists as the property of the voters of La Grande. The people are not so nut-ton-headed that such stuff will be swallowed.

NORTH POWDER.

A \$10,000 Flouring Mill to be Erected-- News of the Week.

January 17, 1889. Mr. Cy. Lee and family will start for Indiana in a few days. Many canines have recently gone to "that bourne" etc. Cause—"cold pizen."

The ice business still continues quite active, large quantities being daily shipped.

Mr. Farquhar Shaw was removed to his home on Monday, on account of illness.

Mr. Wm. Shaw paid a visit to La Grande on Monday, returning the next day.

A pleasant party was given at the residence of Mr. Shell one evening last week.

Mr. Carroll will move into his new drug store building next week.

The genial countenance of Mose Levy, of Baker City, was seen on our streets on Sunday.

A brakeman on the freight had the misfortune of breaking his leg a few days ago at this station.

Mr. A. C. Bell, of Hilgard, came up to meet his friends here on Monday. He is interested in the lumber business.

Dr. Saylor paid a flying visit to Morrow county last week, returning home on Tuesday.

Dr. Honan, of La Grande, came up on Sunday, on professional business in Mr. Farquhar Shaw's case.

Peter Stoneburg has so far recovered from his recent sickness as to be on the streets again.

Mr. H. H. Spencer, of the Mill company, has returned and will remain but a few days. He goes from here to Idaho, and from thence to Utah and will not return again until spring.

Were it possible for "talk" alone to accomplish business, then we would have more business and some of the finest business men in the Pacific Northwest, yet gas is light and soon disappears, and all projected castles along with it.

An effort is being made to organize a joint stock company, the purpose of which will be to erect in or near the town a large roller flouring mill of one hundred barrels capacity per day. Substantial aid is assured from the wealthiest ranchers, stock men and business men of this precinct, among them being Messrs. J. Hutchinson, I. N. Sanders, John O'Bryant, Jas. York, Gardner Bros., W. J. Kelsey, P. L. Smith, Wesley Parker, Gorham & Rothchild, Kellogg, Punch & Co., and numerous others. It is estimated that \$40,000 will be required to carry the project into execution, of which amount more than half is guaranteed already ere a canvas for stock is made. Should the enterprise succeed, (which it will without a doubt) others of like nature will follow, then North Powder will boom and everybody will be benefited thereby.

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Table with columns: FROM PORTLAND, FROM SAN FRANCISCO. Rows include dates and ship names like Colfa, Wed, Jan, 23, Oregon, Tues, Jan, 22.

The company reserves the right to change steamers or sailing days.

Table with columns: RATES OF PASSAGE. Rows include Cabin, Steerage, Round Trip Tickets, Children under 12 years.

The above rates include Board. W. H. HOLCOMB, G. P. & T. A. A. L. MAXWELL, G. P. & T. A. B. A. BENEDICT, Agent, Union.

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FOR 1889!

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