

THE OREGON SCOUT.

AMOS K. JONES - EDITOR.

City and County Official Paper.

Thursday, Febr'y. 27, 1890.

EDITORIAL NOTES.

The meeting of the Democratic State Central Committee has been called for March 19, at Salem.

CHICAGO has been selected as the site for the worlds fair in 1892. The porker gets there occasionally.

Before another year has rolled around one-half the business men of La Grande will have moved their establishments to Summerville and Elgin. Such is the irony of fate, the reward of selfishness and cupidity, the effect of county seat agitations and railroad building.

THERE was a time in the history of the world when almost all persons thought alike on nearly all questions concerning which the minds of men are now divided. If a bold and original man appeared who disputed what the rest believed he was put to death. It was during this period that the common law was evolved and trial by jury instituted.

The town of Blakeman, in Rawlins county, Kas., is ambitious to become the county seat, and the people have adopted the original plan of buying all the houses in their chief rival town and moving them into Blakeman. The plan might not be a bad one for Union in the present emergency, unless it is thought that the shells doing duty for houses in La Grande will gravitate down to Summerville and Elgin of their own accord.

The Pendleton Oregonian is an ably ally of the La Grande papers when it comes to misrepresenting Mr. Hunt and everything connected with his roads. It is the boss when it comes to hunting up "rumors" but not so fly when reliable news is wanted. Its latest effort in this direction is to the effect that "a number of surveys will have to be made before a pass is decided upon. The fact is that a permanent survey has been made, by way of Elgin, across the mountains, which is an easy and practice route, coming out of the mountains on the other side somewhere near Weston, although it is not now known whether the line will terminate at Athena or Walla Walla. It is also a fact that the work of grading on this line is in active progress but then the East Oregonian will, probably not find this our for some time yet.

The Summerville Annotator, speaking of the coming campaign, says, "both political parties are represented with a list of aspirants long enough to reach from Union to La Grande and still they keep 'a bobbing up.'" The eagle optic of THE SCOUT has been unable to ferret out but very few who declare themselves as willing to serve the people. In fact we had about concluded that the candidates were never so backward about coming forward. So far, however, as the political phase of it is concerned THE SCOUT cares but very little. We do not think that politics will cut much of a figure in the coming contest. Local issues will and should supersede all others. The fight will be made by Union and the tax-payers on one side and La Grande and boodle on the other side. That sums the whole thing up in a nut shell. THE SCOUT will not support any man who favors the outrage proposed by La Grande, and in summing up the qualifications of the candidates, selected by the tax-payers, will not take into consideration their politics.

PORTLAND AND THE HUNT ROADS.

For a year or so past the Portland Oregonian, which is recognized as the mouth-piece of that city, has been opposed to the Hunt railway system and has thrown as much dirt as it was capable of, but now seeing that the business prestige of that city depends, not on warfare with the Hunt system, but on conciliating and making a tributary of it, if possible, we see by some of our exchanges that it has changed its tune and pipes as follows:

"The Hunt railway system is an important factor in business of Eastern Oregon and Eastern Washington, and undoubtedly will have further extension there. Its connection now is with the Northern Pacific, but persons who profess to know say that it is not controlled by the Northern. Recently the suggestion has been made that the Hunt system might be extended to Portland, if Portland would take an active interest in the project, and do what she might do to promote it.

Construction of a line from Hunt's Junction above Wallula to Portland, either along the north bank of the Columbia river, or through the Yakima and Klickitat valleys, crossing the Columbia at a suitable point, would make Portland the terminal point of the Hunt roads, and would afford our city another system of railways inferior to no other in local advantages; and very probable it would be the basis of still another transcontinental line."

Some of the leading citizens of Portland having made overtures to Mr. Hunt he met them last week and a proposition to the effect that he would extend his line to that city from Wallula Junction in consideration of the subscription by the citizens of the city of two million dollars of first mortgage bonds bearing six per cent. interest. The proposition was favorably received, and from latest advices we are certain that it will be accepted.

Portland is making a move in the right direction now and will act wisely in securing the Hunt road which is destined to do four-fifths of the carrying traffic of Eastern Oregon. The people of this part of the state have no love for Portland and its pet road built by the O. R. & N. Co. The latter constructed without regard to the convenience and welfare of the country through which it passes, has continually imposed upon and robbed the people until they have justly come to look upon it as their enemy. Its time is now up, and it must curb its arrogance and change its route in many places in order to retain even a small portion of the trade. The city of Portland, however being the metropolis of the state, may hope, by securing connection with the Hunt line, to restate herself in the good graces of the people and regain in a measure the trade she has already lost and hold much more that she will lose if her present scheme is unsuccessful.

The Oregonian may well say in regard to the Portland extension that "it is very probable it would be the basis of still another transcontinental line." The Hunt road will without doubt be extended in a very short time from Union through the vast farming and mining regions of Union county, across Snake river, through the Seven Devils mining district and into Idaho there to connect with the Chicago Northwestern or some other road which will make it the shortest, best and most profitable transcontinental road now constructed or in contemplation.

A SPECIMEN OF THEIR ARGUMENT.

The following brilliant effusion appeared in last week's issue of the La Grande Journal.

If the Journal mistake not the Union papers have been setting out in glowing terms the fine county buildings owned by the county, and have been using the old traps as an argument against the removal of the county seat. Right on top of the argument comes word that two prisoners who were confined in the old rickety county jail had become tired of their imprisonment and by the simple twisting of a bar or two had marched out to liberty. Their escape isn't very good backing for the Union papers argument as to the security of the county buildings. What applies to the jail is also true of the officers, for if two unsophisticated prisoners can walk out of the county jail and escape, what is there to prevent thieves from sacking the court house and carrying off the valuables of the county. The facts are the old county buildings are unfit for the purposes they are being used for, and this escape of two prisoners will convince many taxpayers of the condition of affairs. What do the Union papers now think about the safe condition of the jail and court house?"

The above is a fair sample of the arguments now being advanced by the La Grande papers why the county seat should be moved and more substantial county building erected in La Grande. To the old residents of the county, who are cognizant of the true state of affairs, the babbling of the recently arrived eastern tenderfoot who edits the Journal and can only report, parrot-like, what he is told to say, will be taken for what it is worth, but his lying may influence some new comers who know nothing about the condition of things.

The Union county jail was but recently built, on the latest and most improved plans, and while not so large as some others, is, perhaps, the strongest, safest and most substantial county jail in the state.

It is true that during the past year two escapes have been made by prisoners confined there not by reason of any defect in the jail but solely on account of the carelessness of the sheriff and his assistants. When prisoners under sentence to the penitentiary, instead of being confined in the steel cells, are allowed to roam around in the corridor of the jail, where friends on the outside can easily communicate with them if they so desire, and are permitted the possession of case knives and similar implements,

it is not to be wondered at that they occasionally escape. While it is not generally known at the time, the prisoners that escaped last summer were gone some 12 or 15 hours before the officers were aware of the fact. Two of them were captured at an expense of several hundred dollars to the county, while the other has not been heard of to this day.

Luckily the prisoners that escaped last week were captured a few days later. We do not know whether the county court intends to defray the expense incurred, as it did in the former case, or not, but if it does THE SCOUT will certainly protest. The carelessness of officials should not be paid for by the people. It would, simply, be impossible for prisoners to escape from our county jail, if confined in the steel cell, or from the corridor, if the iron shutters to the iron doors were closed on the outside and locked.

The court house, while an older structure, is a good substantial building, sufficient for all county purposes for many years to come. An affidavit to the effect was made by a number of the best citizen of the county, a short time ago, and the truthfulness of this statement will not be questioned. When the court house is "blown down by the wind" as the La Grangers pretend to think it will be, the breeze will be sufficient to demolish the balance of the town. As the wind generally blows from here towards La Grande. A catastrophe of that kind is without doubt a consummation they most devoutly wish.

ESTRAY NOTICE.

Taken up by the undersigned, living about 2 miles east of Elgin, Indian valley precinct, Union county, Oregon, one small red heifer, 2 years old, branded on right hip.

The above described animal was appraised at \$13 by J. R. Johnson, J. P.

J. H. MORTON, Elgin, Oregon.

227.

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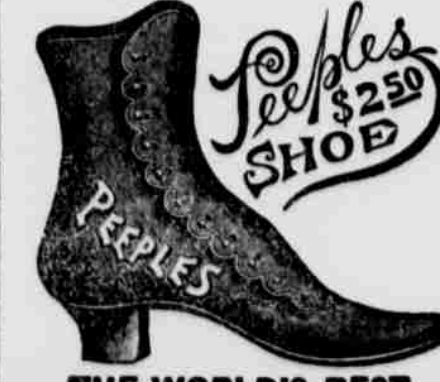
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EXECUTOR'S NOTICE.

To Whom it May Concern: Notice is hereby given that the undersigned was, on the 2nd day of February, A. D. 1890, by the county court of Union county, state of Oregon, appointed executor of the estate and last will and testament of D. B. HITS, deceased, and that all persons having claims against said estate are notified to present the same to me, properly verified, at my office in the city of Union, Union county, state of Oregon.

JOHN R. CRITES, Executor. Dated at Union, Union county, Oregon, this 24th day of February, 1890.



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