

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.

REGISTER - Established August, 1881. Telephone - Established June, 1896. Consolidated Feb. 1, 1899.

The Telephone-Register.

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

McMINNVILLE, OREGON, THURSDAY, MARCH 13, 1899.

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

VOL. II. NO. 6.

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

Calbreath & Goucher, PHYSICIANS AND SURGEONS, McMinnville, Oregon.

S. A. YOUNG, M. D., Physician & Surgeon, McMinnville, Oregon.

DR. J. C. MICHAUX, Practicing Physician and Surgeon, Lafayette, Oregon.

COMMERCIAL HOUSE, Proprietors, McCull & Holman.

MONEY TO LOAN Improved Farm Property INSURANCE NEGOTIATED.

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

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

McMinnville National Bank, Corner Third and C streets, in Braly block.

McMinnville TRUCK AND DRAY CO., Goods of all descriptions moved and careful handling guaranteed.

Portland Lined Oil Company, Manufacturers of Raw & Boiled Linseed Oil, Oil Cake Meal and Ground Flaxseed.

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

D. M. FERRY & CO., SEED ANNUAL, for 1899 will be mailed FREE.

FREE, One of the best Sewing-Machines in the world.

FREE, The most complete stock of books in the county.

Oregon Pacific Railroad, 225 Miles Shorter—20 hours less time than by any other route.

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

Triples & Bond, Proprietors of THE PEOPLE'S MARKET.

Northern Pacific Railroad, To all Points East & South.

THE FAMOUS ROYAL ROUTE, It is positively the shortest and finest line to Chicago and the east and south.

The Royal Route, Others may imitate, but none can surpass it.

A VOICE, I have a new idea, a new idea that will revolutionize the world.

FREE, One of the best Sewing-Machines in the world.

FREE, One of the best Sewing-Machines in the world.

FREE, One of the best Sewing-Machines in the world.

ROYAL BAKING POWDER Absolutely Pure.

The St. Charles Hotel, Sample rooms in connection.

Plumbers' Supplies! All kinds of Plumbing Supplies can be found at my shop.

Union Pacific Tickets, ON SALE TO DENVER.

Summons, In the circuit court of the state of Oregon for Yamhill county.

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AS BRITISHERS SEE US. Sir Julian Goldsmid Solemnly Tells What He Saw Here.

Sir Julian visited this country last year and upon his return furnished the English Illustrated Magazine with his opinion of America in the following words:

Last summer I had the opportunity of carrying out practical effect the long-cherished idea of crossing the Atlantic and seeing something of Canada and the great republic of America.

First as to the ships which work as regularly as ferriesboats to and fro. The Inman with the City of Paris and the City of New York, the White Star with the Aurania and other ships, have made such advances in build, accommodation and speed that a comparison with the passenger ships of twenty years ago is hardly possible.

The staff of all these ocean steamers includes the captain, the chief officer and six or seven others, the doctor, the purser and the chief engineer with a large number of assistants.

The chief officer replaces the captain when necessary. He takes his share in scientific observation, but as a rule has no regular watch, as his other duties are both arduous and multifarious.

Now with regard to the duties of the staff. The captain is a man having a large sea experience, whose knowledge and frankness inspire confidence and who is a firm believer in the capabilities of the ship he commands.

The doctor is responsible for and has charge over the health of officers and crew, passengers and servants.

The purser has entire management of the stores, sees to the custom house manifests of freight, and is in charge of all specie and valuables, as well as of the mails.

The chief engineer has a most responsible task, both by reason of the machinery under his control and on account of the large staff under him, including engineers on the engines, electricians, hydraulic engineers and refrigeration engineers.

These big ships, with their powerful engines ranging up to 10,000 horse-power, make their way across an hour as easily as old ships used to make ten.

WHAT THE ENGINEER TOLD HIM. The Pullman drawing-room car creates another class by the extra fee which is paid for entering it.

In each car is proper retiring accommodations, both for men women, and on the Pullman cars the washing apparatus is all that can be reasonably desired.

There are also a great number of private cars in America, and one such is often seen at the end of a train. The private car will hold ten to sixteen persons, has a dining room, a sleeping-berth section, a lavatory, a kitchen and pantry and food and ice storage accommodation.

There are many manufacturers of first-class sleeping cars, Pullman's are the biggest works, but the Mann cars and the Wagner cars and many other cars are also admirable in construction and finish.

In many cities of the states the telegraph wires are not taken over the tops of the houses as they are in England, but are affixed in dozens to enormous posts all the way down many of the great thoroughfares.

It will usually be delivered at your hotel about an hour or an hour and a half after you reach it. It is almost impossible for any ordinary traveler to get his luggage out in a reasonable time unless he follow the universal system.

The ordinary American cars are of one class only to which all have access. Hence the door is always on the bang.

Moreover there is another reason for the "express" which does not yet apply so much in England. The Americans carry a small hand-bag, which suffices them for the time, and their other goods are deposited, not in portmanteaux or ordinary boxes, but in mighty cases called "Saratzoga trunks," bound with tin or iron or brass, which it takes a couple of men to move and which would be too heavy for an ordinary cab.

On our first arrival when driving through the streets of New York, I was especially struck with the overhead railway. This railway is supported on great iron columns, and goes down the sides of many important streets on a level to the first floor of the houses in front of which it passes.

elser this line is far more pleasant than our underground with its smoke, darkness, draughtiness and stifling atmosphere; but in London the owners of property along lines of streets traversed would hardly put up with the interference of the values of their property, which must inevitably accompany the building of such a line.

A development, not at all uncommon in the United States, even upon the big lines of railway, is the steam barge for taking trains over rivers or branches of the sea. There is a good example of this in the coast line between New York and Newport, and another in the main line between Sacramento and San Francisco.

There are also a great number of private cars in America, and one such is often seen at the end of a train. The private car will hold ten to sixteen persons, has a dining room, a sleeping-berth section, a lavatory, a kitchen and pantry and food and ice storage accommodation.

The American private carriages are light and simple, and are generally drawn by good serviceable horses. Nearly every vehicle has a cover overhead, supported by iron rods and framing, which extends even over the coachman's seat, as the heat of the sun in summer would often be dangerous.

There is no uncommon to find no carriage of any kind at a railway station, but only the car, which is waiting outside to take passengers both for the hotels and the city generally. The charge is almost universally five cents per passenger for any distance.

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It may fairly claim that I have shown that the convenience of travellers both on sea and on land is very carefully considered; and to those who dread the discomfort which constant change of domicile must necessarily involve, I can offer this consolation, that everything is now done to reduce it to a minimum.

One can hardly imagine how splendid is the scenery of the Selkirk, in Canada, and in various parts of the Rockies, both in Canada and the States; and it might well be worth while to take the long journey over there if it were only to enjoy the magnificent climate of San Francisco and the beauties of the gardens of Monterey.

The ex-emperor of Brazil, who was much distressed by the death of his wife, has slowly recovered from his domestic grief, and is now ambitious of further political renown. He maintains a household far beyond his means, and hopes to live long enough to make an attempt to regain his throne. His physicians fear that his brain is affected.

Gov. Abbot, of New Jersey, is a great reader. He has always kept up with current literature and is well informed regarding the tendency of fiction to these latter days. He admires Rider Haggard's works because they take the reader out of his usual groove.

BORN WITHOUT A HEART. Two Children of Different Sex and Races Born Joined Together.

Nature has many curious ways. One of her latest freaks has been discovered in New York recently, where Mrs. Bryant, wife of Edgar Bryant, a well known broker, gave birth to one of the rarest forms in the whole catalogue of monstrosities, says the Cincinnati Enquirer.

The children were born joined together, the connecting link was six inches long and three inches in diameter. It was attached to each body just below the ribs and was much firmer than the muscular tissue in any other part of the body.

The parents, being fashionable people, could not stand the constant annoyance of hiding the existence of the children, and sent them to a private nursery. At 3 years of age the boy was a big, bounding fellow, while the girl was small and sickly and required medical treatment all the time.

The operation was at one time talked of to separate the Siamese twins, but it was abandoned because of its objections, and it was never known until after their death that it would have been unsuccessful. An operation having been decided upon, the children were put under the influence of an anesthetic.

A circular incision was made through the skin and it was slowly carried toward the center. There was not much hemorrhage. Almost in the center four large arteries were found, two of them pulsating much stronger than the others. The direction of the flow of the blood appeared to be from each two arteries and back again, making two arteries and two veins. This seemed to indicate that each child had a separate arterial system, which was extended through the link to the body of the other one.

When I left San Francisco, the manager of the great Palace hotel said to me, "Good-by, I shall see you again in two years." "Why in two years?" I asked. "Oh, you will come back in that time," he replied; and I feel sure he is right.

Gov. Waterman, of California, is said to be a good farmer and a shrewd landlord at a bargain, but he is a very poor politician.

Children Cry for Pitcher's Castoria.