

ADVERTISEMENTS INSERTED IN
The Telephone-Register
BRING THE BEST RESULTS!
Advertisers should keep this in mind. Substantial evidence of this fact can be seen at this office.

The Telephone-Register.

The PEOPLE Know
—THE VALUE OF—
A NEWS MEDIUM
THAT IS ONE OF THE REASONS WHY THE
TELEPHONE-REGISTER ENJOYS THE LARGEST
CIRCULATION OF ANY NEWSPAPER PUBLISHED
IN YAMHILL COUNTY.

Circulation Guaranteed Greater Than That of Any Other Paper Published in Yamhill County.

REGISTER—Established August, 1881.
Consolidated Feb. 1, 1889.

McMINNVILLE, OREGON, THURSDAY, MARCH 6, 1890.

VOL. II. NO. 5.

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

J. F. CALBREATH, E. E. GOUCHER,
Calbreath & Goucher,
PHYSICIANS AND SURGEONS,
McMinnville, Oregon.
(Office over Braly's Bank.)

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. 24, '89.

COMMERCIAL HOUSE,
(Formerly Cook House).
McCull & Holman, Proprietors.
\$1.00 to \$2.00 PER DAY.
This Hotel has been thoroughly renovated,
and is setting the best table in the
valley. Meals, 25 and 50 cents. Board
and lodging, \$3.00 per week.

MONEY TO LOAN
—ON—
Improved Farm Property
On Short or Long Time in Sums to suit.
Lowest Rates and no Commissions.
INSURANCE NEGOTIATED.
Call on or address:
W. T. SHURTLEFF,
At J. L. Knight & Co.'s McMinnville, Or.

E. WRIGHT
Has the most complete stock of harness
in the county. At present 12 set of
single harness, hand made, in prices
ranging from \$12 to \$30, and 8
set of team harness as cheap.

AS ANY PLACE IN THE COUNTY
I can be seen on the hooks in my shop.
I have competent workmen employed
to do all kinds of repairing and to make
any harness ordered. I also keep a full
stock of oil and rubber rollers, lap rollers,
horse covers, saddles, etc. A full line of
extra for repairs constantly on hand.

J. B. ROHR,
House, Sign, and Ornamental Painter
The Only Sign Writer in the County.
Homes fitted up in the Neatest and Most
Artistic Style.
Designs furnished for Decorations.
Remember Paper Hanging and Inside Fur-
nishing a Specialty.
Work taken by Contract or by Day. Ex-
perienced men employed.
Third Street, McMinnville, Oregon.

McMINNVILLE NATIONAL BANK.
Corner Third and C streets, in Braly block.
McMINNVILLE, OREGON.
Transacts a General Banking Business.
President, J. W. COWLES
Vice President, LEE LAUGHLIN
Cashier, J. L. STRATTON
Sells sight exchange and telegraphic
transfers on Portland, San Francisco and New
York.
Collections made on all accessible points.
Interest allowed on time deposits.
Office hours from 9 a. m. to 4 p. m.

McMINNVILLE TRUCK AND DRAY CO.,
CARLIN & HIGH, Proprietors.
Goods of all descriptions moved and care-
ful handling guaranteed. Collections will be
made monthly. Hauling of all kinds
done cheap.

Portland Lined Oil Company,
MANUFACTURERS OF
Raw & Boiled Linseed Oil,
Oil Cake Meal and
Ground Flaxseed.

BEST SEEDS
D. M. FERRY & CO.
Who are the Largest
Seedsmen in the World.
Beautifully Illustrated Descriptive
SEED ANNUAL
For \$1.00 will be mailed FREE to all
applicants, and to those who order a
small quantity. It is better than any.
Every person who orders a small quantity
of Field SEEDS should send for it.
D. M. FERRY & CO.
DETROIT, MICH.

THE YAUQUINA ROUTE.
Oregon Pacific Railroad
—AND—
**OREGON DEVELOPMENT COM-
PANY'S STEAMSHIP LINE.**
225 Miles Shorter—20 hours less time
than by any other route.

HERMIT OF SONNBLICK.
The Lonely Life of an Humble
Slave of Science.

A Christmas box was last year sent to
the Hermit of Sonnblick.

His name is Peter Lechner, and he is
at this time of the year the solitary occu-
pant of the highest meteorological sta-
tion in Europe. If it be the case that
the station on Pike's Peak, Colorado,
which is still higher, has recently been
abandoned then Lechner's is the highest
meteorological station in the world. The
present is the third winter that this he-
roic servant of science has passed in his
lonely home, a real castle in the air, and
not for one single day he has failed in
his duty, says the London Standard.

This chiefly consists in making the pre-
scribed readings on the various instru-
ments three times a day, at 7 in the
morning, 2 in the afternoon and 9 in the
evening, and in sending the figures by
telephone and telegraph to the Central
Meteorological station in Vienna. Then
they are forwarded to the whole world,
and the weather forecasts published in
the newspapers are partially based upon
the readings of Peter Lechner, the ob-
server on the Sonnblick.

Lechner has had no visitors as yet
this winter, and will feel his loneliness
the more as he had last winter, for a
month from February 10th, a companion
in Dr. Joseph Penner, who was sent by
the Vienna academy of science on a
winter excursion to the Sonnblick to
study the sparkle of the stars, the blue-
ness of the sky, and the temperature of
the region above the clouds. This visitor
required the help of twenty-five men to
cut a way for him across the glaciers
which lead to the Sonnblick peak. Tremendous
avalanches were constantly
threatening the expedition; an immense
fall of snow, which in such heights is
the Sonnblick observatory—10,108 feet
above the sea—takes the form of the
finest powder, which the travelers in
all directions; storms beat them about
for several days; but when the region of
comparative calm, that of the highest
peak, was reached, brilliant sunshine
was a pleasure they had hardly expected.

Lechner is for a couple of months the
veritable Cloud King. He lives under
an atmospheric pressure which is only
two-thirds of that on the level of the sea,
and, with the exception of sunshine for
an hour or so—in winter, generally be-
tween 11 o'clock and noon—he sees only
clouds. His stronghold consists of a
round tower of the strongest material,
with a gallery all round it and two an-
nexes. A sea of ice and snow stretches
before the observer on the gallery. Gigan-
tic mountains—the Hochner, and the
Kitzesteinhorn, the Wiesbachner, and
the Angkogl, the Schekare, and that
of the Steinerne Meer—greet him from a
distance, their snow-capped crowns being
shrouded in mist.

As for the panorama as seen in
winter, our hermit will generally look
only in a certain direction—where the
wire is laid from his house, over the
glaciers, to the Knappenhau of the gold
mines, some 2,300 feet below. There
Lechner would be most deputed by
his master, Herr Rojacher, to become
a soldier of science on a monthly salary
of forty florins (three pounds ten shil-
lings). The Knappenhau is also a me-
teorological station, one of the second or-
der, and it is connected by wire with the
market place of Rauris, in the valley of
that name, and through it with the outer
world, while Peter Lechner has only a
connection by telephone with his former
comrades, who in winter are the only
possible rescuers if sickness befalls him,
if an unusually severe storm comes have
in his fortress, or if a heavy fall of
snow blocks him beyond the means
of extricating himself from the power of
the white enemy.

Speaking through the telephone three
times a day, and recording his readings
on the maximum and minimum thermo-
meters, on the sunshine recorder, the
psychrometer, and the hygrometer, and
the graph, on several other instruments,
he hears, besides his own voice, gener-
ally also that of his comrades, who in-
quire whether "All's well" on the Sonn-
blick; and then the former silence is re-
sumed. The stillness around is supreme.
Now and then an avalanche, rolling
down from one of the ranges of moun-
tains surrounding the Sonnblick Obser-
vatory, and falling with a deafening roar,
upon one of the beds of eternal snow,
or breaking itself on the giant rocks which
form the foundation of these beds, will
cause a diversion, reminding the lonely
man of the greatness of nature. He can
also, during especially favored nights,
see the lights of Rauris, and so establish
an imaginary connection between him-
self and other human beings. For the
rest, however, he is left alone with his
instruments, the sky, the clouds, the
stars and the winds, as no real hermit
ever was.

Only during Christmas week can he
look forward to society for a couple of
hours, for he knows that Herr Rojacher's
miners will fight all the elements to en-
able them to bring him the Christmas
presents that are collected for weeks pre-
sents that are collected for weeks pre-
sents that are collected for weeks pre-

vious to Vienna, which this winter will
include a fine pair of Russia fur lined
boots, in addition to cognac, sugar, and
tobacco and other good things. How
eagerly must he await the friends from
below, and must he count the days and
hours as a voluntary addition to his or-
dinary "readings." The pleasure of a
Christmas visit is the only one that can
be procured for him between November
and April; and he is the only man who
has proved capable of enduring the hard-
ships of a sojourn on the Sonnblick dur-
ing the entire winter. The ambition of
performing what nobody else could do,
and a passion for serving science in his
bumble way, because his much beloved
master, Herr Rojacher, takes an interest
in the matter, and in general the high
sense of duty imaginable in any man—

these are Peter Lechner's weapons
against the cold, the loneliness, and the
wearisomeness of a life like his.

Of Herr Rojacher, the proprietor of
the gold mines in the Rauris valley, and
the proprietor also of the Sonnblick
mountain, there could be still more said
than of his faithful servant, Peter Lechner.
He is a self-made man of unlimit-
ed energy, and inexhaustible resources;
who, as the son of a peasant in the Rauris
district—where gold mining was carried
on for centuries ago—conceived the
idea of again working the long-abandoned
mines. In order to learn the most
modern systems he went to America,
whence he returned, his head full of
projects, which he succeeded in carrying
out, one after another. He has trans-
formed a peaceful valley, where peasants
were toiling for their bread, into a thriving
center of industrial life, to see which
people come from far and wide. He
erected an electric mountain railway;
he illuminated the gold mines of Koll-
saigurn, and, indeed, the whole Rauris
valley with electric light, for which the
 motive power is taken from the water-
falls in the neighborhood. His works
are alive with electric bells, of which the
 sound is echoed by the mountains; and
 he has taught simple peasants to use the
 telegraph and the telephone as they
 formerly knew how to peel the bells in
 their little village churches. Herr Ro-
 jacher has become a very wealthy man,
 but with all that he remains a simple
 peasant. Being hardly able to write,
 and having acquired the art of reading
 only in advanced years, he is justly
 reckoned among the greatest promoters
 of science; for it is exclusively due to his
 initiative, his energy and his magnani-
 mous contributions that the Sonnblick
 Observatory was called into existence
 three years ago and is kept going without
 intermission all the year around.

A Marvelous Machine.
The visit of a certain French count
to London has given us much to think
of beyond the limits of the disease, both
mental and bodily, by which we have
been assailed. This Count P., who,
strange to say, seeks no publicity, is one
of the most learned men of the century.
His studies have been followed in particu-
lar with the experiments of the great
experimentalist, the late Ruhmkorff.
The latter was generous enough to
own that it was under the direction
of Count P. that he accomplished most of
his greatest inventions. The wonderful
reel invented by the count is still consid-
ered to be the most marvelous conquest
of science. On this reel is wound a length
of silver wire measuring 75,000 meters.
The magnetic needles crossing each other
in a contrary direction are fixed upon
the reel and suspended by a slender
thread. The apparatus works under
glass like a watch, so that tampering
with the mechanism is impossible. It is
mounted, moreover, on a high stand.
The count takes his hold of the two
conductors, to which are attached the
ends of the silver thread rolled upon the
reel, and bids you enter the machine to
move to right or left, according to your
will. Under this power alone—hitherto
ununderstood or untried—this, the
mightiest power in the universe, accord-
ing to Count P., the power of the human
will—the machine will act without the
contact of touch. To right to left will
the reel revolve, according to the fancy
of the user.

Without speech, without touch, by the
mere mental influence alone, will the
machine move in obedience to the
unexpressed demand. But not in all
cases does the machine answer unreser-
vedly. It is to the powerful will
alone—the concentrated and fixed deter-
mination—that it can be made to reply.
Ruhmkorff used to laugh, immediately
at the vacillating movement of Count P.'s
machine when the savans of the Academie
were induced to try the experiment.
With some the wire would tremble and
vibrate, then start to one side, then move
toward the other; while with others it
would refuse to move at all, but confine
its vibrations to one spot. The experi-
ments made by Count P. in London have
been exhibited strictly in private. His
object in coming here is merely to ob-
tain wire more finely spun than any he
has hitherto been able to get in Paris.
They say that, contrary to the general
belief, the Count, from having been all
his life a confirmed materialist, has been
converted to the highest degree of reli-
gious faith, to conviction of the lofty des-
tines of man, and his connection with
the divinity. Then follows a royal feast,
and dinner eating as much as they can,
since meat won't keep in that hot cli-
mate, and there is no knowing when he
will get any more.

Now, how did this untutored savage
conceive to catch these williest and most
agile of all wild animals on their own
ground and amid surroundings of the
most favorable to their concealment? He
caught them by simply exercising the
facilities of a superior wild animal. With
those wonderful great brown eyes of his
he could see the faintest trail where a
snake had zigzagged through the dry
moss and leaves, or the lightest foot-
mark where an iguana had fled at his
approach to its refuge in a hollow log.
When daylight failed him and the dews
of evening began to fall his broad nose
trilled took up the chase, and stooping
down among the bushes, with a tough,
forked stick in his hand, to support him
in his stinging attitude, he followed the
track as unerringly as any bloodhound.
When he ran a snake to earth, if he
could not surprise it in the open and kill
it with a sudden blow of his stick, he
spatted over its hole, holding the forked
end of his stick downward, and made a
low hissing or whistling noise with his
lips. Soon the snake put his head out
of the hole and peered around. In an
instant the forked stick descended and
fixed it to the ground by the neck and
the black fellow seized it firmly with
his muscular hands just behind the head
so that it could not bite him, dragged it
out of the hole and twisted its head off;
or, if it were too strong for that, pounded
it on the ground till its back was broken.
So with the iguanas and all the other
animals. The black fellow never lost
their trail when once he got upon it, and
having followed them to their lair, he
patiently waited until they came out, or
until he was able to get a hand in and
pull them out.

BLACK TRACKERS.
The Strange People Who Live in
Australia.

Even in the most barren parts of the
continent, where it seems wonderful that
any life can exist, the Australian aborigines
contrive to get on fairly well. They
cannot afford to be fastidious. In fact,
they eat everything that is eatable in-
cluding some things which to civilized
folks would seem perfectly unpalatable.
For example, they devour ants, and seem
to enjoy them immensely. There are
several kinds of ants in Australia, some
of which are exceedingly venomous,
while others are harmless. They make
peuliar mounds of earth, in which they
swarm in innumerable multitudes. The
natives break open these mounds, and
filling both hands with ants, stuff their
mouths with them, and go on grubbing
and stuffing and chewing until there are
none left. They even feast on some of
the venomous varieties in this way, and
do not appear to suffer any ill conse-
quence. They also depend largely for
their subsistence on reptiles, which can
only be caught by the exercise of much
ingenuity, and by the employment of
facilities more resembling those of an
animal than of mankind. They hunt them
both by sight and smell, and there ap-
pears to be no doubt that those two
senses have been developed in them to
an almost incredible extent by the her-
editary instinct for getting food in place
where it could not otherwise be got.

It is interesting, when a camp in the
desert has got bare of food, and when
the mutton and damper have given out
and there is no prospect of getting any
more for many days, to notice the
importance of the black fellow, who is
generally to be found at every camp and
at every sheep station. Hitherto he has
been despised and treated with little
more consideration than one of the dogs.
The rest of the party have grudgingly
his share of the scanty stock of "tucker"
and toward the end, indeed, he has got
little but bones and scraps. Now all is
changed. Everybody is very civil to him,
and he shows by his looks and manner
that he feels himself quite a personage,
with weighty responsibilities devolving
upon him. He is responsible for nothing
less than the life of every man to the
camp, for he is the only one among them
who can get food. In those trackless
European bush man is always in danger
of being "bushed," that is, lost, if once
he goes out of sight of the camp. The
search about the height of a man, a
little higher, six or seven feet, and is so
deceptive in its monotonous variety that
the traveler loses himself in next to no
time and becomes utterly bewildered the
moment he tries to find his way back to
where he started from. Hundreds of
men have walked round in a circle in the
scrub till they dropped and died of star-
vation or thirst without ever having gone
a mile from their companions. Not so
the natives. No black fellow ever yet
got "bushed"; and if one were bushed for
weeks or months he could always get a
living.

So when the tucker question arises
in the camp in its gravest form, the black
fellow ties around his waist a thing that
looks not unlike a woolen comforter, but
is in reality a netted bag made of fibrous
bark, three or four feet long and four
or five inches wide; and thus lightly attired
he bids farewell to society, with much
gibbering and gesticulation, and glides
noiselessly into the scrub. The next day
or perhaps the day after, if he has had to
go far afield, he returns. His netted bag
is still tied tightly around his waist, but
it is distended to its utmost capacity by
"rats and mice, and such small deer,"
while hanging to it by his hands and
dangling from it to his heels are perhaps
three or four snakes, a couple of "go
Hannas," and a varied assortment of
lizards and native cats. Loud congratula-
tions welcome the successful hunter,
who is the most popular man in the
camp for the time being. The embers of
the fire are fanned into a flame with a
cabbage tree, mallee roots as dry as tinder
are piled on them, a cheerful blaze
springs up, and before long there is a
nice clear fire for broiling or frying or
roasting. Then follows a royal feast, and
every man eating as much as they can,
since meat won't keep in that hot cli-
mate, and there is no knowing when he
will get any more.

Now, how did this untutored savage
conceive to catch these williest and most
agile of all wild animals on their own
ground and amid surroundings of the
most favorable to their concealment? He
caught them by simply exercising the
facilities of a superior wild animal. With
those wonderful great brown eyes of his
he could see the faintest trail where a
snake had zigzagged through the dry
moss and leaves, or the lightest foot-
mark where an iguana had fled at his
approach to its refuge in a hollow log.
When daylight failed him and the dews
of evening began to fall his broad nose
trilled took up the chase, and stooping
down among the bushes, with a tough,
forked stick in his hand, to support him
in his stinging attitude, he followed the
track as unerringly as any bloodhound.
When he ran a snake to earth, if he
could not surprise it in the open and kill
it with a sudden blow of his stick, he
spatted over its hole, holding the forked
end of his stick downward, and made a
low hissing or whistling noise with his
lips. Soon the snake put his head out
of the hole and peered around. In an
instant the forked stick descended and
fixed it to the ground by the neck and
the black fellow seized it firmly with
his muscular hands just behind the head
so that it could not bite him, dragged it
out of the hole and twisted its head off;
or, if it were too strong for that, pounded
it on the ground till its back was broken.
So with the iguanas and all the other
animals. The black fellow never lost
their trail when once he got upon it, and
having followed them to their lair, he
patiently waited until they came out, or
until he was able to get a hand in and
pull them out.

Plumbers Supplies!
All kinds of Plumbing Supplies can be
found at my shop, and I am ready
to do all kinds of work in connec-
tion with my city water works.
Satisfaction guaranteed. Shop op-
posite the City Station. P. D. GLENN

TRIPLETT & BOND,
Proprietors of the
PEOPLE'S MARKET.
The nearest place in the city. Animals
carefully selected for killing—insuring
the finest meat, poultry, etc.—highest
and highest market price paid for every-
thing.

**From Terminal or Interior Points the
Northern Pacific
Railroad**
Is the Line to Take
To all Points East & South
It is the DINING CAR ROUTE. It runs
Through VESTIBULE TRAINS
Every Day in the Year
ST. PAUL AND CHICAGO.
(No Change of Cars)
Composed of DINING CARS
(unsurpassed)
PULLMAN DRAWING ROOM SLEEPERS
(Of Latest Equipment.)
TOURIST SLEEPING CARS
Best that can be constructed and in
which accommodations are made for
first or second-class tickets, and
ELIGANT DAY COACHES.
A Continuous Line connecting with all
lines, affording direct and uninter-
rupted service.

Pullman Sleeper reservations can be secured
in advance through any agent of the road.
Through Tickets to and from all Points
and Europe can be purchased at any ticket
office of this company.
Full information concerning rates, time
of trains, routes and other details furnished
on application to any agent or
A. D. CHARLTON,
Asst. General Passenger Agent,
General Office of the Company, No. 121
First St., Cor. Washington, Portland, Or.

Chicago & Northwestern Railway,
—THE—
"FAMOUS ROYAL ROUTE,"
It is positively the shortest and finest
line to Chicago and the east and south and
the only sleeping and dining car through
line to
Omaha, Kansas City, and all Missouri
River cities.

Its magnificent steel track, unsurpassed
for service and elegant sleeping and
sleeping cars has honestly earned for it the
title of
THE ROYAL ROUTE
Others may imitate, but none can surpass it.
Be sure and ask ticket agents for tickets
via this celebrated route and take none
others.
W. H. MEAD, G. A.,
No. 4 Washington Street, Portland, Or.

UNION PACIFIC
ON SALE
TO
DENVER.
Omaha, Kansas City, Chicago,
ST. PAUL, ST. LOUIS,
AND ALL POINTS
East, North & South.
—AT—
PORTLAND, OR.
GEO. S. TAYLOR Ticket Agt.
Corner First and Oak Sts.

SUMMONS.
In the circuit court of the state of Oregon
for Yamhill county,
Armina Kennedy, Plaintiff,
vs.
James R. Kennedy, Defendant.
To James R. Kennedy, said defendant:
In the name of the state of Oregon, you
are hereby required to appear and answer
the complaint filed against you in the
above entitled suit on or before the 25th
day of March, 1890, that being the first day
of the next regular term of said court, and
if you fail so to answer for want thereof
plaintiff will apply to the court for a decree
dissolving the marriage contract now ex-
isting between plaintiff and defendant, and
for the care and custody of Jennie Kennedy
and Della Kennedy, minor children of
plaintiff, and for such other relief as may be
prayed for.
This summons is published six weeks in
the TELEPHONE-REGISTER by order of Hon.
R. P. Boise, judge of said court, made at
chambers at Salem, Oregon, December 21st,
1889.
P. W. FENTON,
Attorney for Plaintiff.

THE YAUQUINA ROUTE.
Oregon Pacific Railroad
—AND—
**OREGON DEVELOPMENT COM-
PANY'S STEAMSHIP LINE.**
225 Miles Shorter—20 hours less time
than by any other route.

Time Schedule (except Sundays).
Leave Albany 1:30 pm Leave Yauquina 5:45 am
Leave Corvallis 1:30 pm Leave Corvallis 10:35 am
Arrive Yauquina 5:30 pm Arrive Albany 11:10 am
D. & C. trains connect Albany and Cor-
vallis.
The above trains connect at YAUQUINA with
the Oregon Development Co.'s Line of Steam-
ships between Yauquina and San Francisco.
N. Y. Passengers from Portland and all West-
ern Valley Points can make close connec-
tion with the trains of the YAUQUINA ROUTE at
Albany and Corvallis. The Oregon Development
Company should arrange to arrive at Yauquina
the evening before date of sailing.
The Oregon Pacific steamboats on the Willamette
River division will leave Portland
south-bound, Monday, Wednesday
and Friday at 6 a. m. at Corvallis
Tuesday, Thursday and Saturday at 3:30 p. m.
Leave Corvallis north-bound, Monday,
Wednesday and Friday at 8 a. m. arrive
at Portland Tuesday, Thursday and Saturday
at 3:30 p. m.
On Monday, Wednesday and Friday both
north and south-bound boats lie over night
at Salem, leaving there at 6 a. m.
Passenger and freight rates always the lowest.
For information, apply to Messrs. HULL
MAN & CO., Freight and Ticket Agents, 209
N. Third Street, Portland, Oregon, or
S. C. ROUGE,
Acting Gen'l. P't. & Pass. Agt., Oregon Pacific
R. Co., Corvallis, Oregon.
C. H. HASWELL, Jr.,
Gen'l. Frt. & Pass. Agt., Oregon Development
Co., Montgomery street, San Francisco, Cal.

OVERLAND TO CALIFORNIA.
VIA
Southern Pacific Company's Lines,
THE MOUNT SHASTA ROUTE!
Time Between
Portland and San Francisco,
39 HOURS!
California Express Trains Run Daily
BETWEEN PORTLAND AND SAN FRAN-
CISCO!
LEAVE PORTLAND ARRIVE
Portland 4:00 pm San Francisco 7:45 pm
San Francisco 7:00 pm Portland 10:45 pm
Local Passenger Daily, except Sunday.
LEAVE PORTLAND ARRIVE
Portland 8:05 am Eugene 2:40 pm
Eugene 10:45 am Portland 3:35 pm
Local Passenger Daily, except Sunday.
Pullman Buffet Sleepers
Tourist Sleeping Cars.
For accommodation of Second Class Pass-
engers attached to express trains.
The S. P. Company's Ferry makes con-
nection with all the regular trains on the
East Side Division from foot of street.
WEST SIDE DIVISION
Between Portland and Corvallis.
Mail Train Daily, except Sunday.
LEAVE PORTLAND ARRIVE
Portland 7:30 a. m. McMinnville 10:15 a. m.
McMinnville 10:35 a. m. Corvallis 12:35 p. m.
Corvallis 1:20 p. m. McMinnville 3:44 p. m.
McMinnville 3:54 p. m. Portland 6:20 p. m.
At Albany and Corvallis connect with
trains of Oregon Pacific.
Express Train Daily, except Sunday.
LEAVE PORTLAND ARRIVE
Portland 4:30 p. m. McMinnville 8:00 p. m.
McMinnville 5:45 a. m. Portland 9:50 a. m.
Through tickets to all points South and
East via California.
Ticket offices, No. 134, corner First and
Alder streets, Portland, Oregon; corner
First and F streets, Portland, Oregon; and
R. KOEHLER, E. P. ROGERS,
Manager, Asst. G. P. & P. Agt.
Portland, Oregon.

ARE YOU GOING EAST?
If so be sure and call for your tickets
via the
Chicago & Northwestern Railway,
—THE—
"FAMOUS ROYAL ROUTE,"
It is positively the shortest and finest
line to Chicago and the east and south and
the only sleeping and dining car through
line to
Omaha, Kansas City, and all Missouri
River cities.

Its magnificent steel track, unsurpassed
for service and elegant sleeping and
sleeping cars has honestly earned for it the
title of
THE ROYAL ROUTE
Others may imitate, but none can surpass it.
Be sure and ask ticket agents for tickets
via this celebrated route and take none
others.
W. H. MEAD, G. A.,
No. 4 Washington Street, Portland, Or.

UNION PACIFIC
ON SALE
TO
DENVER.
Omaha, Kansas City, Chicago,
ST. PAUL, ST. LOUIS,
AND ALL POINTS
East, North & South.
—AT—
PORTLAND, OR.
GEO. S. TAYLOR Ticket Agt.
Corner First and Oak Sts.

SUMMONS.
In the circuit court of the state of Oregon
for Yamhill county,
Armina Kennedy, Plaintiff,
vs.
James R. Kennedy, Defendant.
To James R. Kennedy, said defendant:
In the name of the state of Oregon, you
are hereby required to appear and answer
the complaint filed against you in the
above entitled suit on or before the 25th
day of March, 1890, that being the first day
of the next regular term of said court, and
if you fail so to answer for want thereof
plaintiff will apply to the court for a decree
dissolving the marriage contract now ex-
isting between plaintiff and defendant, and
for the care and custody of Jennie Kennedy
and Della Kennedy, minor children of
plaintiff, and for such other relief as may be
prayed for.
This summons is published six weeks in
the TELEPHONE-REGISTER by order of Hon.
R. P. Boise, judge of said court, made at
chambers at Salem, Oregon, December 21st,
1889.
P. W. FENTON,
Attorney for Plaintiff.

THE YAUQUINA ROUTE.
Oregon Pacific Railroad
—AND—
**OREGON DEVELOPMENT COM-
PANY'S STEAMSHIP LINE.**
225 Miles Shorter—20 hours less time
than by any other route.

Time Schedule (except Sundays).
Leave Albany 1:30 pm Leave Yauquina 5:45 am
Leave Corvallis 1:30 pm Leave Corvallis 10:35 am
Arrive Yauquina 5:30 pm Arrive Albany 11:10 am
D. & C. trains connect Albany and Cor-
vallis.
The above trains connect at YAUQUINA with
the Oregon Development Co.'s Line of Steam-
ships between Yauquina and San Francisco.
N. Y. Passengers from Portland and all West-
ern Valley Points can make close connec-
tion with the trains of the YAUQUINA ROUTE at
Albany and Corvallis. The Oregon Development
Company should arrange to arrive at Yauquina
the evening before date of sailing.
The Oregon Pacific steamboats on the Willamette
River division will leave Portland
south-bound, Monday, Wednesday
and Friday at 6 a. m. at Corvallis
Tuesday, Thursday and Saturday at 3:30 p. m.
Leave Corvallis north-bound, Monday,
Wednesday and Friday at 8 a. m. arrive
at Portland Tuesday, Thursday and Saturday
at 3:30 p. m.
On Monday, Wednesday and Friday both
north and south-bound boats lie over night
at Salem, leaving there at 6 a. m.
Passenger and freight rates always the lowest.
For information, apply to Messrs. HULL
MAN & CO., Freight and Ticket Agents, 209
N. Third Street, Portland, Oregon, or
S. C. ROUGE,
Acting Gen'l. P't. & Pass. Agt., Oregon Pacific
R. Co., Corvallis, Oregon.
C. H. HASWELL, Jr.,
Gen'l. Frt. & Pass. Agt., Oregon Development
Co., Montgomery street, San Francisco, Cal.

OVERLAND TO CALIFORNIA.
VIA
Southern Pacific Company's Lines,
THE MOUNT SHASTA ROUTE!
Time Between
Portland and San Francisco,
39 HOURS!
California Express Trains Run Daily
BETWEEN PORTLAND AND SAN FRAN-
CISCO!
LEAVE PORTLAND ARRIVE
Portland 4:00 pm San Francisco 7:45 pm
San Francisco 7:00 pm Portland 10:45 pm
Local Passenger Daily, except Sunday.
LEAVE PORTLAND ARRIVE
Portland 8:05 am Eugene 2:40 pm
Eugene 10:45 am Portland 3:35 pm
Local Passenger Daily, except Sunday.
Pullman Buffet Sleepers
Tourist Sleeping Cars.
For accommodation of Second Class Pass-
engers attached to express trains.
The S. P. Company's Ferry makes con-
nection with all the regular trains on the
East Side Division from foot of street.
WEST SIDE DIVISION
Between Portland and Corvallis.
Mail Train Daily, except Sunday.
LEAVE PORTLAND ARRIVE
Portland 7:30 a. m. McMinnville 10:15 a. m.
McMinnville 10:35 a. m. Corvallis 12:35 p. m.
Corvallis 1:20 p. m. McMinnville 3:44 p. m.
McMinnville 3:54 p. m. Portland 6:20 p. m.
At Albany and Corvallis connect with
trains of Oregon Pacific.
Express Train Daily, except Sunday.
LEAVE PORTLAND ARRIVE
Portland 4:30 p. m. McMinnville 8:00 p. m.
McMinnville 5:45 a. m. Portland 9:50 a. m.
Through tickets to all points South and
East via California.
Ticket offices, No. 134, corner First and
Alder streets, Portland, Oregon; corner
First and F streets, Portland, Oregon; and
R. KOEHLER, E. P. ROGERS,
Manager, Asst. G. P. & P. Agt.
Portland, Oregon.

ARE YOU GOING EAST?
If so be sure and call for your tickets
via the
Chicago & Northwestern Railway,
—THE—
"FAMOUS ROYAL ROUTE,"
It is positively the shortest and finest
line to Chicago and the east and south and
the only sleeping and dining car through
line to
Omaha, Kansas City, and all Missouri
River cities.

Its magnificent steel track, unsurpassed
for service and elegant sleeping and
sleeping cars has honestly earned for it the
title of
THE ROYAL ROUTE
Others may imitate, but none can surpass it.
Be sure and ask ticket agents for tickets
via this celebrated