THE TELEPHONE-REGISTER.

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WE INVITE YOU TO COMPARE THE TELEPHONE-REGISTER with any other paper published in Yamhill county.

All subscribers who do not receive their paper regularly will confer a favor by immediately reporting the same to this office.

Thursday, February 27, 1890.

FARMERS ATTENTION.

The TELEPHONE-REGISTER offers as a premium to new subscribers and old ones who pay up their arrears and subscribe one year in advance, a self-binder. The subscriber who gets the premium can have the choice of a McCormick or Deering Machine.

To the person who brings in the largest list of subscribers under this arrangement will be given an Oliver Chilled Plow. To the person who brings in the second largest list will be given a Cahoon Broadcast Seeder.

Our travelling canvasser will call upon every one in the county during the next month or so and receive your subscription, or you can send in your subscription through the mail, or call at this office.

The distribution of premiums will take place in this city on the Fourth of July, giving plenty of time for the lucky subscriber to use his binder during harvest. The machines can be seen at the Implement house of J. G. Ballinger & Co.

WE ASK A FAIR SHOW.

The Independence board of trade met last night and perfected plans for properly meeting C. P. Huntington when he makes the inspection of the west side road, and lay before him the necessity of extending the road to Junction city. This extension should take place for various reasons: the first being the increased amount of freight and travel which would go to the road. This means gold for the company's coffers. The second reason would be the increased importance and growth of the west side. The last reason also effects the company, for with our growth the road's earnings would increase in ratio. Other reasons are apparent. The events of the past few weeks have demonstrated beyond a doubt that the west side is the best side for a road bed. It is less liable to serious washouts and delays in traffic than the east side. There are fewer bridges on this side and by a small expenditure of money the roadbed in the Wapato lake region could be raised and all danger from a washout avoided. The road is demanded by the citizens of this side because of the present lack of facilites for the tourist to see the best part of Oregon. With the road built to Junction the tourist could take his choice of two routes through the valley. At any rate he could travel from Portland south on one line and return on the other, seeing the whole of the beautiful valley. With good traveling facilities the west side would soon become thickly populated from the fact that it possesses and could offer better inducements in the way of climate, soil and variety of production to the would-be settler by far than can the east side.

All we ask is a fair show.

The increase of traffic since 1885 in this city over the Southern Pacific lines has been upwards of 50 per cent annually. This increase is unprecedented and goes to show the unbounded resources of the section with McMinnville as its center. This increase in the business of the road has been almost entirely due to the growth of this city and section. The Southern Pacific has no competition here and the rates have been accordingly higher. The road has been carrying freight in car lots from Corvallis, 50 miles south of us and Independence, 25 miles south, through McMinnville to Portland, for $1 per ton, while they charged $2 per ton from this city. This was because of competition.

All we ask is a fair show.

Further, boats run up as far as Dayton which is only seven miles from this city, and they were only charging $1 per ton to Portland. Besides, the narrow gauge road, which, from Whites station, three miles from McMinnville, to Lafayette, a distance of fifteen miles, parallels the Southern Pacific, being at no point more than three miles away, was carrying freight for from $1.25 to $1,50 per ton. Owing to this difference in rates a large portion of the wheat, oats, wool, and other commodities which are shipped out annually, was deflected from its direct marketing point and was shipped via these other routes.

All we ask is a fair show.

Our merchants have been compelled to compete with this difference in freight rates by lowering the profit on their wares. They did it, and have successfully maintained and made McMinnville the commercial center of this county. We now want the railroad management to act.

All we ask is a fair show.

The interests of the railroad and the people are mutual and we hope the management when on the inspection tour will take into consideration the facts set forth above. Our citizens are interesting themselves in the matter and will receive Mr. Huntington and place before him certain facts which no doubt he does not know.

All we ask is a fair show.

RETRIBUTION.

If there is such a thing as retribution it has surely come to the family of James G. Blaine. The story of their youngest son, James G. Blaine, Jr., is known to the whole country, says an exchange.

He fell in love with a young actress and married her, against the wishes of his family. There has never been a word said against her reputation. But she was an actress, or trying to be one, and the prejudice against that class was the only thing against her. From all accounts, she tried to do her duty. But Mrs. Blaine, the mother of the young husband, set herself about the task of breaking up the union. She went to work with a spirit that was devilish. Forgetting that she had herself been the subject of a public scandal, in which her husband was enforced to bring a suit for libel, she could not bear the thought that the pure blood of her family should be mixed with that of an actress. Cold-blooded, relentless, devilish, she worked until she succeeded by persuasion and force, in separating her weak-brained son from his wife and the baby that had been born to them. The wife, thus deserted, was again compelled to seek the stage, with indifferent success until sickness incapacitated her for work. For months she lay helpless with rheumatism, not expected to live, during which time she was dependent upon others for support. The Blaines, worth hundreds of thousands of dollars, did not offer a dollar to assist her or a word of sympathy to console her. This is one side of the story. The other side is worthy of thought. From the day that the cruel act was consummated, the hand of fate has been lain heavily upon the Blaine family. With high political and social standing, unbounded popularity, and wealth to heart's desire, the family has known only sorrow. First, a sister of Mrs. Blaine died. Next, two brothers of Mr. Blaine followed. Recently, Walker Blaine, the pride and hope of the family, suddenly and unexpectedly died. And later, the oldest daughter, Mrs. Coppinger, died after a brief illness. Almost half the family gone in a few days' time; and Mr. Blaine himself is liable to go any day. As to young Blaine himself, he has met with a round of failures since the infamous proceeding spoken of. He failed as a newspaper man and lost his situation. Then he went to work to learn the trade of a machinist, but it was above his capacity, and he had to abandon it. Now he has been given a clerkship in one of the departments, not on account of fitness or merit, but on account of his father, and will perhaps prove a failure there. Have these things just happened so, or is it retribution? Is there not some power that is watching over and avenging the wrongs of that poor girl and her baby, even though she be an actress? The proud shall be humbled, and the mighty brought low.

THE SEAL PIRATES.

The preparations of the private sealers to start from San Francisco, Victoria and the northern ports at the opening of the coming season show that there is no great fear of the government cruisers. The private sealers, as a matter of course, deny that they intend to catch any seals unlawfully, but there is no doubt that the most of the sealing vessels are to sail for the Behring and depend on their chances of taking skins there and escaping the revenue cutters.

The efforts of the government in the past few years have not been of a kind to strike terror into the lawbreakers. With only one or two vessels to patrol the whole of the American side of the Behring there is no great chance of catching any particular one of the forty or more sealers.

Unless the government takes more vigorous measures to protect the seals against unlimited and wanton killing than it has heretofore, there will soon be an end of the sealing industry, so far as this country is concerned. There is already a diminution of the number of seals. The practice of shooting the animals in the water on their way to the breeding grounds is very destructive. It is estimated that seven seals are killed in this way for one skin secured. The illegal sealers shoot the females and young seals, where the government regulations allow only the "bachelor seals"—the grown males that have been unable to secure mates—to be killed, and prohibit the slaughter of females or young seals. If the estimates are correct the 30,000 skins taken by the seal pirates last season have been at the expense of the slaughter of over 200,000 seals. With the lawful killing of 100,000 yearly by the lessees of the sealing grounds, it is small wonder that the number of seals is diminishing. This practice will soon cause the remnant of the seals to change their breeding-grounds to the Russian side of the sea, where there will be no hesitation in seizing every sealer that gets over the line, and no tenderness about confiscating the vessel and imprisoning the crew when they are captured.

The United States government should take vigorous measures to protect its seals. It should have a larger force in the sea, and enough men should be sent on the cruisers to put large enough prize crews on the seized vessels to see that they go to Sitka and not to Victoria. If this is not done one of the most valuable industries of the north will soon be ended. The seal pirates should be made to understand that the United States government is larger than they are. The government would get better terms for its lease if it had spent a little more in protecting it in the last few years.—*Examiner.*

Professor John Henry Comstock, the eminent naturalist, begins in the New York *Ledger* of March 1, a series of six articles on the study of insects, in which he describes, not only those insects, which are useful to the farmer, but also, those which destroy entire fields of grain, cotton and rice, and ravage orchards, gardens and vineyards. He demonstrates how it was scientifially determined that an average annual loss of $40,000,000 has been occasioned in the South by the cotton worm alone; and an average loss per year of nearly $2,400,000, has been brought about in the apple crop of Illinois by the ravages of the codlin moth. The series is profusely illustrated.

DE MORES AND THE JEWS.

The Marquis de Mores is an enterprising person, and he is evidently bound to keep himself before the public. Possibly he is ambitious to succeed Boulanger as a startling and picturesque figure in the politics of his country. The marquis has energy enough for the role. Besides running a cattle ranch in Montana, he has found time to shoot an editor, and is now out with a violent assault upon the Jews of France. According to De Mores, the Hebrews run the country by standing ready to lend money on demand to the government and by wholesale and systematic bribery of the fuctionaries of the departments.

Why the Rothschilds, or any other Jew or Christian should not lend money to the goverment, provided the security and interest are satisfactory, the belligerent marquis does not condescend to say. As for his charges of widespread bribery, we fancy that nobody of judgment will take very much stock in the tale.

The hatred of the Jews displayed by De Mores is common enough in Europe, and no doubt the marquis has pleased a great many people by his outburst. The foundation cause of the anti-Semitic prejudice is the superior business ability of the Hebrews. Ages of persecution—the denial of the Jews' right to hold land, their exclusion from public life and military service—forced the vigor and brains of the race into the commercial channel. As a consequence, a genius for business has been developed in them, and in this commercial age they are reaping at once the reward of their sufferings and revenge for the wrongs of centuries.

How rapidly the Jew expands under favorable influences is shown by the modern advance of the race in England and America, where they have been longest upon the same legal and social footing as other people. In the United States particularly the Jew enters fully and heartily into the varied life of the times.

They are active in all the professions, as well as in business, and excel in all the callings which they follow. We have no keener politicians than the Hebrews.

Some of our foremost lawyers and physicians are Jews. They are a power in our busines world. Their voices are raised always for local improvements, and their hands go cheerfully into their pockets to advance the common interest. We have no class in which public spirit is stronger.

What would be thought of any man of position who should do here what the Marqnis de Mores has done in the French capital? He would simply be laughed at as a crank, a belated survival of the spirit of the Middle Ages.

The Jews of France, no doubt, are quite able to stand the worst that such a harebrain as De Mores can do to them. The claws of persecution have been clipped, and clipped for good.

The Southern Oregon paper published at Grant's Pass says Josephine county will have to pay into the state triasury $5366 61. This is a dead drain upon the circulating medium of the county, as none of the state disbursements reach this far off region, except an occasional small sum paid to the sheriff for taking prisoners to the penitentiary at Salem. The fact that the state tax is a constant and heavy drain upon the industry of Josephine county, creates a strong equity for an occasional appropriation to aid it in making roads through its unsettled mountains to assist in giving us more people.

As the years go by the name of George Washington, who was born 158 years ago last Saturday, is less heard. He was the Father of his country, and our present greatness is wholly owing to the military ability displayed by him during the war of independence. He should not be forgotten.

A. Bush, chairman, has called the democratic state central committee to meet at the Chemeketa hotel parlors in Salem on Wednesday, March 19th, at 2 o'clock p. m. This will be the practical opening of the campaign for the election of June next, by the democrats.

Harold M. Seweli has been appointed consul-general to the Samoan Islands. His services during the Samoan difficulty have been rewarded by the administration. This, we believe, is the first effort at civil service reform made by the Jingo Ah Ben administration.

In this country men often dig their own political graves, but in China recently, as reported by the Associated Press, fourteen criminals were compelled to dig their own graves before they were executed.

Sandy Olds, the murderer of Emil Weber, has been found guilty three times by a jury of his peers. The next verdict will be before a higher tribunal, which he will reach by means of a hempen ladder.

The world's fair will be held in Chicago. It is the place for it. Chicago deserved it from the amount of rush and energy expended in their effort to gain the prize.

The Republican State Central Committee will meet at Portland on March 5th, in the parlors of the St. Charles Hotel.

A Locomotive in Trouble.

One of the locomotives of the P. & W. V. road was attached at Dundee Tuesday, at the suit of a citizen of Sheridan, who had a lot of cattle killed on the road some time since by a train going off a trestle. Superintendent McGuire got the engine across the line into Washington county, and then looked for some officer of the company to give the necessary bonds to enable him to keep his trains running. Mr. R. Koehler, the newly appointed manager of the road, is very busy, and had no time to attend to the matter, and "the only executive officer of the company in the state," Vice-President Reid, was not inclined to take charge of the business. Just how Superintendent McGuire is going to pull his locomotive through is not yet known.