

The Oregon Scout.

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THURSDAY, SEPT. 17, 1891.

SUICIDE AND MURDER.

The rate at which this mania is traveling through American society is astonishing. The heart of the jilted lover, or betrayed husband, finds quick solace for its wound in the dagger or the pistol. It seems that the affections of the average American are growing more susceptible of disappointment as the nation grows older, or else the brain of the average American is growing softer as the nation grows older. A decade ago the press was not overwhelmed with suicide reports. Love was not so easily slighted in the younger and commoner days of our people. Men wooed with honesty and faithfulness in those days, and touched the hearts of the gentler sex with a magic influence that was born of valor and of integrity. The thought of murder and suicide was not in the play up till within the last few years. It seems that every man who goes out to make love at this date loads his pistol and sharpens his dirk and makes a resolution to rule or ruin the life, the love, the future, the fame, the will, the womanhood and the character of his beloved. It has come to a time in love making when the gloom of the grave overshadows the blossoms and sunshine of the affection. A young lady who receives the addresses of a young man now is brought face to face with a curious problem. If she accepts, it is perhaps against her "own sweet will," and there is in store for her, discontent, unhappiness, bitterness, probably separation and widowhood, and a miserable life. If she refuses, the wounded affections of the lover may take revenge in the bringing to a speedy close of two young lives, with a murderous hand.

It may be that this anarchy in love making is the outgrowth of our present flimsy system of society, and it may be the degeneration of human-kind. One thing is certain, it is making rapid progress on its mission of crime and of sorrow. The mania has sent many a life into the unknown world without a moment's warning, and the crack of the murderous weapon has driven all the sunshine and the happiness and domestic felicity from many a home. A woman has no assurance of safety in the hands of these society cranks, whose minds are not high enough to grasp human life in all its sublimity. The genuine man, with a balanced mind, does not become mad if his persuasion does not win the object of his attentions, but it is this polished element which has been turned out in vast numbers from the second class colleges and academies, and which has been partially blessed with good looks, that is the curse of our country. People of common sense look in shame on such tragedies as are daily occurring in the east, and the lesson that it should teach to parents is significant.

"GO WEST, YOUNG MAN."

These words were uttered by the famous Horace Greeley, and have sounded in the years of the young men for more than a third of a century. They called the thoughts of the writer from the ragged hills of old Pennsylvania to the prairies of Kansas over thirty-five years ago. They still appeal with great interest to the intelligence of the ambitious and energetic youth of our great country.

Young men, come, let us reason together, and consider whether it is better for us to pitch our tent towards Sodom, or journey toward the Mountain States of the great Northwest, or find a home among the fir trees, where we can look out upon the placid waters of Puget Sound, "the Mediterranean of America."

We all seek success; without it life is not worth living. This object is more easily attained where growth and development are in progress. It is easier to "grow up with the country" than to grow up in a country already grown.

Here are the new states and territories of Colorado, Wyoming, Utah, Idaho, Montana, Arizona, Nevada, Washington and Oregon, comprising a vast territory, and uniting all the elements

of wealth, just entering upon an era of rapid development. The population of these new states will soon double—quadruple. The magnificent resources of this vast extent of our country have never been understood. The wonderful facts are just beginning to appear. Fifty years ago, when Brigham Young stood upon the summit of the Wasatch mountains, and looked down upon the valley of the Great Salt Lake spread out before him, looking west, north and south, he exclaimed: "This is land that the Lord showed me in a vision." It looked like a desert—it was a desert, but the desert has fled before the industry and skill of man. There is no land in America that is more fruitful and where are found all the elements that make happy homes. Those who fly across the continent may conclude there are little agricultural lands. Do not be deceived. There are numerous valleys like that of Great Salt Lake that will smile on the industry of the pioneer.

The combination of the agricultural, the mineral and the pastoral resources, will bring population and wealth—will bring manufactures, build railways and cities.

The production of gold and silver mines of Colorado for 1890 was \$29,940,565, and for Montana was \$23,360,619, to say nothing of copper, iron and coal. A few square rods occupied by the Comstock lode in Nevada produced wealth in one year equal to 4,000,000 acres of corn. There are now hidden in the mountains richer mines than have yet been found. Opportunities have not all passed, but undeveloped and unknown resources hold out their invitation.

The country known as the "Seven Devils" mining region in Idaho will in time produce more copper than is produced in any other state, which means the building of railways and cities, yet unknown, and there are now living young men who, from this source, will become millionaires. Who are they?

All the land from the Mississippi to the western coast will soon be occupied. What the farmer and the miner do not use will be occupied by countless herds of cattle, sheep and horses.

We have not mentioned the climate. Who has not heard of the west as a health resort? The pure air of the mountain regions, so free from malarial and pulmonary diseases, is an important and inviting consideration, and is calling thousands of people westward. "It is," says a distinguished writer, "the most powerful of all empires, and gives guarantee of future development."

The West is destined to rule the country. The center of population in 1890 was at Baltimore. In eighty years it had traveled westward 500 miles, and was found at Cincinnati. The 1890 census will probably locate it near St. Louis, and it will continue its steady westward march. The West will soon excel in agriculture, in mining and stock-raising, and have more people, and must control the government.

Are not our reasons sufficient for decision? Shall we longer hesitate? The young man who wants to take part in the building of this great intermountain empire must awake to action! There is no time to lose—no place for idlers. The new states are filling up with the grandest energy of the Anglo-Saxon race. The country is fired with a new energy. The steam is up—the engineer is at his post—the mighty engine is moving—it will not wait. The whistle screams good-bye to those who hesitate, doubt or lag in the steady march of Western progress.—Northwestern Financier.

COL. SEHWARD, the New York newspaper owner, who is laboring to have the world's fair sealed up on Sundays, has already engaged rooms at a Chicago hotel to cost him \$25,000 during the fair. With that sum he could operate quite a gang of missionaries at Chicago. But he may want to watch the thing himself on Sundays.

THE State Board of Equalization of California has raised the assessment roll of the city of San Francisco over \$98,000,000, which causes the people there to raise quite a kick. The Examiner asserts that the assessment was already too high in many instances and thinks the work of the board a great injustice.

It is understood that the protected manufacturers are being squeezed for the McKinley campaign in Ohio, and the fat has come in big chunks. This is the reliance of the republican managers in all their later campaigns. They would not probably insist upon an extreme tariff if it were not to keep up this source of revenue for the party.

SUCCESSFUL BUSINESS METHODS.

Every merchant is apt to judge the general business situation from the amount of business he himself is doing. If his own business is light for a week or series of weeks, he is inclined to charge it up to the dullness of trade.

It is a noticeable fact that the wide awake business man and judicious advertiser does some business every month however dull the general market.

It is a recognized fact that the most successful merchants of this or any other city are those who advertise the most and who give the greatest thought and attention to that branch of their business.

It is the chief desire of THE SCOUT to give the greatest possible efficiency in every line of advertising with which it is favored. To do this, the co-operation of our patrons is necessary, not only that they sign contracts for space, but also that they make a careful study of the advertising branch of their business, to the end that it will bring to them the greatest possible number of customers. A well-written standing advertisement will certainly do some good, but very little as compared with what may be accomplished by frequently changing the subject matter. Readers of a paper come to watch for such changes, and are not slow in making up their minds in favor of the man who shows by his attractive and oft-modified ads that he is wide awake and on the outlook for good bargains. Though the adoption of such a policy by our advertisers generally will make more work in the printing office, we prefer to do the work in order that patrons may get the greatest possible benefit from the space they buy in THE SCOUT.

WANT THE FLAG THERE.

In one of his New England speeches, President Harrison discerned a growing fact. He said: "I believe our people are prepared to insist that the American flag shall again be seen upon the sea." If he has, however, imbibed the notion that the people are longing to subsidize favored corporations that may want to enter upon the shipping business, he mistakes the popular thought. The people are coming to understand that the system of favoritism, of which the McKinley tariff is the highest achievement, is the great obstacle in the way of commerce carried on under the American flag, and they gave some indication of their disposition at the elections last fall. Mr. Harrison is aware that the disappearance of the stars and stripes upon the ocean commenced upon the accession of the republican party to power. The flag then was seen in all the ports of the world. Under it 70 per cent of the commerce of the nation was carried on in ships built by American capital and American workmen. After years of the rule of his party the president knows that the United States hardly has a place among the commercial nations on the ocean. Less than one-third of its foreign commerce is carried on in its own vessels. Its position is humiliating to the pride of American citizens, and a vast material detriment to its welfare. It is the work of the policies of which the president has been so conspicuous and zealous a champion. He has been a leader in the erection of the barriers between the American people and the world's marts. He and his party now have no better remedy to propose than to hire people to build ships in this country and sail them under the flag by bounties. The rational and statesmanlike way is to clear away the needless and pernicious obstructions and give the American sailor a fair chance on the commercial waters of the world. The president was not mistaken in his belief that the people have their heads turned in this direction.—St. Paul Globe.

TARIFF GEMS.

One of the jewels of the tariff system is that relating to drawbacks. When the manufacturer of tin utensils purchases the material for manufacture and sale to the people of this country, he must include in the price of the manufactured article the increased price of the raw material, made necessary by the exorbitant tariff imposed under the McKinley bill.

Every user of any article of tin manufacture in this country is required to pay for this imposition. But here is introduced one of the gems of the system.

The Standard Oil Company, which uses large quantities of tin, in connection with its foreign oil trade, secures the advantage of a rebate, or as it is termed—drawback—on all of the tin shipped to foreign countries. That is,

to the cost of the oil if transported in tin vessels in this country, should be added the cost of such vessels under the McKinley tariff, for which, of course, we would have to pay; while that used in foreign trade would have the tariff charges deducted, otherwise, free raw material for the export and a full rate of duty for the home trade.

The treasury department has recently rendered a decision, which grants carpet manufacturers a drawback on all wool used in carpets sent abroad, the amount of the drawback being ninety-nine per cent of the duty.

That is, the American manufacturer adds the duty when he sells to home customers, and deducts it when he sells abroad.

But then, you know, according to the republican doctrine, the duty does not come out of American consumers, it is charged up to the foreigner. The reverse is true. The foreigner is permitted to purchase American manufactures for less than they can be purchased by our own citizens.

Will the republican party be able to delude voters again with this most infamous invention of monopoly? We believe not.

The tidal wave of last fall will so increase in impetus and volume before the next general election, that the great, high tariff, plutocratic, monopoly aggregation, known as the G. O. P., will thereafter be known only to history.—Ex.

THE Sunday observance people are again making strong efforts to have the world's fair closed on Sundays. What would they do with the vast multitudes that will be there on those days, and would seek other amusements, in thousands of cases probably, much worse than a visit to the fair? Do they think the throng would march straightway to the churches? If they do, they are badly mistaken; many might go, but the average American, and he's a big majority, is not built that way, and, if prevented from visiting the fair, will likely seek other amusements not so commendable. The effort has, in the estimation of some people, a long and broad streak of nonsense in it.—Gervais Star.

J. SLOAT FASSETT, of the county of Chemung, has been nominated by the republican party in convention at Rochester as its candidate for governor of New York. Mr. Fassett has been state senator of New York, and by recent appointment by President Harrison was made collector of the port of New York. He married the daughter of Judge Edward B. Crocker, of Sacramento, and has for some time been an active participant in the politics of the state of New York.

It is a very cold day when Chicago gets left. No sooner has New York announced the intention of putting up a building twenty-seven stories high than Chicago comes up smiling with the plans for an Odd Fellows' temple thirty-four stories high.

Bucklen's Arnica Salve.

THE BEST SALVE in the world for Cuts, Bruises, Sores, Ulcers, Salt Rheum, Fever Sores, Tetter, Chapped Hands, Chilblains, Corns, and all Skin Eruptions, and positively cures Piles, or no pay required. It is guaranteed to give perfect satisfaction, or money refunded. Price 25 cents per box. For sale at Brown's drug store.

THE "BLUE LIGHT"

Chop House.

Open Day and Night.

Meals at all Hours.

Oysters, in Season.

Bread, Pies, Cakes, Etc., Constantly on hand and for sale. Wedding cakes to order.

C. McKINNEY, Proprietor, Main St., Union, Oregon.

ASCENSION SCHOOL!

A Boarding and Day School for Girls, Cove, Union County, Oregon.
THE REV. B. WISTAR MORRIS, D. D., Rector and Visitor.
MISS B. H. BOUCK, Principal.
MISS ANTHONY ROONEY, Assistant.

The next Session of this School Opens September 10, 1891.

For terms of admission apply to Miss BOUCK, Cove.

WIND

Thomson & Pursel are agents for the celebrated Cyclone Wind Mill, and as the prices on them have been greatly reduced they are now within the reach of all. Sample mill to be seen at their planer in North Union. Call and examine it.

MILL

Summers & Layne,

—RETAILERS OF—

Shelf Hardware, Cutlery, Farmers' Steel Goods, Pumps, Saws, Wedges, Sledges, etc.

Agent for Charter Oak Stoves.

A Full Equipped TIN SHOP is run in Connection with our Store.

We make a Specialty of this Line.

Call and see us.

SUMMERS & LAYNE, one door south of Jaxcox's store, Union, Or.

C. VINCENT,

—DEALER IN—

BOOTS All Kinds

AND

Latest Styles. **SHOES,**

Just Received, Direct from the East, a Large Invoice of LADIES' and MISSES' CALFSKIN SHOES, the Best Ever brought to this Market.

—Also a Fine Assortment of—

GENT'S -:- FURNISHING -:- GOODS.

My Prices will suit the times. Drop in and see me.

C. VINCENT, Main Street, Union, Or.

GEO. BAIRD.

—Dealer in—

Variety & Fancy Goods,

STATIONERY,

Tobacco, Cigars and All Kinds of Fruit,

Candies, Nuts, Novels, Fishing Tackle, etc.

BARBER SHOP In Connection.

4-30-11. First door north Centennial hotel, Union, Or.

ATTENTION:

I have just received an immense shipment of

FURNITURE

Comprising everything of the latest style and pattern in that line, also

Carpets, Window Shades, Mats, Rugs, Mirrors, Picture Frames, Reed and Rattan Goods, Upholstered Rockers, Easy Chairs, etc., of all descriptions.

Now is the time to get your Furniture, while you can be suited, in style, design and price. Constantly on hand, a full stock of

SASH & DOORS.

S. C. MILLER, - Union, Oregon.

C. C. COFFINBERRY, Union, Oregon,

—Carries a full line of all kinds of—

Harvesting Machinery and Agricultural Implements,

Traction Engines and Vibrator Threshers.

I will sell as cheap as any dealer in the valley.

3-26-11

The Centennial Hotel,

Union, Oregon.

A. J. GOODBROD, - Proprietor.

(Recognized by all as the)

Leading Hotel of Eastern Oregon!

FINE LARGE SAMPLE ROOMS For the Accomodation of Commercial Travelers.

CHARGES REASONABLE.

COMMERCIAL LIVERY and FEED STABLE.

(OPPOSITE CENTENNIAL HOTEL.)

Wm. E. Bowker, - Proprietor.

Everything First Class. Terms Very Reasonable.

Bus to and from the Depot Making Connection with all Passenger Trains.