

THE OREGON SCOUT.

AMOS K. JONES - - - EDITOR.

City and County Official Paper.

Thursday, April 52, 1889.

THE RAILROAD OUTLOOK.

The building of the O. & W. T. railroad into the Grande Ronde valley is still the principal topic of interest, but notwithstanding the utmost exertions have been made by many of the wide-awake and far-seeing citizens of the county, the subsidy asked by Mr. Hunt has not been raised. It does not seem possible to us that the people of Union county will let this grand opportunity pass them by. It is in their own hands, however, and a very few weeks will decide the matter. The subsidy was to have been raised and our answer given on the first day of this month, but as Mr. Hunt was unavoidably detained in the east, the matter has gone along till now. Last Saturday he returned to Walla Walla and Hon. L. B. Rinehart was sent from this city to interview him. From Mr. Rinehart we learn that Mr. Hunt's ultimatum is, substantially, as follows: The whole amount of the subsidy will be required, according to the terms of the contract, although no quibble will be made over any trifling deficit in the amount. The time for raising the subsidy has been extended to suit the convenience of the people, but if it is beyond two or three weeks, the same length of time must be added to the date specified for the completion of the road on his part. He further stated, that inasmuch as the subscriptions to the subsidy in the Cove and Indian valley were conditional on the road running in a certain way, it would be necessary for a survey to be made the entire distance, and this would be done during the next two or three weeks, and at that time he will be ready to hear what the people have to say, and if they desired him to do so, he would meet them at any or all the points along the line.

This is precisely what we supposed Mr. Hunt would say, and nothing more or less than should be expected of him. The subsidy asked is extremely reasonable, it being simply the amount we would be benefited the first year. If our people are not willing to pay this for a lasting and incalculable benefit we will not blame Mr. Hunt for leaving us to our own resources and turning his attention to other sections where the people are more awake to their own interests. It is true that the majority of our citizens are alive to the situation and have done all in their power to make a success of this business, but their efforts have been hampered and may be frustrated by the ignorance and parsimoniousness of the minority. If those who are holding back would come up and do as well as their neighbors have done the subsidy would be raised in a week, and the work of building the railroad commenced. A thankless and discouraging job is the work of beating into the heads of such as these the knowledge that in helping enterprises of this kind they are helping themselves. It is to be regretted that the necessity for such work exists, and that these mossbacks cannot be prevented from reaping the harvest, planted and nurtured by better men than they. Some of our best rustlers—men who have subscribed liberally, and given their time and attention to the work, neglecting their own business that it might succeed—have become disgusted at the stand taken by their mossback neighbors, and quit. They say they can stand it if the mossbacks can, but we doubt it very much. The idleness and inertia that a mossback would fatten on would be death to a live man whose veins pulsate with the rich blood of health and whose mind is in accord with the progressive spirit of the times. Just how this matter will terminate remains to be seen. In the meantime we would advise our workers to continue their efforts. A purpose so nearly accomplished as this should not be allowed to fail, and we do not believe it will if a few of the mossbacks aforesaid can be worked up. Let us keep on trying.

THE Lake County Examiner says: "If Senator Dolph (the boss corporation server in the U. S. senate) could make a visit to southeastern Oregon, he would receive a reception that is not down on the calendar."

WHY not start a little House of Lords—an addition to the United States Senate—in this country, with Russell Harrison, Fred Grant, Robert Lincoln, young What's his name Hayes and Walker Blaine as the original charter members?—Ex.

ACTIONS SPEAK LOUDER THAN WORDS.

We understand that the proposed branch railroad from La Grande to Island City will not be built on account of the strenuous opposition to it by the people of La Grande, who sent a delegation to Portland last week, armed with copies of THE SCOUT, to prove to the O. R. & N. Co. officials that a branch to Island City would utterly ruin La Grande, and to prevent the building of it, if possible. If reports are true their efforts were successful. We have but little interest in the matter, but it surprises us that they should produce THE SCOUT as reliable authority when their own papers have been saying all the time that a branch to Island, Summerville, or the Wallowa valley will not hurt La Grande, but in fact, is just the thing needed to make the town prosper. Their action in defeating the branch to Island, proves the falsity and hypocrisy of their words, and demonstrates their faith in the judgment of THE SCOUT. This flatters us just a little. When our words can stop or advance the building of railroads, and other gigantic enterprises, it proves that THE SCOUT has become somewhat of a power in the land.

The only moral we care to point from the action of the La Grande people in this matter, is for the benefit of some of the people in Island City, Summerville, Elgin, and Wallowa county, who have had an idea that when the La Granders were advocating the building of a branch line through those sections, that they were in earnest and business. Actions speak louder than words. If the La Granders use such strenuous efforts to prevent the building of the road to Island: What would they not do to prevent the extension of the line to Indian valley and Wallowa county? Have not our words concerning those fellows proved true? Is it not about time the dullest comprehension should begin to see the falseness and duplicity of that scheming set at La Grande.

If the people of Island City want a branch railroad to their place there is one way by which they can get it. Let them give financial aid and assistance in securing the building of the Hunt railroad through this valley, and we are confident—knowing Mr. Hunt as a man who never forgets his friends—that they have only to ask for a branch from the main line, wherever it may run, and they will get it.

As far as a branch road from La Grande to Wallowa county, or any part of the way, is concerned, there is not and never was any intention of building it. The sooner the people in the sections interested find this out the better it will be for them.

BITTER FRUITS OF EXPERIENCE.

The poor laboring men who advocated a protective tariff that their wages would be kept up, and walked to the polls and voted for Harrison and high tariff, evidently take cool consolation in the numerous reports coming from the factories and iron and coal fields of the East, that wages has been reduced and thousands of men thrown out of employment. Many establishments that voted their men for Harrison, and claimed that if Cleveland was elected they could not pay their present price for labor, are making a big cut in wages and doing just what they said they would do in the event of the election of Cleveland. The Democrats have the best of the argument, and now that the smoke of battle has cleared away they see that the "dollar a day" story was correct, and that the principles advocated by Grover Cleveland were for their best interests. In Pennsylvania 60,000 people are to be locked out or forced to work for less pay than living wages. And in a state too, that rolled up nearly 80,000 majority for protective tariff. Oh, ye men of great faith in a protective tariff, consider now to your sorrow what you have done, and never again be guilty of cutting down your wages by casting your vote for that which will in the end drive you to the poorhouse. Weigh the matter well and vote for your elevation instead of your degradation. But then, you did it in the full possession of your faculties, and were it not for the thousands of helpless ones dependent upon you for their support there would be but little sympathy. You have a long time in which to meditate, and it is sincerely hoped that when the occasion is again offered you that your better judgment will prevail.—World.

"REFORM within the party" goes on apace, James N. Tyner, who was appointed the other day to a high position in the Post-Office Department, was Assistant Postmaster General at the time of the famous Star-Route frauds. His resignation was demanded by President Arthur, and he left the public service under a cloud.—Boston Globe.

THE GRAIN ELEVATOR SYSTEM.

Our opinion of the grain elevator system now being established by the O. R. & N. Co., which was given a few weeks ago in these columns, seems to meet the concurrence of the farmers generally throughout the country. The Milton Eagle speaking of this matter says:

"Having heard so much about the elevators being built along the lines of the O. R. & N. Co., we have been consulting the farmers in regard to the matter and find that the prevailing opinion among them is that they cannot afford to patronize elevators. A representative farmer was interviewed this week and here are some of the reasons urged against that system:

Portland and Sound ports are our market for wheat; grain is always shipped in sacks from this coast; ships are not wholly engaged in the grain carrying trade and are not fitted up with compartments for loading grain in bulk. They leave home with miscellaneous cargoes which could not be loaded to advantage if the hold was so fitted up; they could not afford to carry so much dunnage and the fitting up with new lumber on each voyage would be a heavy expense to the ship; the dangers of shifting cargoes and of the wheat heating in so long a voyage would make insurance much higher; there would be greater waste, and to handle wheat in bulk would certainly cost more than it does at present, and the money, instead of being distributed among the thousands of working men, would go into the hands of an elevator monopoly and they require very few men. As our wheat has to pay for all this, whether we will or no, we must handle our wheat in the way that is most convenient for us; we cannot haul our wheat to the railroad while threshing; teams and men cannot be had to do the work; the expense of building granaries and paying taxes thereon and the extra handling of wheat would cost more than does the bags; after our harvest is over we can haul our wheat to market with our own teams, as we have nothing else for them to do until the fall rains set in; there is not half the opportunities for giving false weights when handled in bags. It is claimed for elevators that they will raise the grade of our wheat and make it worth as much in the market as valley; but elevators will not change the color, and that is the only difference now. Our wheat will always sell as Walla Walla and now we have nothing but No. 1. We would prefer to have bagging factories established throughout the country and thereby release us from the bondage of the San Francisco bag trust.

The above are a few of the many reasons why the farmers of this valley can not, and will not, take kindly to the elevator system. Many other reasons can be urged in favor of the present mode of handling the wheat."

These grain elevators are not established for the benefit of the farmers as they will find out, but whether the farmers can or cannot afford to patronize elevators they will have to do so, or keep their grain at home. Their only escape from monopolies of this kind is to secure competing lines of railroad.

FALSE PRETENCES.

The following from a Walla Walla paper, it seems to us, sizes up a certain class in about the right way: "At regular intervals the cry goes up, not only from Walla Walla, but from every newspaper in the territory, regarding the remissness and backwardness of a certain class of people who fail to connect or come to time when important enterprises of great moment to their locality are projected. While some cheerfully put down their names for sums really beyond their means, as some think, there are others who are popularly supposed to be wealthy whose names never appear. They are supposed to be rich and the absence of their names causes comment which would be by no means pleasing to them did they know it. But 'where ignorance is bliss it is folly to be wise,' and these men are left in ignorance of their status in the midst of the people who pay homage to the wealth they are supposed to have. We say 'suppose' purposely for it is a fact nine times out of ten that the great wealth of these men exists entirely in the imagination. The reason they do not subscribe to enterprises of a public nature, is simply because they cannot, and prefer to be considered rich and stingy. They must have a little money on hand which they loan out at an interest which is all they have to live on, but in other cases they put on a lot of style, but really live from hand to mouth, and a subscription to an enterprise is not to be considered. They live, too,

in fine houses, keep very select but expensive acquaintances, and when they do spend a dollar the whole world knows and exaggerates it accordingly. It is everything to be thought rich, and if that impression can only be created, they care not what else is said of them. These people should be pitied, not abused. They cannot let their families suffer, as they would, in order to see their names in print connected with a project that will soon be forgotten. They are good enough men but for their foolish idea of being thought wealthy."

SHINGLES!

Having leased the shingle mill belonging to L. B. Rinehart, we are prepared to furnish a superior quality and make of shingles at the following rates, per M: Delivered at Union, \$3.00 " " Mill, 2.75 We do our own work and guarantee satisfaction. A share of the public patronage solicited. 4-25-89 VANDORFY BROS.

ICE CREAM PARLOR!

Just opened at the Bon Ton Restaurant. Ice cream and temperance drinks served at all hours. Private rooms for ladies. 4-25-89 MRS. WALRATH, Prop.

SUMMONS.

In the Circuit court of the State of Oregon, for Union county. The Board of Commissioners for the sale of School and University Lands, and for the investment of the land-raising therefrom, of the State of Oregon, Plaintiffs, vs. S. A. Mahaffey, Martha E. Mahaffey and John S. Bay, Defendants. To JOHN S. BAY, THE ABOVE NAMED DEFENDANT: IN THE NAME OF THE STATE OF Oregon, you are hereby required to appear and answer the complaint filed against you in the above entitled court and suit, on or before the 23d day of September, A. D. 1889, the first day of the regular term of the above entitled court, commencing next after the expiration of six weeks from the date of the first publication of this summons, and if you fail so to answer, for want thereof the plaintiffs will apply to the court for the relief demanded in said complaint, to-wit: For a decree foreclosing a certain mortgage given by the defendant S. A. Mahaffey to the State of Oregon, covering the S.E. 1/4 of the S.W. 1/4 of the S.W. 1/4, Sec. 7, T. 33 N., R. 33 E., W. M., in Union county, State of Oregon, given to secure two certain promissory notes given by said S. A. Mahaffey to the said State of Oregon for the sum of \$3,333 each, and interest thereon from April 22nd, A. D. 1878 at the rate of ten per cent. per annum, and for a sale of said premises, to satisfy the sums due on said notes, and costs and disbursements of this suit, said notes and mortgages being now owned by the plaintiffs herein, and to also ascertain and determine what interest and rights in said premises, as judgment creditor of the defendant S. A. Mahaffey, and that you may be forever barred of all right, title and interest in or to said premises and every part thereof, and for general relief. This summons is published by order of the Hon. James A. Fee, Judge of the above entitled circuit court, made at chambers and dated April 19th A. D. 1889. JOHN B. CRITES, Attorney for Plaintiffs. 4-25-w7

SUMMONS.

In the circuit court of the State of Oregon, for Union county. Thomas B. Hart, Plaintiff, vs. Sarah E. Hart, Defendant. To SARAH E. HART, THE ABOVE NAMED DEFENDANT: IN THE NAME OF THE STATE OF Oregon, you are hereby required to appear and answer the complaint filed against you in the above entitled suit and court, on or before the first day of the next regular term of the above entitled court, to-wit: On the 23rd day of September, A. D. 1889, and if you fail so to answer, the plaintiff will apply to the court for the relief demanded in the complaint, which is for a dissolution of the marriage contract now existing between you and the plaintiff and for general relief. And you will take notice that this summons is published by order of the Hon. James A. Fee, Judge of said above circuit court, made at chambers on the 14th day of March, A. D. 1889. JOHN B. CRITES, Attorney for Plaintiff. 4-25-w7

EXECUTOR'S NOTICE.

THE UNDERSIGNED HAVING BEEN appointed by the Hon. County court of Union county, State of Oregon, executor of the estate of Joseph S. Shoemaker, deceased, all persons having claims against said estate are hereby notified to present the same, with proper vouchers, to me, at my residence near the Cove, in Union county, Oregon, within six months from the date hereof, or be forever barred. Dated at Union, Oregon, April 8, 1889. SANDRILLA SHOEMAKER, Executrix. 4-11-w5

ADMINISTRATOR'S NOTICE.

ALL PERSONS HAVING CLAIMS against the estate of John Carr, deceased, are hereby notified to present the same duly verified according to law, to the undersigned administrator of the late will and testament of said John Carr, within six months from the date hereof, at his residence near Island City, Union county, Oregon. Dated this 20th day of March, 1889. J. J. GRIMMETT, Administrator. 3-21

NOTICE OF FORFEITURE.

CORNUCOPIA, UNION COUNTY, OREGON: February 1, 1889. To W. T. Burdett and Mrs. Jas. Anderson: You are hereby notified that I have expended one hundred dollars in labor and improvements upon the Spot Lode, situated in Granite Mining District, Union County, Oregon, as will appear by certificate filed June 29th, 1888, in the office of the Recorder of said county. In order to hold said premises, under the provisions of section 232, Revised Statutes of the United States, being the amount required to hold the same for the year ending December 31st, 1888, and, if within ninety days after the publication of this notice you fail or refuse to contribute your proportion of such expenditure as co-owner, your interest in said claim will become the property of the subscriber under said section 232. C. J. DUFFY, By J. Duffey, Agent. 2-15-89

Cheap and Desirable Homes in the West!

B. F. WILSON, Real Estate Dealer, UNION, OREGON.

LIST OF BARGAINS.

- 1320 ACRES OF IMPROVED LAND, fourteen miles north of Union; 200 acres farming land; 200 acres in meadow and balance suitable for meadow or pasture; good fences and cross-fences; good buildings, orchard and plenty of water. A good home for desirable husbandry. Price \$15.00 per acre; one-fourth down and balance on three and five year's time. 1200 ACRES, twelve miles north of Union, in Cove; 600 acres grain and meadow land, balance pasture; well improved; good fences, buildings, and plenty of water, a good orchard, etc.; plenty of good timber joining same on the east. An excellent farm for diversified husbandry. 320 ACRES, eleven miles north of Union, in Cove; 200 acres in cultivation; good fences, buildings, etc. A fine farm. Price \$6,000. 240 ACRES, ten miles from Union, in Cove; 160 acres under cultivation; well improved. Price \$25.00 per acre. 320 ACRES, ten miles north of Union; all tillable land; unimproved. Price \$15.00 per acre. 400 ACRES, two and one-half miles northwest from Union; all grain and meadow land; well improved. Price \$25.00 per acre. 80 ACRES, one mile west of Union; fine grain or meadow land. Price \$15.00 per acre.

The foregoing are some of the bargains I offer in real estate. These lands are all situated in the celebrated Grande Ronde Valley, Union County, Oregon, noted for fertility of soil, healthfulness of climate, convenience of timber, and plenty of water, supplied by numerous streams flowing from adjoining mountains and springs.

Union Is the county seat of the county, situated in the southern portion of the valley, and two miles from the O. R. & N. Company's depot. It is beautifully located on a clear, running stream of water, affording excellent manufacturing facilities. A large agricultural section, and the mines of Sanger and Cornucopia districts, just now coming into notoriety, are tributary to Union. Correspondence solicited. Address: B. F. WILSON, Union, Oregon.

PHOTOGRAPH GALLERY!

UNION, - OREGON. All kinds of photographic work done in a superior manner, and warranted to give satisfaction. Jones Bro's. - Artists.

Stage Line

Union and Cornucopia Stage Line. Quickest and Cheapest Route to the Pine Creek Mines. RATES: Union to Park \$1.50 3/4 c. " " Sanger " 3.00 1 1/2 c. " " Cornucopia " 6.00 2 1/2 c. Geo. F. HALL, Agent, Union, Or.

Stage Line to Cove.

Leaves Union daily at 2 p. m., arrives at Cove at 3:30 p. m. Leaves Cove at 8 a. m., arrives at Union at 9:30 a. m. Connections made with Elliott's coaches running to the depot, carrying passengers for east and west bound trains. RATES FOR PASSENGERS, LUGGAGE and FREIGHT, REASONABLE. ROBINSON & LAYNE, - Proprietors.

LIVERY STABLE!

Horses Boarded by the Day, Week or Month. YOUR PATRONAGE SOLICITED. 9-28-87

Bon Ton Restaurant!

Now open to the public on Main Street, Union, Oregon. Board and Lodging. Meals SERVED All Hours 25 Cts. No Chinese cooks employed, and everything neat and clean. The Public Patronage Solicited. Mrs. M. WOLRATH, Proprietress. 12-8-87

City -- Meat -- Market.

Main Street, Union, Oregon. BENSON BROS. - PROPRIETORS. Keep constantly on hand BEEF, PORK, VEAL, MUTTON, SAUSAGE, HAMS, LARD, ETC. UNION

Tonsorial Parlors

L. J. BUSICK, PROPRIETOR, Shaving, Hair-cutting and Shampooing, in the Latest style of the Art. Shop two doors south of Centennial hotel. GIVE ME A CALL. 9-28-87