

McMinnville Telephone-Register.

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VOL. I. NO. 11.

J. I. Knight & Co.,
REAL ESTATE AND INSURANCE,
 LOAN BROKERS, NOTARIES PUBLIC AND SEARCHERS OF RECORD.
McMinnville, Oregon.
 We Notice a Few of Our Properties.

No. 1-340 acres, 3/4 miles from McMinnville, fine improved, good buildings; water piped to house and barn. Price, \$12,000.
 No. 2-240 acres, 3 miles from McMinnville, well improved; running water. Price, \$9,500.
 No. 3-130 acres, 3 miles from McMinnville; quality of land cannot be beat in Yamhill County; large orchard and buildings good. Price, \$7,500.
 No. 4-80 acres, 2 1/2 miles from McMinnville; best quality valley land. Price, \$3,200.
 No. 5-400 acre tracts 2 1/2 miles from McMinnville. Price, \$1,000 per tract.
 No. 6-120 acres, 2 1/2 miles from McMinnville; well improved, buildings extra, good orchard, land fully improved. Price, \$52,500 per acre.
 No. 9-83 acres, 2 1/2 miles from McMinnville; well improved; finely located, near College. Price, \$5,000.
 No. 10-50-10-acre tracts, 2 miles from McMinnville. Price, \$50 per acre.
 No. 11-15 acres, with good house and barn, chicken house, etc., fine orchard; 2 1/2 miles from McMinnville. Price, \$1,700.
 No. 12-170 acres adjoining the town of McMinnville; with extra good buildings, large orchard and land of best quality. Price, \$75 per acre.
 No. 13-555 acres, 10 miles from McMinnville; 2 houses, 4 barns; this is one of the best stock farms in the County. Price, \$7,500.
 No. 14-500 acres, 11 miles from McMinnville; this farm has good buildings of all kinds necessary for the farmer and stock raiser; running water. Price, \$18 per acre.

Besides Town Property of all descriptions.
 We can only give a very small proportion of our properties. Should any thing in this list interest you, address us, giving number on list and we will forward you full description.


If you wish any information regarding our County, do not fail to write us. All your questions will be answered cheerfully and to the best of our ability.

S. A. YOUNG, M. D.
Physician & Surgeon.
 McMinnville, Oregon.
 Office and residence on D street. All calls promptly answered day or night.

DR. J. C. MICHAUX
Practicing Physician and Surgeon.
 LAFAYETTE, OREGON
 Jan. 21, '88.

DR. G. H. SMITH,
PHYSICIAN AND SURGEON,
 LAFAYETTE, OREGON.
 Surgery a Specialty. v7-19

McMINNVILLE NATIONAL BANK.
 McMinnville, Oregon.
 Transacts a General Banking Business.
 President..... J. W. COWLES
 Cashier..... CLARK BRALY
 Branches on Portland, San Francisco and New York.
 Interest allowed on time deposits.
 Office hours from 9 a m. to 4 p. m.



ROYAL BAKING POWDER
 Absolutely Pure.

This powder never varies. A marvel of purity, strength and wholesomeness. More economical than the ordinary kinds, and cannot be sold in competition with them on a low price. Made only in a factory built expressly for the purpose, under the supervision of a chemist.

W. H. Logan,
TONSorial Artist,
 North side Third St. McMinnville, Or.
 Hair cutting in the latest styles. Cutting of ladies' and children's hair neatly done. For a good shave or shampoo give us a call.

All the Latest Novels
 Can be Found at The
NEWS STORE.
 Full Stock of Musical Instruments and Stationery Always on Hand.
 Third Street, McMinnville, Or.

THE CITY STABLES,
 Have been purchased by
E. R. Harrison, Chas. Chaney and Chas. Allen.
 Of Amity, and is now ready to receive Customers.
 The business will be conducted with the intention of pleasing everyone, and we ask a continuance of the Public Patronage.

WAR MATERIAL.
 All the Great Improvements Invented by Americans.
 The world moves so fast and improvements follow one another in such rapid succession that the work of original designers is often lost amid a maze of modifications, and the inventor becomes famous above the artist. If we turn to modern war machinery we shall find modern appliances of this, and in most of the effective material in the great European armaments behind the cunning fashioning of the Yankee inventor. Admiral Porter has told us that the guns of Hampton Roads—the Monitor and Merrimack fight—resounded through the world and announced to the British that their great steam fleet—the finest in the world at that time—was obsolete. The great iron fleets of today have been developed from this Monitor gun. The liquid compass, that makes it possible to navigate iron and steel ships, is the invention of Mr. Ritchie, of Brookline, Mass. The world talks of the Krupp gun, yet how few are aware of the fact that it was only through the invention of the American, Colonel Bradwell, that Herr Krupp was enabled to make his guns effective? Gen. S. V. Benet, chief of ordinance, U. S. A., speaking on this subject, says: "All modern steel guns are of one or two systems, either the Krupp bolt system or the interrupted screw used in the French service. Our guns are of the latter system, which seems to offer the greatest advantages. Like all good modern inventions, it is an American one. So, for that matter, is the Krupp, or rather what gave Krupp's invention the practical value. The great trouble with the Krupp gun was the escape of gas at the breech. This was overcome by the aid of the 'Bradwell plate,' an American invention, the invention of an American, Dr. Gatting; the French mitrailleuse is a modification of it, so is the Nordenfolt. In June, 1883, Nordenfolt brought suit against Gardner, inventor of the Gardner machine gun for infringement. Gardner showed that the principles on which the Nordenfolt gun was constructed had long been developed in the American Gatling machine gun and Winchester rifle, invented long before 1873, when Nordenfolt got his English patent. It may fairly be said that this principle has found its highest development in the automatic gun of the American, Hiram Maxim, a gun which will fire 600 shots a minute, the recoil being utilized to load and fire and to keep a stream of water moving about the barrels for cooling. The disappearing gun mechanism is also his invention. The screw propeller, an invention that makes it possible to sink the motive power of a war ship, within and without, out of range of flying shot, though first tried in British waters, found no favor till Captain Ericsson came hither. The revolver, now in universal use, is, as everybody knows, the invention of Colonel Colt, of Connecticut. We may add to the list the dynamite gun, yet in the infancy of its development, and the dynamite eraser intended to make up for its shortcomings in point of range, of which an English authority recently said there was not, probably, a ship afloat that would be safe before it. The torpedo, now holding so important a place among war material, was first made practicable and effective during the last war; its cousin, the automobile torpedo, of comparatively recent designing, is also American, though there are several foreign forms of the same.—Scientific American.

Wm. S. Ladd.
 A correspondent of the East Oregonian has the following interesting description of Mr. W. S. Ladd: Speaking of Ladd, reminds me of passing that gentleman's residence the other evening just as the old man was entering. His carriage halted in the rear of his residence. A body servant, who sits beside the driver, alighted, assisted his charge to the ground and placed a pair of crutches under his arms. Slowly the old cripple dragged himself around to the front steps of his mansion. Every move seemed to cause him pain. His face gave unmistakable signs of suffering. When he finally reached the foot of the steps leading to the front door, the servant brought him a wooden frame resembling a contrivance sometimes used to teach babies to walk. This was put over his head and the ascent was made by placing the frame on the steps and crawling up while his body was supported by the arms, the frame being raised as each step was reached. When at the top his crutches were again handed to him, the great double doors swung upon their hinges, and the old millionaire disappeared. I stood there in front of that beautiful place and commenced to think and "say to myself, says I: 'That man is worth millions of money and I am a poor son-of-a-gun. There's my faithful, hard-working little wife at home, toasting herself over the kitchen stove preparing our frugal dinner; there are three chubby little arches with her, and we are all poor. For their sakes, how I would like to be rich. How I would dress them, how happy I would make them!' Then I thought in another direction and I say to myself: 'Well, Mr. Ladd, you may have your great houses and servants and carriages; you may have your great acres and herds; you may have your notes and mortgages and stocks and bonds; you may have your tons of gold and silver. I'd rather be myself, just as I am, sound of mind and body and limb, with six bits in my pockets, than to have all your vast wealth and be compelled to take with it your poor old, paralyzed, worthless legs.' This man is at his private desk in the back of his bank—Ladd & Tilton's bank belongs to W. S. Ladd; there is no Tilton connected with it now—from 10 a. m. to 5 p. m. Every morning from 9 to 10 o'clock he is driven around the town, and is generally accompanied by his two little grandchildren. He invariably carries in his hand a number of sheets of paper, upon which a memorandum of matters to be attended to before entering his office are written. He often drives into the country to look at his farms and thoroughbred stock, on which occasions his favorite vehicle seems to be a very ordinary two-seated buck-board. He takes his morning drive in an open barouche, and is invariably accompanied by a pair of crutches and a body servant, and always drives fine large horses. The greater part of his time at the office is taken up in listening to schemes and propositions of people who want money. He hears nothing, sees nothing, and knows nothing but figures, money and interest. He has a very poor pair of legs but a remarkably good head for business. His fortune is estimated at from \$5,000,000 to \$10,000,000. His eldest son, W. M. Ladd, is a chip off the old block.

Deep Gas Wells.
 The discussion of whether natural gas can be found below the sea level has not yet ended, and we appear to have an immense flow of gas and they are all below the sea level. Indications point strongly toward the Willamette valley being one of the greatest natural gas basins on the globe. The Westinghouse well at Pittsburg is 4,618 feet deep, over 2,000 feet below sea level. The gas well at St. Catharines Can., is 4,000 feet deep. The Presque Isle gas well developed a small flow of gas at over 4,000 feet, but at 4,300 feet the tools were lost in the well. The Trenton rock which always underlies the Hudson River rock in the Lower Silurian was not struck till the drill reached nearly 4,300 feet. The big gas strike at Kingsville, Ont., was made at a depth of 3,200 feet, and the company holds the well at \$104,000, and will get that for it. At Thorold, Ont., the drill went down to 2,700 feet before gas was struck. At Fort Smith, Ark., where sea level is reached at about 600 feet, gas was struck at 2,700 feet, and in the well developed a pressure of 250 pounds to the square inch. Near Harrisburg, Pa., are two gas wells, both of which are 3,000 feet deep. At McKeesport, Pa., there is a very productive well that is 2,500 feet deep. The most successful well at Lucknow, Tenn., is 3,000 feet deep. The Zoar well, an immense gusher, in Cattaughus county, N. Y., is 3,100 feet deep. When gas was struck in it at that depth, the volume was so great that the tools in the well, weighing 3,100 pounds, were thrown into the air 300 feet and the derrick utterly wrecked. A sponge can always be found hanging near the side behind the bar. And several 'sponges' can usually be found hanging around the bar.—Norristown Herald.

THE NEW LAND LAW.
Homestead Rights Reserved—Leave of Absence Provided For.
 An act to withdraw certain public lands from private entry, and other purposes.
 Be it enacted, etc. SECTION 1. That from and after the passage of this act no public lands of the United States, except those in the State of Missouri, shall be subject to private entry.
 SEC. 2. That any person who has not heretofore perfected title to a tract of land of which he has made entry under the homestead law, may make a homestead entry of not exceeding one-quarter section of public land subject to such entry, such previous filing or entry to the contrary notwithstanding; but this right shall not apply to persons who perfect title to lands under the pre-emption or homestead laws already initiated. Provided, that all settlers upon the public land whose claims have been initiated prior to the passage of this act may change such entries to homestead entries and proceed to perfect their titles to their respective claims under the homestead law, notwithstanding they may have heretofore had the benefit of such law, but such settlers who perfect title to claims under the homestead law shall not thereafter be entitled to enter other lands under the pre-emption or homestead laws of the United States.

SEC. 3. That whenever it shall be made to appear to the register and receiver of any public land of office, under such regulations as the secretary of the interior may prescribe, that any settler upon the public domain under existing law is unable by reason of a total or partial destruction or failure of crops, sickness or other unavoidable casualty, to secure a support for himself, herself, or those dependent upon him or her upon the lands settled upon, then such register and receiver may grant to such settlers a leave of absence from the claim upon which he or she has filed for a period not exceeding one year at any one time, and such settlers so granted leave of absence shall forfeit no rights by reason of said absence. Provided, that the time of such actual absence shall not be deducted from the actual residence required by law.
 SEC. 4. That the price of all sections and parts of sections of the public lands within the limits of the portions of the several grants of land to aid in the construction of railroads which have been heretofore and which may hereafter be forfeited, which were by the act making such grants, or have since been increased to the double minimum price, and also, of all lands within the limits of any such railroad grants, but not embraced in such grant lying adjacent to and coterminous with the portions of the lines of any such railroad which shall not be completed at date of this act, is hereby fixed at \$1.50 per acre.

Reclaiming Our Desert Lands.
 Senator Stewart, in the April Forum, is not the first to call attention to the possibility of placing a population of 200,000,000 in the great American desert. Major Powell, is a scientific man, has drawn up a report on this matter, at the instance of the government, and, as the population presses westward, the great district east of the Rocky Mountains comes more and more into demand as a place of habitation. The first question to be met is, whether these sandy wastes can be reclaimed. Major Powell says, that they can, and Senator Stewart says the same thing. The evidence exists in Arizona and Mexico that they can be reclaimed, and the problem which waits the guidance of the government and the stimulus of individual enterprise at the west is no greater than that which the English have had to solve under government control in India, or than the ancient Egyptians had to consider when they made Egypt the granary of the world. There is no reason why the irrigation which has been applied to Palestine, Egypt, Ceylon, India, and in former times to Arizona and Mexico, should not be applied to the great sand plains east of the Rocky Mountains, and the conviction is growing that some popular action controlling this part of the country is near at hand. It is said that the land is more abundant than the water in this region. This makes the water the principal thing of value, and the land incidental to it. It also compels the taking of the control of the water out of individual hands so that no monopoly shall be acquired. Much of the water required for the irrigation of this part of the country has already fallen into the hands of monopolists; but Senator Stewart believes that it is not yet too late to inaugurate a proper system by which the united action of the states and territories and of the general government can remove much of the granary of the west already appropriated \$250,000 to continue the surveys which are necessary preliminaries to the construction of hydraulic works, and a selected committee of the senate will report next December what legislation is necessary for the reclamation of the arid regions.—Boston Herald.

Children Cry for Pitcher's Castoria.
 of witnesses from making such proof on the day specified.
 SEC. 8. That nothing in that act shall be construed as suspending, repealing, or in any way rendering inoperative the provisions of the act entitled, "an act to provide for the disposal of abandoned and unclaimed military reservations," approved July 5, 1884.
 Approved March 4, 1889.
 Around In 30 Days.
 By the birth of another century it may be confidently predicted that five-sixths of the world will be almost girdled with a continuous railroad, the sole break being across Behring's straits. This may seem a far-fetched dream by most persons, but a glance at a "mercator's projection" will convince them that there is nothing improbable in it. Starting from New York the traveler can reach Vancouver, B. C., by the Northern or Canadian Pacific, and before long American enterprise will construct a line to Juncua, Alaska, whence to Behring's straits, it would be extended on the completion of the Russian road. The Russian government is fast awaking to the necessity of a railroad across Siberia, and from St. Petersburg to Samarkland, the ancient capital of Tamerlane, the road is in full operating order. East of that city further extensions are already under way. The terminus will most probably be at Vladivostok, which is due west of Portland. When this is completed, some international agreement between the car's government and some American railroad kings might then be entered upon, to provide for the connection to Behring's straits, where, according to some authorities, the numerous islands between the two continents permit of a series of railroad bridges, so as to avoid any break in the journey. The greatest difficulties to overcome are between Vancouver and Vladivostok, but in these days triumphant engineering laughs at the obstacles of nature.
 In round numbers the miles of railroad would be as follows:
 New York to Vancouver..... 3,500
 Vancouver to Behring's straits..... 2,000
 Behring's straits to Vladivostok..... 2,500
 Vladivostok to Calais..... 3,000
 Total..... 11,000
 About half of the above grand international route has yet to be built, namely the gap intervening between Vancouver and Samarkland, but much more than that length has been constructed in this country in one year. About one-sixth of the journey, the Atlantic ocean, will always have to be undertaken by steamer, which, in fine weather, on board the magnificent hotels now afloat, is a pleasant trip. Allowing an average speed of 25 miles an hour from New York to London the time would be 23 days, which, with the ocean trip, would enable one to globe-trot in exactly one month, a feat undreamed of even by Jules Verne, when he wrote "Around the World in Eighty Days."
 SEC. 5. That any homestead settler who has heretofore entered less than one quarter section of land may enter other and additional land lying contiguous to the original entry, which shall not, with the land first entered and occupied, exceed in the aggregate 160 acres, and without proof of residence upon and cultivation of the original entry, when the additional entry is made, then the patent shall issue without proof. Provided, that this section shall not apply to or for the benefit of any person who, at the date of making application for entry hereunder, does not own and occupy the lands covered by his original entry. And provided, that if the original entry shall fail for any reason prior to patent or should appear to be illegal or fraudulent, any additional entry shall not be permitted, or, if having already been initiated, shall be cancelled.
 SEC. 6. That every person entitled, under the provisions of the homestead laws, to enter a homestead, who has heretofore complied with or who shall hereafter comply with the conditions of said laws, and who shall have made his final proof thereunder for a quantity of less than 160 acres and receive the receiver's final receipt therefor, shall be a personal right and not assignable, by legal sub-divisions of the public lands of the United States subject to homestead entry, so much additional land as added to the quantity previously so entered by him shall not exceed 160 acres. Provided, that in no case shall patent issue for the land covered by such additional entry until the person making such additional entry shall have actually and in conformity with the homestead laws resided upon and cultivated the land so additionally entered and not otherwise fully complied with such laws. Provided also, that this section shall not be construed as affecting any rights as to the location of soldiers' certificates heretofore issued under section 2406 of the revised statutes.
 SEC. 7. That the act to provide additional regulations for homestead and pre-emption entries of public lands," approved March 3, 1879, shall not be construed to forbid the taking of testimony for final proof within ten days following the day advertised as upon which such final proof shall be made in cases where accident or unavoidable delays have prevented the applicant

Misquoted Lines
 It is a peculiar faculty of the human memory to misquote proverbs and poetry, and almost invariably place the credit where it does not belong.
 Nine men out of ten say that "The Lord tempers the wind to the shorn lamb" is from the Bible, whereas Lawrence Stern is the author. "Pouring oil upon the troubled waters" is also ascribed to the sacred volume, whereas it is not there; in fact, no one knows its origin.
 Again, we hear people say: "The proof of the pudding is in chewing the string." This is arrant nonsense, and the proverb says: "The proof of the pudding is in the eating thereof and not in chewing the string."
 Nothing is more common than to hear a man convinced against his will to be of the same opinion still.
 This is an impossible condition of the mind, for no one can be convinced of one opinion and at the same time hold to an opposite one. What Butler wrote was eminently sensible:
 "He that compiles against his will is of his own opinion still."
 A famous passage of Scripture is often misquoted thus: "He that is without sin among you, let him cast the first stone." It should be: "Let him first cast a stone."
 Sometimes we are told: "Behold how great a fire a little matter kindleth," whereas St. James said: "Behold how great a matter a little fire kindleth," which is quite a different thing.
 We also hear that "a miss is as good as a mile," which is not as sensible or as forcible as the true proverb: "A miss of an inch is as good as a mile."
 "Look before you leap" should be "And look before ere you leap."
 Pope is generally credited with having written:
 "In modest words admit of no defense. For want of decency is want of sense," though it would puzzle any one to find the verses in his writings. They were written by the Earl of Roscombon, who died before Pope was born.
 Franklin said, "Honesty is the best policy," but the maxim is of Spanish origin, and may be found in "Don Quixote."—Philadelphia Times.

Recent Changes at Niagara Falls.
 There have been recently two very heavy falls of rock at Niagara falls. At first a mass of rock fell from the Horseshoe falls, and twenty-four hours later another mass was precipitated into the abyss below, with a noise so closely resembling that of an earthquake as to alarm the residents of the neighborhood. The result of the displacement is a change in the shape of the fall. Formerly the Canadian portion of the fall could be described as a horseshoe; but the breaking away of rocks in the center some years ago made it V-shaped. Now that a further displacement has occurred, the fall has returned to its old condition. It is, of course, generally known that the falls of Niagara are gradually moving to the south. The deep cut in the solid rock marks the course they have taken in their backward movement. It is a wonderful excavation, a chasm dug out by the sheer force of water.
 Not less astonishing has been the removal of the debris. The rock has been thoroughly pulverized, and has been swept out of the river, to be distributed in Lake Ontario. Once it was thought that in the wearing away process the falls would reach Lake Erie, and then degenerate into a series of rapids. But the theory has been set aside by one which retains the cataract, although the latter will be a shadow of its present self, and much reduced in size. The latest idea is that the falls will recede two miles and then remain stationary, their height at that point being 80 feet instead of 164 feet, as at present. The supposition is supported by an argument which appears reasonable. The present site is a limestone foundation, some 80 or 90 feet thick, with a shaly foundation. As the shale is washed away the limestone breaks off and the falls take a step backward. But the end of the shaly deposit will be reached two miles from the present falls, and then the rushing water will have more than it can do to wash away the solid precipice over which it will be projected. Iron suggests that it would be a waste of time to attempt to estimate the number of centuries that will elapse before Niagara falls will have found their permanent site.

The Home Paper.
 Now that I seem to have drifted into the subject of home papers, I may as well confess that they are the real point I have been driving at all the time. Permit me, then, to continue.
 I have before me a copy of my own home paper. It is the Georgetown Gazette, published in the Wild Cat Valley, down in Hoosierdom. I turn to its local side—the other is furnished by a "ready print" house here in Chicago, and I am not interested in that, even conceding it to be the best part of the paper. Under the heading "Home Happenings," I find the following:
 "Andy Shefflen has put a new roof on his store and laid in a new stock of boots and shoes for the winter trade. Andy is a hustler and knows the value of printer's ink. See his locals in this week's issue."
 What, doesn't interest you? Yes, I know, but as Luther Benson says, "let me tell you." Years ago, when I was down in that country, I was a young fellow then, and so was Andy. Well, we both fell in love with the same girl. Andy got the girl and I got left. Andy was a store-keeper and could wear a white shirt all the time, and I was a farm hand, working for eighteen dollars a month. But, bless you, I soon got over my disappointment on that little love affair. And I know the girl has to congratulate herself that she took Andy instead of me. But you can understand how that little item would bring up old times and start me off on a tour of pleasant retrospection, from which I am suddenly brought back by my little boy asking me: "Please, papa, help me to do my numbers?"—Arkansaw Traveler.

It Put Her to Sleep.
 Ex-President Cleveland tells a good story at the expense of his wife, says a prominent society lady. He was speaking of Mrs. Cleveland's splendid nerves and her ability to sleep under all circumstances.
 "Last November," said he, "when I wrote my Thanksgiving proclamation, it was a busy day with me, and I was at my desk far into the night. We were at Oak View and Frankie had gone to bed early. I was pleased with the proclamation, and when I went to my room I awoke my wife, and asked her if she would like to hear me read it. 'Oh yes,' she said, 'by all means,' and I sat down by the bedside and read it through. When I finished, Frankie was fast asleep. I believe she had not heard a word. The next morning, when we were awaiting the announcement of breakfast, I took up a morning paper. 'Here is my Thanksgiving proclamation, Frankie had gone to bed early. I was pleased with the proclamation. Very much; please read it to me.' Then laughed heartily, saying: 'I wish you may catch me reading it to you the second time, when it put you to sleep the first.'"

The Unlucky Trenton.
 The last man-of-war Trenton, which was wrecked at Samoa, was always considered to be an unlucky vessel by the sailors that sailed in her. The first attempt to launch her was on December 30, 1875, but after two hours' work the effort was abandoned. Soon after being launched she was put into dock and coppered, and when she was taken out she was found to leak so badly that she had to be redocked. It was then found that two or three holes near the sternpost had been carelessly or maliciously bored and left without plugging. A few weeks later a large piece of the machinery fell from the crane when being hoisted on board and caused considerable damage, as it went plunging through the decks to the bottom of the vessel.