

THE OREGON SCOUT.

AMOS K. JONES EDITOR.

City and County Official Paper.

Thursday, Febr'y. 14, 1889.

EDITORIAL NOTES.

The present session of the legislature will cost the state \$30,000, or about a thousand dollars a day.

Our thanks are due to Hon. Dunham Wright, Hon. George Chandler, Hon. Jas. Hendershott, Mr. J. W. Kennedy and Mr. R. C. Warriner, who are at the State capitol, for courtesies extended.

It is stated that a new daily will soon be started in Helena, to be managed by the son of the president-elect, Russell Harrison.

A BILL has been introduced in congress providing for postmasters to be elected by the people the same as a justice of the peace or other officers.

AND now the clergymen of Indiana have formed a trust. They have agreed that no more daily prayers shall be furnished the legislature unless they are paid for, and the price of a single prayer has been fixed at \$5.

JOHN SHERMAN admits that he may not be able to prevent Mr. Blaine from eating the apple, but he wishes it understood that the offer of the core will be resented as an insult.

Friend Alva when Jim Blaine eats the apple there isn't going to be any core.

And he would never cough the core up either. Jim holds on to a thing when he gets it.

The people of this country know Jim pretty well, and Jim knows they know him.

The Astoria Pioneer says: The proper thing to do to obviate all future trouble for Portland is for the Oregon legislature to enact a law requiring God Almighty to sink all the country and people between it and the sea and thus bring the mouth of the Columbia river right up to its doors.

If such a bill should be introduced the La Granders would, no doubt, want an amendment to it requiring the Creator to rear the mountains around the Grande Ronde valley about forty times higher, with a "Key-hole" left at La Grande just big enough to fit that "Key" they are so fond of boasting of.

ONE section of the county seat bill reads as follows:

"Section 6. Should the legal voters of said county decide to change the location of said county seat, and should the same be located at some other point than where the same is now located, the county court of said county shall not have the power or authority to appropriate any sum of money to exceed \$25,000 for the construction of new county buildings, and shall not have power or authority to levy any tax upon the property of said county in excess of two and a half mills on the dollar of the taxable property of the said Union County annually for that purpose."

The La Granders say that it will not cost the taxpayers anything if the county seat is moved, but they don't forget to make preparations for cinching them, all the same.

There are shirkers and workers in every community. There are birds of evil omen among the feathered race, and there are prophets of evil among men. The different impressions a stranger gets by conversing with citizens of a place is a pretty good criterion to judge of the city.

THE La Grande Journal, speaking of Hunt's railroad, says:

In case the road is completed, it is altogether probable that Union will be entirely dropped as a station by the O. R. & N. Company, and all their shipping for this valley will go from and to La Grande.

Brother Owen seems to be spinning at the situation from a new and original standpoint. In case Hunt's road is completed the shipping to and from this valley would be extremely limited at the Union and La Grande depots, on that line, and the company might think proper to shut them both down as a matter of economy, but we are of the opinion that it would break its vertebrae in trying to twiddle its good off the mountain side into Union and through the valley so that people could get to it.

REPRESENTATIVE WILLIAMSON, of Crook county, has introduced a bill for an act to prevent sheep being moved or driven from any county in this state into any other county in this state, for the purpose of being herded or pastured upon the public lands, or upon any land owned by any person other than the owner of such sheep or his agents.

THE Jacksonville Times truthfully says: "The usury law, a relic of our early statehood, is a thing on our statute-book which should be repealed at once. The demand for and supply of money will regulate the price here as it does elsewhere. In California, where there is no such law, money can be obtained in any quantity at six and often as low as five per cent. In Oregon the rate of interest rarely gets below 10 per cent, and few loans, no matter how large, (outside of school-fund loans) are made at less than nine per cent. The unfriendly usury law of Oregon has driven millions of dollars from this state, which would otherwise seek investment here and make interest on money cheaper—like any other commodity, its price should be left to those who want it, and not be regulated by law. Of course, a legal rate of interest should be fixed to regulate matters where no special contract to that effect has been made, but that is all. The claim that the usury law is a benefit to the poor people is entirely fallacious, as it can be and often is evaded in different ways."

The first section of the bill introduced by Senator Chandler for the division of Union County, reads as follows:

"Section 1. That the boundary line between Baker and Union counties, State of Oregon, be and is hereby re-located, so as to conform with the following lines, to-wit: commencing at a point opposite the Powder River, and in the middle of the channel of Snake River, where the present corner between the eastern boundary lines of said Baker and Union counties is now located; commencing at the point above designated the boundary line of the said Baker County be and the same is hereby extended northward and down the middle of the channel of Snake River to where the township line between townships six and seven, range forty-eight, south of William's meridian, reaches the middle of said Snake River; thence west on said township line to where the same intersects the said boundary line of the said Baker and Union counties in the middle of the channel of Powder River; thence westerly on the present boundary line between the said counties to the west boundary line of said counties."

If any of our readers will take the trouble to get a map and trace out this line, they will find that it takes Sanger into Baker county and leaves Cornucopia in Union county by about a mile, and forms a "panhandle" two townships wide from near the town of Union to the Idaho line. That such a change should ever have been thought of by sane men, is past belief.

Farmers and others who have farm implements, weapons, etc., will invariably find it to their advantage to let traveling agents come and buy of them, and reliable ones, who will purchase of Frank (Dove) Ingham, Co. of Salem, Ore., will be the best thing just what they buy. They will count on fair dealing, every time. Their price is reasonable, and they will give them the best of the goods they sell.

OUR TURN NEXT.

When Hunt's railroad reached Walla Walla the people there rejoiced exceedingly, for a most intolerable thralldom was broken. The Statesman said:

"The people of Walla Walla city and county have cause for rejoicing today. Never, perhaps in the history of the county, did an event happen that brought with it benefits so general and at the same time as great as the O. R. & N. railroad. Our people may feel that their souls are their own; that they are free from the thralldom of the O. R. & N. To-day the track-layers reached the city and we are virtually joined by the iron bands of transportation to the deep waters of Puget Sound and the Pacific ocean. For years we have been at the mercy of one railroad, who charged what they pleased and acted only in accord with their own inclination. The table is now turned. The company mentioned were then independent, we were their slaves. Now the people can garb themselves in independence and the transportation company must treat us with courtesy and fairness, or take the alternate of no business. Portland has fettered our prosperity for years; demanded and obtained our trade and, like a tyrant, charged us in all matters of commerce as we would stand and cede. To-day we are in a position to dictate in the matter of just and fair trading. We now care but little whether Portland opposes or advocates the opening of the Columbia river. This matter has met with determined opposition in the interest of Portland stockholders in the O. R. & N. When they saw the yoke loosening from around our neck, her opposition moderated. Now she sees the fetters loosened, we expect to see a change of heart equal to that of the thief whose honesty when in the penitentiary is beyond reproach. Hunt's railroad has reached the city limits and our citizens, all over the country, have cause for rejoicing. No longer do we feel the despotic power of Portland; no longer do we have to accept the terms of the tyrant. Let us all shake hands and rejoice."

If the people of Union county look to their interests and raise the subsidy necessary to induce the building of this road into Grande Ronde valley, they, too, will have even greater cause for rejoicing.

OREGON HORSES.

They are in Demand in the East.—The Breeding of Draft Horses.

The Albany Herald says: "Perhaps from no city of Oregon have more horses been shipped during the past few years than from Albany. Mr. B. Sanders has been regularly engaged for several years in buying and shipping horses from this city and from all portions of the state."

From away back Oregon has been known as a good country for horses; not only that horses do well here on the climate and natural grasses, but that our farmers have produced a strong stock of horses that command a good price at home or for shipment abroad. Of late Oregon bred horses have been successful as trotters on the Eastern turf. Men who have taken credit of Oregon horses to Eastern cities have found that Oregon stock is appreciated better than of Montana or Colorado. The history of the earliest times shows that the pioneers brought their best mares across the plains; some good stallions reached the north coast in the 'forties, and more yet came here in the 'fifties.' In due time importations were made of Percherons, Clydesdales and English draft horses, and improvement has been constant, though hardly as reliable as the times would justify, for the progress of our day justifies the best improvement compatible with good judgment. The value of the draft-horse business is shown by the following excerpt taken from the Breeder's Gazette, Chicago. It should also be encouragement for Oregon—and, indeed, for the breeders of horses throughout the entire Pacific Northwest—to take more pains than ever instead of manifesting indifference in breeding good stock. Every farmer can have a pair of mares and breed them, while they will do much of his work. The intention should be to breed the best stock possible and receive a price in proportion. This is one of the most reliable sources of income from the farm, and every man should be in mind that raising and feeding stock is the safest way to sustain the fertility of the farm and keep up its productiveness. The Gazette says: There is something peculiar about the draft-horse business of this country. It is about thirty-five years since our people began to wake up to the fact that our horse stock might be greatly improved by the importation

of the heavy draft breeds of Great Britain and France, and from that time down to the present the business of importing and breeding draft-horses has not experienced a check or reverse. No other branch of business in this county, whether pertaining to agriculture or any other industry, has been so uniformly prosperous. The importers have all made money; their customers have almost universally made money; farmers who have bred to these imported stallions have all made money by so doing, and still the business goes on and grows; and still the demand goes out from our large cities, from our lumber camps and from our mining districts for more and better heavy draft horses. All horses of the heavy draft type that are bred in this country find a quick market at good prices as soon as they are old enough for use, and there is no prospect of an abatement of this demand."

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1864, February 19, 1889



Silver Anniversary!

Blue Mountain Lodge No. 25, K. of P. will celebrate the silver anniversary of the foundation of the order, on the evening of February 19, 1889, consisting of an

Entertainment! Wright's Hall, Union.

PROGRAMME: Music, U. S. C. Band; Opening ode, Lodge; Anniversary address, O. F. Bell, D. D. A. C.; Singing, by the choir; Poem, A. J. Hackett; Closing ode, Lodge.

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During which the ladies and general public will be able to obtain the secrets, including the signs, grips and passwords, provided they pay strict attention to the solemn ceremonies.

ADMISSION FREE.

The public are so daily invited to attend. Seats will be reserved for ladies and their escorts, tickets for which may be obtained at Hall Bros' post office store. At the close of the entertainment the ladies will give a GRAND BALL. Supper will be served at the Centennial Hotel at 12 o'clock. Tickets for the Ball including supper, \$2-50.

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Sash, Doors and Mouldings, Parlor and Bedroom Sets,

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All kinds of Furniture Made, and Upholstering done to order. WILSON & MILLER, Main St., Union, Or.

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EAST BOUND. Passenger, No. 4, Leave Passenger, No. 3, Leave at 5:25 a. m. at 1:30 p. m. Freight, No. 8, Leave Freight, No. 7, Leave at 2:55 a. m. at 11:20 a. m.

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Elegant Pullman Cars. Emigrant Sleeping Cars Run Through on Express Trains to

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OCEAN DIVISION.

The Oregon Railway & Navigation Co., and Pacific Coast Steamship Co. will dispatch Steamers between San Francisco and Portland, as follows:

FROM PORTLAND. TO SAN FRANCISCO. Leaving at 12 Midnight, Lv. San Fran. at 10 a. m. as follows: Col'n, Mon. Feb. 14 Oregon Sun., Feb. 15 Oregon, Fri. Feb. 16 State, Thurs. Feb. 17 State, Tues. Feb. 18 Col'n, Sat. Feb. 19 Oregon, Wed. Feb. 20 State, Tues. Feb. 21 State, Sunday Feb. 22 Col'n, Sat. Feb. 23 Col'n, Thurs. Feb. 24 Oregon, Wed. Feb. 25 Oregon, Mon. Mar. 1 State, Sun., March 3

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

RATES OF PASSAGE: Cabin, \$16.00 Steerage, \$8.00 Round Trip Tickets, Unlimited, \$30.00 Children, under 12 years, Half Fare. 3 Years, Free.

The above rates include Dinner, W. H. HOLCOMB, A. L. MAXWELL, Gen'l Manager, G. P. & T. A., B. A. BENEDICT, Agent, Union.

The Cove Drug Store.

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