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McMINVILLE, OREGON, THURSDAY, JANUARY 23, 1890.

VOL. I. NO. 51.

H. BALLINGER, ATTORNEY AT LAW. Office in Fletcher building, Third Street, McMinville, Oregon.

Calbreath & Goucher, PHYSICIANS AND SURGEONS, McMINVILLE, OREGON.

DR. J. C. MICHAUX, Practicing Physician and Surgeon, LAFAYETTE, OREGON.

HEWITT BROS. BOOKS, STATIONERY AND SCHOOL SUPPLIES.

MONEY TO LOAN Improved Farm Property.

W. T. SHURTLEFF, At J. I. Knight & Co.'s McMinville, Or.

E. WRIGHT, Has the most complete stock of harness in the county.

J. B. ROHR, House, Sign, and Ornamental Painter.

McMINVILLE NATIONAL BANK, Corner Third and C streets, in Braly block.

THE NADJY BAR! IN THE COOK HOUSE.

THE BEST SEEDS, D. M. FERRY & CO.

FREE! FREE! FREE!

ADVERTISERS, or others, who wish to examine an advertising space when in Oregon & find it on this.

OVERLAND TO CALIFORNIA. Southern Pacific Company's Lines, THE MOUNT SHASTA ROUTE!

WEST SIDE DIVISION. Between Portland and Corvallis. Mail Train Daily, except Sunday.

The St. Charles Hotel, Sample rooms in connection.

ARE YOU GOING EAST? Chicago & Northwestern Railway.

THE ROYAL ROUTE, Omaha, Kansas City, and all Missouri River Points.

Notice of Final Settlement, Notice is hereby given that the undersigned, administrator of the estate of Elzira Slater deceased, has filed his final account.

Notice to Taxpayers, Notice is hereby given that the tax books of Yamhill county, Oregon, for the year 1889, are now in my hands for the collection of taxes.

Notice to Creditors, Notice is hereby given that the estate of J. W. FENTON, deceased, is now open for the settlement of claims.

McMINVILLE TRUCK AND DRAY CO., CARLIN & HIGH, Proprietors.

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ROYAL BAKING POWDER Absolutely Pure.

Furniture Factory, B. CLARK, PROPRIETOR. Furniture of all the Latest Styles made to order in Oak, Ash or any Wood desired.

Edwards & Derby, Proprietors of the McMinville TILE FACTORY.

TRIPLETT & BOND, Proprietors of the PEOPLE'S MARKET.

Printer's Ink, A Journal for Advertisers.

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KILLED BY COSSACKS. A Siberian Tragedy that was Concealed by the Russians.

The first number of the Russian weekly paper, Znamia, which is to resume publication in New York some time in January, will contain an authentic report of the riot between Nihilists, Siberian police officers, soldiers and Cossacks, which took place in Jakutsk, March 22nd.

In February the new governor, General Ostaschkin, issued a proclamation which decreed that the march to the mines should be hastened, the food rations lessened and monetary allowances cut off entirely.

Compliance with this order a detachment of police, commanded by Lieutenant Plessoff, proceeded to the house, where the exiles had gathered under General Ostaschkin's instructions.

Five minutes later, without the slightest warning, a troop of soldiers and Cossacks attacked the house, battering down the unlocked doors, smashing the windows and destroying everything that lay in their way.

Colonel Karamin, who was in command of the czar's butchers, gave the order for the killing to begin by shooting to his subordinates:

As though this had been a preconcerted signal the Cossacks threw their carbines to their shoulders and opened a deadly fire on the men and women that were huddled before them.

Among the exiles were Zotoff, Schur, Hansmann and Bernstein, men who had carried their lives in their hands for years and were always prepared for an emergency.

True to their cowardly instincts, the czar's soldiers beat a hasty retreat into the street as soon as they found that they had an armed opposition to contend with.

As every door, window and other obstacle that might have served as a protection against the rain of bullets had been broken down the poor wretches in the side of the walls were almost as much exposed to the fire as though they had been in the open air.

Nearly every man, woman and child in the assemblage was wounded. Six were killed outright—five men and one woman. A number of the others were so seriously hurt that they succumbed later on to their wounds, and in the bodies of innocent babes great lead messengers of death were embedded in such vital places that probing for them meant a certain death, and the little ones, should they live, will carry the czar's love tokens with them through youth, manhood and infirm old age.

Poor Schur, the nihilist, met his death most heroically during the thickest of the fusillade.

When he saw the peril to which the defenseless women and children were exposed, with himself and the other men he threw all idea of discretion and safety to the wind.

Without a moment's hesitation he tore a white apron from one of the women, and waving it over his head rushed to the balcony outside of the house and implored the bullets to stop shooting, for God's sake.

THE ISLE OF SKULLS. Hundreds of Indian Skeletons Found on San Nicolas Island.

About eighty miles off the coast of Ventura county, California, lies the low, sandy island of San Nicolas—an island about ten miles long by four miles in width, and an island with a history.

On this bleak and desolate island no trees or shrubbery of any kind are to be found, although evidence remains that at one time the island was well wooded.

The island at one time must have supported a large Indian population, judging from the immense shell heaps, some of which are miles in extent, and other evidences of their occupation of the island.

It is estimated that at least a schooner-load of relics, manufactured by the Indians from stone, bone and shell, has been taken from the island by relic-hunters, so that now comparatively few specimens of their handiwork remain.

On the natives of this island lost their lives at the hands of their enemies or through famine or some scourge, for in the year 1835 but sixteen Indians were left of the thousands that at one time inhabited it.

The Anglo-Saxon race produces all the eminent burglars and the daring of American burglars and of their brethren in the allied profession of train robbing has a world wide fame.

In many cases these artists are Anglo-Americans. Every now and then a thief, usually successful, is made of postal packages passing between Hatton Garden, London, and the diamond cutters of Amsterdam.

Probably the most perfect type of the modern burglar, was the New York Sun, is Billy Porter, who has been engaged in bank robbing in every part of the country.

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MONARCH OF BRIDGES. The English Channel is to be Spanned.

At the time of his visit to the Paris exhibition Mr. Gladstone is reported to have said that the peace of the world would be assured by a tunnel or bridge across the English channel.

The plans shown at the exhibition consist of two large drawings giving the complete development of the bridge and the geological cut of the ground upon which the masonry piers are to be constructed.

The position of the bridge is naturally indicated by the line of short distances and least deep water. This line starts from the French coast at a point called Cran and ends near Cape Corisnes, and reaches the English coast at Folkestone after passing the Varze and Colbat banks.

The bridge is composed, of course, of supports and a roadway resting thereon. The pillars are to be of masonry composed of beton, resting on the bed of the channel on the white or blue chalk which is found to be sufficiently resisting to bear a weight of ten to twelve kilograms per square centimeter.

The construction of these pillars will be an enormous affair, necessitating the establishment of special ports at Folkestone in England and Ambleteuse in France, in which the metallic caissons can be built and floated.

Each pillar will take a long time to build. M. Herent estimates the cubic total of machinery in the 118 pillars at nearly four million meters and the weight of iron in the caissons 76,300,000 kilograms.

The supporting piles, in masonry and stone, are to be built up to a height of twenty meters above the highest tides and twenty-seven meters above the lowest water level.

The width of the platform upon which the rails rest is eight meters. This will allow of a double track of the ordinary width, three and a half feet between the rails, which will be set in grooves to prevent all possibility of accident.

The fear of an invasion by the French, which periodically haunts John Bull's mind, has not been forgotten by the authors of the projected bridge.

The cost of this gigantic work is estimated at \$172,000,000—\$76,000,000 for the masonry piers and \$96,000,000 for the metallic superstructure.

King of the Gypsies. A modest brick house, standing a little way back from the street in a suburb of the city of Dayton, O., is the property and for a part of the year the home of a gypsy of wide repute, the heir apparent to a throne in Little Egypt; and here, and hereabout, is the rendezvous of a numerous clan or tribe.

Laying scattered about to the north of Dayton are many fine farms owned by them. At present most of the farms are in the hands of tenants, for, however near the gypsy may be to the primeval man, he has not yet developed a strong liking for the primeval occupations.

The traveling and camping parties are the most interesting and picturesque feature of gypsy life. These usually consist of a single family, the term family meaning the whole blood connection. It may comprise one or a dozen wagons, and from three or four to nearly half a hundred people.

John Brown's fort at Harper's Ferry, is to be removed to make room for a railroad. It is probable that the fort will be placed on exhibition.

A Public Benefactor. By our convenient system of checking baggage we can enjoy immunity from annoyance about trunks, etc., in transit across the continent.

John Palmer, of Union City, Mich., is the inventor of the baggage check system. In early days he was in great demand, for his violin entwined many and many a winter night.

He retired dreading the work of the morrow. He says that about 3 a. m. next morning he was aroused by a queer sensation; that in front of him, as it were, were two cards just alike.

He planned the further he got from a solution. So the night before the party he retired dreading the work of the morrow.

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