

THE HERALD.

D. L. GRACE, Editor.

WEDNESDAY, SEPTEMBER 12, 1883.

Democratic Ticket.

For President,

GROVER CLEVELAND,
Of New York.

Vice-President:

ALLEN G. THURMAN,
Of Ohio.

PRESIDENTIAL ELECTORS.

W. H. EFFINGER, of Multnomah.
W. R. BILLYE, of Linn.
E. R. SKIPWORTH, of Umatilla.

The senate tariff bill is nearly completed.

An uprising of the Navajo Indians of New Mexico is feared.

In another column will be found the President's retaliation message. Read it.

The Colorado republicans have nominated J. A. Cooper, of Denver, for governor.

The Old Roman is in New York, where he is everywhere received with ovation.

The democrats of Missouri nominated David R. Francis, the mayor of St. Louis, for governor.

The republicans of New York have nominated Warner Miller, the wood-pulp monopolist, for governor.

Gov. Semple of Washington Territory goes to Roslyn to inquire personally into the mining troubles there.

Nast, the great caricaturist, is doing some of his best work just now on the N. Y. Graphic for Cleveland and Thurman.

A road is to be built from North Powder to the Cracker Creek mines, a distance of 25 miles. It is to be completed by Oct. 1st.

The senate committee has decided to report the Morgan retaliation bill favorably; discussion on it will be kept up until the tariff bill is ready.

The Roseburg land office has been directed by the secretary of the interior to open to settlement the indemnity lands of the Coos Bay Wagon Road Co.

PRIVATE information received today from Boise City says the Chicago & Northwestern railroad is extending its line to connect with the Oregon Pacific at Boise City.—Portland World.

The democratic state convention of Massachusetts strongly indorsed the administration, its tariff reform policy and fisheries message; W. E. Russell was nominated for governor by acclamation.

It is feared that a young British officer, who has been visiting in this country, has succeeded in making and sending to England complete drawings of the torpedoes on which our coast defenses depend.

THE HERALD received a very pleasant call from Major Breckenbrough, the gentlemanly special agent sent here by the government to report on the most advisable location for the Harney land office. He will also visit Harney, Drewsey, Vale, and leave for Ontario en route for Washington City, this week. We have no doubt whatever but that Major Breckenbrough will make his report wholly in the interest of the people for whose convenience the office was created.

THE editor of the Items, A. W. Waters, said in his last issue, editorially, that he, alas, has not "the mental power of Plato, the depth and compass of Webster, the intellectual and moral depths of Moses and Paul, the intellect of Lord Byron [already having milord's moral reputation], the soul of Payson or St. John, the oratory of Cicero, the executive genius of Humboldt, and the statesmanship of Washington," hence, he cannot be expected to crush out the democratic newspaper in this county in the short space of one year. No one can accuse him of not trying his level best to prevent the establishment of THE HERALD in Burns, and to break it down ever since "by all the means that God(?) and Nature put in his hands"—the columns of his little organ for the past eleven months for reference. Ye gods and little fishes, what an array of talent is needed for the job he so officiously took upon himself last fall!

PREMONITION EXTRAORDINARY.—Advice from Grant county report that Lake Malheur, a body of water that covers more than 75 square miles, and has been without outlet, is rushing through a subterranean passage with a great roar. The noise is so loud and the shrinkage of water so great as to attract much attention. It is said that miles of formerly submerged land are now visible. The account is meager. The lake receives the waters of the Blitzen river and never overflows. It is situated on a rich level plain with low shores. It is connected with Lake Harney by a shallow channel 60 feet wide and 600 feet long. If the subsidence prove permanent it may throw the Oregon Pacific survey some miles further south.—Oregon Statesman.

The above sensational item was sent us by THE HERALD correspondent at Salem, Ed. Bland, by the mail, with the inquiry as to whether authentic or not. As such an occurrence could not take place without the knowledge of the dwellers in the vicinity of the lakes, and, as the people thereabouts are a wide-awake class that would not allow the coast news-gatherers to scoop their local paper, it is more than a guess to say that the Web-footers have only just now learned of the rent in the reefs that once divided Malheur-Harney sea into two parts, now known as lakes.

On the 23d ult., immediately after hearing the President's message read, a bill was introduced in the House by Wilson of Minnesota, giving the President the powers he asked. The senate refused to allow the message read until the 24th, when Edmunds, Hoar, Sherman and Hale denounced the message as insincere, etc; Morgan of Alabama then introduced a bill granting the President the additional retaliatory powers desired; the senate immediately adjourned until the 27th, though the House continued at work.

A COMPLETE review of the Tariff on Wool for the past 61 years was given the readers of THE HERALD last week in a fine large seven-column supplement. They are each of them requested to read every line and thus be able to intelligently consider and discuss the subject, which is of great importance to East Oregon. Democrats, read it and reason with your republican friends when they attack your party's position thereon. Republicans, study it and be as fully posted as your democratic neighbors. An exhaustive compilation of facts is given, from which the real status of the case may be readily obtained.

If the people of the nation, would accomplish what they most desire they should move quickly, promptly and rapidly.—A. W. Waters' leader in Items of Sept. 5th.

As the people of this nation most desire cheap clothing and other necessities, suppression of Mormonism, exclusion of Chinese and all contract labor, they will "quickly, promptly, rapidly," very swiftly and energetically defeat Harrison and Morton, "for they have a right to be heard at the polls," the people of this nation have.

The Tax on Grain Sacks.

There is a tariff of 40 per cent on jute sacks—that is, for every \$1 the farmer spends for jute bags he pays 40 cents for "protecting" some "infant home industry." Now the government does not need this 40 cents, but if an "infant industry" is "protected" by it, of course our farmers will not grumble.

Jute is not a product of this country. There is but one mill in the United States that makes jute sacks. That mill is in Oakland, Cal., and is owned by a Scotchman and a Chinaman, and employs Chinese labor.

As one mill cannot supply the demand, the great bulk of the grain sacks used by our farmers are imported. The importer pays the tariff to the government, and collects the amount from the farmer in the increased price of the sacks.

And Drexel sells the product of his mill at market price—the price of the imported sacks.

And the farmer is thus systematically robbed for the benefit of Drexel and the speculators.

The Mills bill puts jute sacks on the free list. Drexel announces he will vote against Cleveland. The cat in the meal, as far as Drexel is concerned, is easily discerned. He will vote for his pocket, and it is time for the farmers to consider theirs also. Are they willing to take free whisky, free tobacco and free bogus butter rather than cease pay'n' this 40 per cent for the benefit of Drexel and his Chinese partner?

ED. HERALD: J. J. McCullough, the famed politician who was secretary of the Garfield Club, and who climbed the fence and joined the democrats when that party appeared to be in the ascendancy last spring, and was a candidate for the office of treasurer at the democratic county convention, has again changed his politics. Adorned with a Harrison and Morton badge and an "ain't I smart" squint, he struts about our streets, a veritable living specimen of Darwin's missing link.

STEADFAST.
Canyon City, Or., Sept. 5th, '88.

THE MESSAGE.

TO THE CONGRESS: The rejection by the senate of the treaty lately negotiated for the settlement and adjustment of the differences existing between the United States and Great Britain concerning the rights and privileges of American fishermen in the ports and waters of British North America, seems to justify a survey of the condition to which the pending question is thus remitted.

The treaty upon this subject concluded in 1818 through disagreements as to the meaning of its terms has been a fruitful source of irritation and trouble. Our citizens engaged in fishing enterprises in waters adjacent to Canada have been subjected to numerous vexatious interferences and annoyances, their vessels have been seized upon pretexts which appeared to be entirely inadmissible and they have otherwise treated by Canadian authorities and officials in a manner inexcusably harsh and oppressive. This conduct has been justified by Great Britain and Canada by the claim that the treaty of 1818 permitted it, and upon the ground that it was necessary to the proper protection of Canadian interests. We deny that the treaty agreements justify these acts, and we further maintain that, aside from any treaty restraints, of disputed interpretations, the relations of the United States and Canada as near neighbors, the growth of our joint commerce, the development and prosperity of both countries, which amicable relations surely guarantee, and above all, the liberality always extended by the United States to the people of Canada furnished motives for kindness and consideration higher and better than treaty covenants. While keenly sensitive to all that was exasperating in the condition, and by no means indisposed to support the just complaints of our injured citizens, I still deemed it my duty for the preservation of important American interests which were directly involved, and in view of all the details of the situation, to attempt by negotiation to remedy existing wrongs, and to finally terminate by a fair and just treaty the ever recurring causes of difficulty.

I fully believe that the treaty just rejected by the senate was well suited to the exigency, and that its provisions were adequate for our security in the future from vexatious incidents and for the promotion of friendly neighborhood and intimacy without sacrificing in the least our national pride or dignity. I am quite conscious that neither my opinion of the value of the rejected treaty nor the motives which prompted its negotiation are of importance in the light of the judgment of the senate thereon.

But it is of important to note that this treaty has been rejected without an apparent disposition on the part of the senate to alter or amend its provisions, and with the evidence, not wanting expression, that no negotiation should at present be concluded touching the matter at issue. The co-operation necessary for the adjustment of the long-standing national differences with which we have to deal by methods of conference and argument having thus been declined, I am by no means disposed to abandon the interests and rights of our people in the premises, or to neglect their grievances; and I, therefore, turn to the contemplation of a plan for retaliation as a mode which still remains of treating the situation. I am not unmindful of the gravity of the responsibility assumed in adopting this line of conduct, nor do I fail in the least to appreciate its serious consequences. It will be impossible to injure our Canadian neighbor by retaliatory measures, without inflicting some damage upon our own citizens. This results from our proximity, our community of interests and inevitable commingling of the business enterprises developed by mutual activity. Plainly stated, the policy of national retaliation manifestly embraces the infliction of the greatest harm upon those who have injured us with the least possible damage to ourselves. There is also evident propriety as well as an invitation to moral support found in venting upon the offending party the same measure or kind of treatment of which we complain, and as far as possible within the same lines, and above all things, the plan of retaliation, if entered upon, should be thorough and vigorous.

These considerations lead me, at this time, to invoke aid and counsel from the Congress and its support in such a further grant of power as seems to me necessary and desirable to render effective the policy I have indicated. The Congress has already passed a law which received executive assent on the 3d day of March, 1887, providing that in case American fishing vessels, being or visiting in the waters that or at any of the ports of the British dominions of North America, should be, or lately had been, deprived of those rights to which they were entitled by treaty or law, or if they were denied certain other privileges therein specified, or vexed and harassed in the enjoyment of the same, the President might deny to vessels and their masters and crews of the British dominions of North America any entrance into the waters, ports or harbors of the United States, and also deny entry into any port or place of the United States of any product of said do-

minions or other goods coming from said dominions to the United States.

While I shall not hesitate upon proper occasion to enforce this act, it would seem to be unnecessary to suggest that if such enforcement is limited in such a manner as shall result in the least possible injury to our own people, the effect would probably be entirely inadequate to the accomplishment of the purpose desired. I deem it my duty, therefore, to call the attention of the Congress to certain particulars in the action of the authorities of the Dominion of Canada, in addition to the general allegations already made, which appear to be in such marked contrast to the liberal and friendly disposition of our country as, in my opinion, to call for such legislation as will, upon the principles already stated, properly supplement the power to inaugurate retaliation already invested in the Executive. Actuated by the generous and neighborly spirit which has characterized our legislation; our tariff laws have since 1866 been so far waived in favor of Canada as to allow free of duty the transit across the territory of the United States of property arriving at our ports and destined to Canada, or exported from Canada to other foreign countries. When the treaty of Washington was negotiated in 1871 between the United States and Great Britain, having for its object very largely the modification of the treaty of 1818, the privileges above referred to were reciprocal and given in return by Canada to the United States in the following language, contained in the 29th article of said treaty:

[Here follows a long quotation from the treaty, showing that the privileges referred to were reciprocal.]

In the year 1886 notice was received by the representatives of our government that our fishermen would no longer be allowed to ship their fish in bond and free of duty through Canadian territory to this country, and ever since that time such shipment has been denied. The privilege of such shipment which had been extended to our fishermen was a most important one, allowing them to spend the time upon the fishery grounds which would otherwise be devoted to a voyage with their catch, and doubling their opportunities of profitably prosecuting their vocation. In forbidding the transit of the catch of our fishermen over their territory in bond and free of duty, the Canadian authorities deprived us of the only facility dependent upon their concession, and for which we could supply no substitute. The value to the Dominion of Canada of the privilege of transit for their exports and imports across our territory and to and from our ports, though great in every respect, will be better appreciated when it is remembered that for a considerable portion of each year the St. Lawrence river, which constitutes the direct avenue of foreign commerce leading to Canada, is closed by ice. During the last 6 years the imports and exports of British Canadian provinces carried across our territory under the privileges granted by our laws amounted to about \$27,000,000, nearly all of which were goods dutiable under tariff laws, by far the larger part of this traffic consisting of exchanges of goods between Great Britain and her American provinces, brought to and carried from our ports on their own vessels. The treaty stipulation entered into by our government was in harmony with laws which were then on our statute book and are still in force.

I recommend immediate legislative action conferring upon the Executive the power to suspend by proclamation the operation of all laws and regulations permitting the transit of goods, wares and merchandise in bond across or over the territory of the United States to or from Canada. There need be no hesitation in suspending these laws arising from the supposition that their continuation was secured by treaty obligations, or it seems quite plain that article 29 of the treaty of 1871, which was the only article incorporating such laws, terminated the 1st day of July, 1885. The article itself declares that its provisions shall be in force for the term of years mentioned in article 33 of this treaty. Turning to article 33 we find no mention of the 29th article, but only a provision that articles 18 to 25, inclusive, and article 30 shall take effect as soon as the laws required to carry them into operation shall be passed by the legislative bodies of the different countries concerned, and that they shall remain in force for the period of 10 years from the date at which they may come into operation, and further until the expiration of 2 years after either of the high contracting parties shall have given notice to the other of its wish to terminate the same. I am of the opinion that the term of years mentioned in Art. 33, and referred to in Art. 29, as the limit of its duration, means the period during which articles 18 to 25 inclusive, and Art. 30, commonly called "the fisheries articles," should be continued in force under the language of said article 33. That the joint High Commissioners who negotiated the treaty so understood and intended the phrase is certain, for in a statement containing an account of their negotiations, prepared under their

supervision and approved by them, we find the following entry on the subject:

The transit question was discussed, and it was agreed that any settlement that might be made should include a reciprocal arrangement in that respect for the period for which the fisheries articles should be in force.

[Here follows quotations from the act of March, 1873, in which the same construction is placed upon the treaty.]

I desire also to call the attention of the Congress to another subject involving such wrongs and unfair treatment to our citizens as, in my opinion, require prompt action. The navigation of the great lakes, and the immense business and carrying trade growing out of the same, have been treated broadly and liberally by the U. S. government, and made free to all mankind, while Canadian railroads and navigation companies share in our country's transportation upon terms as favorable as are accorded to our own citizens. The canals and other public works, built and maintained by the government along the line of the lakes, are made free to all. In contrast to this condition, and evincing a narrow and ungenerous commercial spirit, every lock and canal which is a public work of the Dominion of Canada is subject to tolls and charges.

By article 27, of the treaty of 1871, provision was made to secure to the citizens of the United States the use of the Welland, St. Lawrence and other Canadian canals, on terms of equality with the inhabitants of the Dominion, and to also secure to the subjects of Great Britain the use of the St. Clair Flats Canal on terms of equality with the inhabitants of the United States. The equality with the inhabitants of the Dominion which we were promised in the use of the canals of Canada did not secure to us freedom from tolls in their navigation, but we had a right to expect that we, being Americans and interested in American commerce, would be no more burdened in regard to the same than Canadians engaged in their own trade; and the whole spirit of the concession made was, or should have been, that merchandise and property transported to an American market through these canals should not be enhanced in the cost by tolls many times higher than such as were carried to an adjoining Canadian market. All our citizens, producers and consumers as well as vessel owners, were to enjoy the equality promised, and yet evidence has been for some time before the Congress, furnished by the secretary of the treasury, showing that, while the tolls charged in the first instance are the same to all, such vessels and cargoes as are destined to certain Canadian ports are allowed a refund of nearly the entire tolls, while those bound for the American ports are not allowed any such advantage. To promise equality and then in practice make it conditional upon our vessels doing Canadian business instead of their own, is to fulfill a promise with the shadow of performance.

I recommend that such legislation be had as will give Canadian vessels navigating our canals and cargoes precisely the advantages granted to our vessels and cargoes upon Canadian canals, and that the same be measured by exactly the same rule of discrimination.

The course I have outlined and the recommendations made relate to the honor and dignity of our country and the protection and preservation of the rights and interests of our people. A government does not half its duty when it protects its citizens at home and permits them to be imposed upon and humiliated by the unfair and overreaching disposition of other nations. If we invite our people to rely upon arrangements made for their benefit abroad, we should see to it that they are not deceived; and if we are generous and liberal to a neighboring country, our people should reap the advantage of it by a return of the liberality and generosity.

These are subjects which partisanship should not disturb or confuse. Let us survey the ground calmly and moderately, and having put aside other means of settlement, if we enter upon the policy of retaliation, let us pursue it firmly, with a determination only to subserve the interests of our people and maintain the high standard and becoming pride of American citizenship.

GROVER CLEVELAND.
Executive Mansion, Aug. 23, '88.

Waters got a withering rebuke from one of our most prominent citizens the other day, in response to his eager Oh, did you hear the news? that froze the stream of gossip on his lips most effectually.

—Chain Pumps at reduced prices at Stenger's.

—All kinds of Tobacco, a fresh supply at P. F. Stenger's.

—While attending the Burns' Races, call at N. Brown's and see the new High-Arm Singer Sewing Machines, sold by C. A. Gilbert on easy terms.

—German Prunes, 7 pounds for a dollar at Stenger's.

—Call at N. Brown's for bargains in every department.

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—RIDING MATERIAL A SPECIALTY.—

Harness, Saddles, Bridles, Spurs, Latigos, Whips, Cinches, Chaperones. None but the

Best of California Leather used. Satisfaction Guaranteed.

PRICES TO SUIT THE TIMES. 1-ly

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This Mill is in fine condition for turning out Superior Work. Is in charge of a First-class Miller

WE GUARANTEE OUR FLOUR.

The Highest Prices will be paid for Wheat. Highest Rates will be paid in exchange for

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CALL AND SEE FOR YOURSELVES BEFORE TRADING ELSEWHERE.

HARDWARE. CROCKERY.

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