

THE OREGON SCOUT.

AMOS K. JONES EDITOR.

City and County Official Paper.

Thursday, Febr'y. 28, 1889.

EDITORIAL NOTES.

SOME men don't require money for a bribe. They come cheaper. A petition, of doubtful weight, asking for appointment to a paying office is enough.

THE Oregon Railway and Navigation Company has had our people by the throat, and exacted tribute long enough. There is a chance to escape now if all work together in harmony. It may control the legislature, but there is no reason why the people should submit any longer.

THE La Granders seem to think because it was to the interest of a corrupt legislature to favor them a little, that they already have the county seat, and can see in imagination that eighty-thousand dollar court house which they think the people can be forced to build. "There is many a slip 'twixt the cup and the lip." Wait a little while, children.

WHEN we sit around our happy fire-sides in glorious Oregon and read the papers, which are filled with fearful accounts of blizzards, cyclones and other damaging features to life and property, we should thank God that we are where we are. Just see how Oregon is blessed to-day. Where is there a state, a nation or an empire that can compete with us in climate and crops?

UNION county candidates for office are in bad luck. The railroad commission plum seemed to be the most attractive bait. The Oregonian says: "Candidates before the caucus for the office of railroad commissioner who failed to get the nominations were as follows: Republicans—W. T. Wright, of Union; Newton Clark and F. A. Abernethy, of Wasco; S. J. Finch, of Baker, and Geo. W. Waggoner, of Benton. Democrats—Ex-Senator Slater and Dunham Wright, of Union; T. J. Black, of Linn, and E. D. Platt, of Jackson."

THE Oregon Railway and Navigation Company, frightened at the extensive feeders being thrown out by the Northern Pacific, has concluded to build some grain elevators at various places along their line, and to establish Young Men's Christian Associations, also. Just what this combination is expected to accomplish we do not know. Doubtless the elevators are for the purpose of elevating the farmer's earnings out of their pockets, and the other institution for the purpose of elevating petitions for the success of the combination.

THE people of Union would a little rather the enabling act had not been passed for the reason that it will necessarily cause strife and contention throughout the county for the next four years, and when all is said and done things will remain exactly as they are. Many of our people express themselves as glad that the enabling act passed, giving for their reason that if there was any doubt before about the Hunt railroad being built, there is none now. There may be some truth in this, but we would much rather see our county progress and prosper, free from sectional strife and dissention.

THE enabling act for a vote on the relocation of the county seat, through the aid of the Portland members and the O. R. & N. Co., who owned and controlled the legislature, passed both houses and the vote will have to be taken. This outrage was sanctioned by our representatives, Roe and Norval, and perpetrated, notwithstanding the fact that the remonstrance contained many more names than the petition. But in truth the will of the people as expressed by petition and remonstrance cut no figure in the case. The Portlanders, alarmed at the proposed Hunt railroad, which they foresee will cut off two or three of the best counties in the state from them, concluded that one good move toward thwarting the project would be to embroil our people in local strife, so the edict went forth to have the enabling act passed, and it was done. They overshot the mark, however, for the people will not be so easily controlled. If the election could take place tomorrow the duplicity of La Grande would be rebuked as it deserves. It will be the same at the election in June, 1890, and the same at the final election two years later.

FOLD 'EM.

DEDICATED TO THE SCOUT.

Fold away those little contracts, We have got no money to spare. Our little scheme to down "Submission," Now has climbed the Golden Stair.

Twist your little gimlet, Eckley-Snoddy, work your jaw a while, For you'll have enough directly, To transform that fishy smile.

For those contracts still are going, But not up the "golden stair" And the gold is freely flowing To the coffers where they are.

Screw your yamp a little higher, Whoop her up among the barns, For you'll feel a trifle dryer, When the coming cyclone comes.

AS IT APPEARS.

We learn that some of the representatives of Summerville, while at Salem, advocated the passage of the enabling act, not because they favored changing the county seat from Union, but for the reason, as they said, that if the enabling act should pass, it would insure the building of the Hunt railroad, a consumation they most devoutly wished. We fail to see the wisdom of their action. If it was for the purpose, as it might seem to some, of forcing Union to raise more than its proportion of the subsidy, it was not just, to say the least, and unworthy of our friends at Summerville. We do not blame them for working for their own interests, but just how their interests will be advanced by a county seat agitation at this time we are unable to see. Should the road be built, Summerville will hardly be strong enough at the election in June, 1890, to be one of the two highest points, and if it is not, its chances for advancement in that line will be gone for many years. There is nothing more certain that when the Hunt road is completed, Summerville will be a thriving young city and in the ratio of its increase La Grande will decline. We predict that at the final election in 1892 Union will have no competitor in the field.

So far as the building of the Hunt railroad is concerned, Summerville is as much or more interested than Union. If the town was in a location that it could not be missed by the road, things might be a little different, but such is not the case. From what information we can get the probabilities are that the road will be extended from Walla Walla, up Mill creek, through Looking glass by way of Elgin, direct to Ply's point and Union. If this route should be selected, Summerville will be four or five miles off the line, and it is reasonable to suppose that Hunt would rather lose the subsidy raised by the town than to go so far out of the way. This is mere supposition, however, but it is a condition that it will behoove the Summervillians to ponder over seriously. We would dislike to see such a turn of affairs, and shall raise our voice against it, for we have a great desire to see Summerville and Union united with bands of steel, pulsating in unison with the march of progress, and cemented with fraternal feelings of friendship. To this end Union will be found striving and will do its full share. Our interests are certainly identical, but if Summerville shrinks any of the burdens that are to be borne, falters by the wayside and drops out of sight, she will have no one to blame but her short-sighted citizens who would not take occasion by the hand when it presented itself, nor court prosperity when she waited at their gates. Union was once placed in the position that Summerville now occupies, but did not take advantage of it. It would have been better if she had. The people of Summerville will profit by our experience if they are wise.

RAILROAD LEGISLATION.

The Astorian speaking of the passage of the Northrup pilot bill says: "The result will be that it throws the shipping business of the Columbia river into the hands of the Northern Pacific, and that the company propose to destroy the commerce of the river to build up Puget sound. The O. R. & N. company rather than lose money on towage and pilotage, as they would do under their agreement submitted to the legislature will divert the Columbia river trade to the sound. "All of the wheat of Eastern Oregon and Washington now goes to the sound over the Northern Pacific, and sound cities are to-day paying from three to ten cents per bushel more for wheat than Portland is paying. This will drive foreign bottoms away from the Columbia river and send them to the sound, for the reason that there will be no wheat for them, either at Portland or Astoria. The O. R. & N. company will carry all the wheat they

can on their steamers to San Francisco for \$2.50 per ton, the present rates. It can then be shipped from San Francisco cheaper than it can from Portland.

"Again what wheat there is shipped from Portland will cost the owners of vessels just as much under the reduced rates proposed by the O. R. & N. company.

"The Northrup bill only establishes the rate from Astoria over the bar, but says nothing for off shore towage. For off shore towage the O. R. & N. company will charge \$10 per foot draft, which will cost each vessel from \$250 to \$300. The vessels will be loaded light at Portland, and lighterage will be carried from Portland to Astoria by the company's day and night boats, for which they will receive 50 cents per ton lighterage. The lighterage on vessels will be double what it is at the present time and will all go to the O. R. & N. company. Of course the members of the legislature are unable to see this, and voted for a bill without ever considering its effect.

"Do the citizens of Oregon now see that African lurking in the fence around the Northrup pilot bill? Is what we have stated true? Has not this resulted in the fact that all wheat is shipped from the Columbia basin over the Northern Pacific to the sound? And the high rates of the O. R. & N. company enable the sound to pay from three to ten cents more per bushel for wheat than Portland does. "Portland and her board of trade have simply been used as catspaws to rake the chestnuts out of the fire. While they were led to believe that they were working to reduce pilotage, they were simply cutting their own throats with a razor furnished by the Northern Pacific.

"Mark the prediction. Portland and the members of the legislature will see, in less than two years, nearly every vessel going to the sound for cargo, and that there will not be twenty-five vessels come to the Columbia river for wheat."

Restricting the Sale of Tobacco.

The bill to prohibit the sale of tobacco, cigars or cigarettes to minors under the age of eighteen years, passed both houses of the Legislature and has been approved by the Governor. It reads as follows:

SECTION 1. It shall be unlawful to sell, barter, trade, give, or in any manner furnish to any minor under the age of eighteen years, any tobacco, cigar or cigarette in any form, or any compound in which tobacco forms a component part, without the written consent or order of such minor's parent or guardian, and when such minor has no parent or guardian, then in that case consent may be given by the County Court, sitting for the transaction of county business, upon proper application in the county in which said minor may have his residence.

SEC. 2. Any person violating the provisions of this act shall, upon conviction, be fined in any sum not less than twenty dollars nor more than fifty dollars.

SEC. 3. Justices of the Peace shall have jurisdiction for all offenses arising under this act.

Inasmuch as there is no law on this subject, this act shall be in force from and after its approval by the Governor.

THE amount of money that the people will have to pay as taxes in consequence of the appropriations made by the present legislature, which is four to one republican, will exceed anything known in the past history of this state. It will astonish the oldest inhabitant. It will be a record that the party in power will not point to with pride.—Ex.

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