

Oregon Scout.

B. CHANCEY, Editor.
THURSDAY, JANUARY 29, 1891.

EDITORIAL NOTES.

The legislature, in joint session, on the 21st inst., re-elected Hon. John H. Mitchell United States senator, to succeed himself.

DAVID B. HULL, of New York, will succeed Hon. William F. Everts, whose term expires in March next, as United States senator.

CAPT. MILLER and U. S. Surveyor Cuthbert passed through Sparta last week. They have been surveying Snake river from Huntington to the Seven Devils. They seem to think favorably of navigating that river.

The matter of opening the Columbia river is attracting considerable interest in Eastern Oregon just now, and numerous petitions are being sent in to the legislature asking that body to make appropriations to assist in the work. The people have lost patience with the drag of government work.

The mayor has recommended, and it is to be hoped that the council will take immediate steps to rearrange our street lights. It is an injustice to business men on the east side of Main street to have the lights all on the west side, and besides it would add much to the looks of the town if they were more evenly distributed.

A BILL has been introduced in the legislature for a branch insane asylum in Eastern Oregon, and should the bill become a law, the point of location will be of interest to this section. Of course all the towns will want it, but only one can get it, and in this connection we will say right here, and truly, that Union is the proper place. No other town in Eastern Oregon can boast of the advantages that Union has for such an institution.

The Gazette does the people of Union and Union county a rank injustice when it insinuates that they were not working in good faith in their efforts to secure the Hunt road. Notwithstanding the fact that a subsidy of \$100,000 was raised, and the right of way through this valley secured, that narrow minded journal insists in calling it a scheme to enhance the interests of Union in the recent county seat contest. It was no fault of our people that the road was not built, but owing to the fact that Mr. Hunt was unable to successfully negotiate the bonds of his company as soon as he expected—a condition of affairs of which the Gazette is well aware, though, on account of its extreme littleness, is loth to admit.

The Eastern Oregon members of both houses of the legislature are evidently intending to take a prominent part in the legislation of the present session. During former sessions most of the members have seemed reluctant to push themselves forward, but they now find that the rapid development of this section of the state demands some consideration at the hands of the state lawmakers. One of the principal measures which they are advocating is the appropriation of considerable money by the state to assist the government in opening up the Columbia river. Many of the members seem to think that if the state can afford to make an appropriation for representation at the Chicago fair, it could certainly give a subject of such vast importance, and of such vital interest, to a large portion of the state some consideration. Indeed, many advocate appropriating money for the latter, instead of spending it in doubtful speculation at the World's fair.

It is to be regretted that the Seven Devils Railroad Co. are unable to make public their plan of operations. Some people are already beginning to suspect that there is a "nigger in the woodpile."—Baker City Blade. Yes, and they are about right. The people of the southeastern part of Union county are beginning to realize the above fact. The "nigger" is in the shape of a scheme on the part of certain Baker Cityites to gull the people of the southeastern portion of this county into the belief that they will build a railroad to the Seven Devils country, and have been making all kinds of promises of wagon roads, railroads, etc., to the people in that section, when the truth of the matter is they have no idea of doing anything of the kind, and as soon as the legislature adjourns they will hear nothing more about it; but should these ghouls succeed in their underhanded scheme, the aforesaid "nigger" will loom up in the shape of a large sized "elephant," and if the people of that section want a wagon road or a railroad they can build it themselves, so far as the people of Baker City are concerned.

NATURE HAS DONE HER PART.

That nature has done her share towards making Union a manufacturing center is evidenced on every hand. Our possibilities are boundless. Catherine creek, along either bank of which are located numerous valuable millsites, flows unmolested through the very heart of our city without revolving a single wheel, save that of the Union Milling Company.

It is high time that we were aroused from this dormant state, and were doing something to advance the interests of our charming little city. If you find a live and progressive town you find a cause for it—the mossback element is in the minority. Any town that aspires to be well-populated and prosperous must secure manufacturing industries; must develop its latent resources; must offer inducements to newcomers to settle within its limits, and last, but by no means least, must use every honest endeavor to secure the trade and patronage that is properly tributary to it.

This state of affairs can only be brought about by the hearty co-operation of our citizens. Petty jealousies and prejudices should be discarded forever, and supplanted by a general feeling of friendship and goodfellowship. Every move that is proposed, if it will directly or indirectly promote our interests as a community, should meet with hearty approval—not a dissenting voice should be heard. Every holder of realty should consider himself in duty bound to lend a helping hand, in a financial way, to the extent that he is interested, and those who are not property owners and cannot assist financially, should not lose an opportunity to speak an encouraging word.

Union has a well-organized board of trade, composed in the main of our most energetic citizens, and it is within the power of this body to do much for the good of our town. The members thereof should attend every meeting and let their views be known upon all topics that are up for consideration by the board.

An opportunity for us to secure a woolen mill is now presented, as is noted elsewhere in this issue, and THE SCOUT is sanguine that the scheme will materialize if given even moderate attention by our board of trade. One of our citizens voluntarily proposes to subscribe stock to the amount of \$25,000, towards securing the enterprise, and others equally able, with little pushing, will do their part. Such an institution, employing eighty hands and paying wages to the amount of \$3000 per month, is worth striving for.

A town will not make itself; it must have push and energy at the helm, and now that nature has done her part, let us do the rest. THE SCOUT says, then, let us all join forces and place Union where nature has decreed she is right ought to be—the foremost city of the Inland Empire.

CORPORATIONS VS. CHINAMEN.

EDITOR OREGON SCOUT:—

Ever since the reorganization of the Union Pacific system under the new regime a general cutting in the wages of the employes has been the result, together with the discontinuance of unimportant offices, or a general "boiling down," as it were, of the force employed, in order, it is claimed, to place the road on a paying basis. Now just what would constitute a paying basis with a greedy corporation is a query unanswerable by an outsider, as all the facts go to show that as a body their rapacious greed is never satisfied.

Another very important point in their economic savings is the niggardly and unjust scheme of replacing honest hard-working, faithful section employes with a gang of rice-eating Mongolians. Many of these men have large families dependent on them and to be thus summarily dismissed to make room for the cheap labor of the Asiatic in the dead of winter, is one way the Union Pacific system proposes to repair the leak in the finances of the company. Now, if they will still keep up the reform and replace the section foreman with a China boss and one cheap Chinaman under him, more still can be saved to the company. Then, again, Chinamen might possibly be utilized as conductors, trainmen, engineers, firemen and possibly station agents.

As the road now has a reputation of being very unsafe on account of old and rotten bridges and a lack of sufficient sound ties and ballast, a reduction of the section force and substitution of cheap men will in no wise dispel the impression gone abroad that a life policy is a handy article to be in possession of in taking chances on this Americo-Mongolian railroad. Nay, the safety of the lives of the traveling public must be placed in jeopardy to satiate the rapacious maw of a heartless corporation who would save a few dollars at the expense of honest and deserving men, who, by the right and title of American citizens, are justly entitled to live in a white man's country by earning back a portion, at least, of the hard-earned coin annually paid to the company, when obliged to travel or to pay transportation over the road.

This cut—"being the unkindest cut of all"—will not cause any additional friendly feeling towards the directors of the concern or inspire any more confidence in the minds of the general public than they now have, and that is simply that railroad companies in general are heartless, oppressive, grasping organizations, conceived in sin and born in iniquity, fostered at the expense of the commonwealth, expiring by the machinations of "bulls and bears," to again be resurrected and to pursue the same old routine of—well, aiding and assisting their Chinese friends.

"The road don't pay." We individually do not understand the logic, provided all their business relations are conducted on the same basis as in our case. Several years ago, in moving to this country, we shipped all our household goods by rail, also two small horses, weighing about 750 pounds each, and a buggy, all in one car, the agent giving the rating on all at 65 cents per hundred. Well, on calling for goods, we were surprised at finding our horses billed at 2000 pounds each and charged for accordingly. Our only consolation was they had charged the full rates allowed by the interstate commerce law and did not propose "to lose any money on the goods." As the transportation charges were about \$15 in excess of the amount justly entitled, we were duly convinced that the policy was not to lose money on the goods.

Again, business men at Weiser City, Idaho, informs the writer that the charges on less than carload lots of goods were less when shipped to Portland and reshipped back again (about one thousand miles) than coming direct—interstate commerce you know. A gentleman ordered a buggy from St. Paul, Minn., to be delivered at Arlington, on which charges were \$13.50, but instead of delivering on going past it was carried to Portland, held there for about one month, and then returned at an additional expense of \$8; and yet the road don't pay and they are not happy.

No reasonable individual would undertake to assume that railroads are a detriment in general to any section of the country, as the growth and prosperity of any portion of our land depends upon safe, sure and reasonable transportation by rail or water; and nobly have the citizens of Union and the Grand Ronde valley responded to the call for funds to aid the Hunt system, seeing the necessity of competing lines and the advantages derived from speedy transportation and direct connection with seaport cities.

It is the niggardly close-listed policy they practice towards their own friends that aid and assist in giving them "solid comfort," (when building these lines in the way of finances) afterwards taking undue advantage when opportunity presents itself, of systematically robbing their benefactors.

The well known result of oppression is retaliation or independence, and a significant feature that predominates in every and all parts of the world; hence in the face of facts presented does not lawlessness and riots of every kind mature and burst forth in unabated fury by the ignition of a single spark? The mystery deepens when railroad corporations, well knowing these facts, will persist in turning the white man from his door and take into their arms the heathen Chinese, thereby creating an ill feeling among the laboring classes, as well as their friends. If this policy will cause the road to pay we are laboring under a delusion.

Nay, verily, let retrenchment and reform commence in other parts of the system and restore these poor, honest workmen to their places on the line, should you desire the friendship and co-operation of the community proper.

Being personally aware of the condition of two or more of these discharged men and that destitution stares them in the face, with families to support, that it is the midst of winter, and work hard to obtain, impels us to offer our voice in their behalf. Whether a hard-hearted corporation will heed the cry of those in distress remains to be seen.

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LETTER FROM WHATCOM.

A Former Resident of Union Writes Some Items of Interest.

WHATCOM, Wash., January 13, 1891.

EDITOR OREGON SCOUT:—

When I left Union I promised to write a short letter from time to time to your paper. I have been so very busy, since I came here, that I had almost forgotten it, but upon receiving your excellent paper and your contemporary last evening, and reading the notice contained in the E. O. R. that I had "been very low with fever," I thought that I had better fulfill my promise or said paper would have me dead and buried in a short time—a fact that I have no desire should happen, at least until I have collected the various sums due me from many citizens of your county, and I will hereby notify all those that my accounts are in the hands of the bank for collection.

I have been here about two months and have gotten pretty well acquainted with the place and its surroundings, to give a description of which would require a volume.

I opened my office on the first of December and have had all the business that I could do ever since. I have never been sick but one day, and that was caused by my working in a newly plastered house that I was putting up, and when perspiring freely, took off my coat and sat down, taking cold. I was fortunate in stopping at that time with some very kind and excellent people who administered a simple remedy and I was out next day, and have not been unwell since. All of my family are well. We have not even had a cold since coming here. We have much better health than while at Union. In fact there is but little sickness here—but one funeral since I came here, in a city of over 8000 people. I believe this is the healthiest place for me that I ever lived in, save the state of Pennsylvania, where I was born. I will recommend this place to some of the old cronies of Union for their health.

Business is very lively here and buildings are going up in every direction. Buildings of all kinds from the cottage costing \$400, to the great stone and brick business block, costing \$80,000, to \$1000,000. Our new court house will cost in the neighborhood of \$85,000, built of stone and iron. It is the finest court house that I have ever seen excepting the one at Scranton, Pa. which beats them all.

They are erecting a \$100,000 opera house at Fairhaven and a \$40,000 one at Whatcom. They are building two large brick and stone schoolhouses in this city, costing close to \$50,000. The city of New Whatcom, called by some Schome, and Old Whatcom have consolidated under the name of New Whatcom, and we have the port of entry established here. The government will soon erect all the necessary buildings.

We will, just as soon as the officers can get around, have a free mail delivery. Our electric street car line will soon be finished.

I am glad to see Union improving, and that the railroad is being completed from the depot. I have read over the mayor's message carefully and I find in it a good many first-class recommendations that are excellent, especially the ones in relation to supplying the city with proper fire apparatus and the suppression of the cow ordinance. One that I do not like so well is to improve the streets at public expense. It ought to be done at the expense of the abutting owner. That is the way they do it in every other town that I am acquainted with. I do not believe that the plan of doing it at public expense will be satisfactory to the people in the end. However, that is the business of the voters and taxpayers of your beautiful little city.

I read, with sorrow, the sad news of the death of Eugene Foster and Wm. Raley. Two good citizens gone to their long home, early in life, their death being a loss to many.

Yours, in haste,
J. R. CRITES.

USEFUL INFORMATION.

TIBBURY FOX, M. D., the eminent medical writer, in his work "Skin Diseases," thus accounts for the pimples so common on the face and neck: "Eating too rich or too greasy food, or too hearty eating while the excretory organs are sluggish causes in most people indigestion or a dyspeptic condition, which causes the blood to move sluggishly, which in turn clogs the pores. The result is, that the exuding secretions block the pores, which induce, each distinct inflammation being a pimple. Dr. Fox therefore does not prescribe 'blood purifiers' as called, but a 'dyspeptic cure' to be taken, to use his own words 'till the dyspeptic symptoms have disappeared.'" The old idea was, that face eruptions were caused by a "humor in the blood," to which they treated the blood, giving the salina potash. Hence the reason why the older sarsaparilla contain potash. Joy's Vegetable Sarsaparilla follows the modern ideas of Dr. Fox, and aims with gentle vegetable alternatives at the stomach and digestive organs. The reason is apparent why it cures dyspepsia and indigestion, and the pimples and skin eruptions which result therefrom, and why sarsaparillas that use mineral salts fail.

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