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PUBLIC OPINION, M. D.

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

McMINNVILLE, OREGON, THURSDAY, AUGUST 28, 1890.

VOL. II. NO. 30.

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McMINNVILLE NATIONAL BANK.
Corner Third and C streets, in Braly block, McMinnville, Oregon.
Transacts a General Banking Business.
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Fresh Meats of all kinds constantly on hand. Highest price paid for Butcher's stock.
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The nearest place in the city. Animals carefully selected for killing—insuring the finest meat. Poultry, etc., bought and sold. Highest market price paid for everything.

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Deals in All kinds of Watches, Jewelry, Plated Ware, Clocks and Spectacles. McMINNIVILLE, OR.

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W. T. SHURTLEFF,
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ELSIA WRIGHT.
Carries the Largest Assortment of Harness and saddles and also the LARGEST STOCK IN YAMHILL COUNTY.
Harness of all kinds Made to Order. Repairing Saddle Done.
Robes, Whips and all the Necessaries are kept in Stock in Endless Variety.
Call and See Stock. Store on Third Street, McMinnville, Oregon.

HEWITT BROS.
DEALERS IN
BOOKS, STATIONERY
AND SCHOOL SUPPLIES.
Musical Goods and Instruments of all kinds.
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Furniture Factory,
B. CLARK, PROPRIETOR.
Furniture of all the Latest Styles made to order in Oak, Ash or any Wood desired.
FINE WORKMANSHIP A SPECIALTY!
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Do not wait without first seeing the furniture manufactured here in your own state and county.
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Any business entrusted to me will receive prompt attention, and SATISFACTION GUARANTEED.
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WE CAN FIT YOUR HOUSE WITH HOT AND COLD WATER.
All work done in first class order. Give us a Call.
GLENN & GRIFFITH,
Third St. McMinnville.

Administrator's Notice.
NOTICE is hereby given that the undersigned John H. Walker has been appointed by the county court of Yamhill county, Oregon, administrator of the estate of James A. Walker, deceased.
All persons, therefore, having claims against said estate are hereby notified and required to present the same with proper vouchers to the undersigned at the law office of F. W. Fenlon, at McMinnville, Oregon, within six months from this date.
JOHN H. WALKER,
7-17-91 Administrator of said Estate.
F. W. Fenlon, attorney for estate.

ADVERTISERS or others who wish to examine this paper, or obtain estimates on advertising space when in Chicago, will find it on file at 45 to 47 Randolph St., the Advertising Agency of **LORD & THOMAS.**

LIFE ON LAKE TITICACA.

Lake Titicaca rests in the elevated plateau between the eastern and western ranges of the Andes. The mean elevation of its surface is 12,500 feet above the level of the sea, or about twice that of the summit of Mt. Washington, White Mountains. It lies northwest and southeast. Its greatest length and width are about 120 and 50 miles respectively. It holds the well known distinction of being the loftiest lake in the world upon which any considerable navigation is carried on. At present two small steamboats make regular trips on the lake between Puno, in Peru, and Chillylla, in Bolivia. This steamboat service supplements the railway system from Mollendo to Puno, and together with a well equipped stage line from Chillylla, completes the connection between the Pacific and La Paz. The present terminus of the railway is Puno. Neither this nor any other line of railway reaches La Paz, as has been correctly affirmed by some American publications. The distance from Mollendo to Arequipa is 107 miles, and from the latter city to Puno 218 miles, in all 325 miles from the ocean to the lake. Between Arequipa and Puno the road crosses the crest of the Cordillera, or Western Andes, reaching at Cruces Alto, the elevation of 14,000 feet, making it without doubt the loftiest railway in actual operation in South America.

From Puno across the lake to Chillylla is 104 miles, and 36 miles thence by stage to La Paz. From Juliaca, on the Puno division of the above railways, is a branch extending northwest. This is known as the Cuzco division, but at present it only reaches Santa Rosa, a distance of 82 miles from Juliaca and less than one third the distance to Cuzco. The ancient capital of the Incas has not yet been disturbed by the whistle of the locomotive, but it is proposed to extend the main line around the southern shore of the lake to La Paz, and the branch to Cuzco.

The two small steam boats, of some 600 tons burden, now running on the lake, were built in England as gunboats for the Peruvian government. Before the construction of the railway, they were brought in sections on the backs of men and animals from Arica, and set up on the shores of the lake. Not proving necessary as a protection against Bolivia, they were remodelled for merchant service and have made regular trips for several years. They are not fast boats, but speed is not necessary where the only competition is with Indian "barkes." The lake is very deep in many parts, but unfortunately near Puno and Chillylla it is quite shallow, especially in Puno bay, requiring considerable dredging. The fuel used on these boats is unique in steamboat navigation. Coal is very expensive. To run each boat one hour requires 400 pounds of coal, costing four dollars. Llama dung, however, collected in great quantities by the Indians and sold in sacks containing four bushels at 5 cents per sack. Eight sacks of dung run the boat one hour and cost but 80 cents, only one-fifth the expense of coal. The fire thus furnished is sufficiently hot, but is quite unsteady, and with much waste, causing the engineer and firemen some annoyance.

This same fuel is used in all this region for cooking. In this connection it may be of interest to state that on the locomotives that run between Mollendo and Puno is used a fuel called "yarata," a moss like form of vegetation which grows in dense central masses from one to two feet in diameter. It contains considerable resinous matter, and makes a hot fire. It grows on the lofty plateaus and mountains, is cheaper than coal, and is used in considerable quantities. When the depth of water will allow two small steamers also ply on the river Desaguadero, as far as Nasacaca. The river Desaguadero forms the only outlet for Lake Titicaca, and though it is a stream of considerable size, it is evident that nature water flows into the lake than finds its way out by this channel. Owing to its great area and its position, no doubt a vast amount is lost by evaporation. In fact the water, though apparently fresh in the deeper parts, thus, near the shore, an alkaline taste.

The small steamboats mentioned do not comprise all the craft upon the lake. There are many more of the Indian type, which make trips around the lake to various trade ports, picking up cargoes. Now the trade between Puno and Chillylla and the Desaguadero river takes all their time, and their place in Indian localities is in part taken by the Indian and his balsa. The balsa of Lake Titicaca is an interesting craft. It is constructed of the reeds that grow abundantly in the shallow places. These are lashed together into bundles of the desired length. Two of these bundles fastened together and turned up at the ends, in canoe fashion form the raft or balsa proper. Two smaller bundles form rude galleys. A sail is made of the same materials, and by this and a long pole the Indian makes his way for a considerable distance. Speed is not necessary, for he is in no hurry. These balsas have been used for many generations. A commentary on the Indian character is furnished by the following incident: When unable to use his sail his sailer, he must paddle his craft slowly and laboriously by means of his pole. A gentleman, desiring to improve their condition, procured some oars with broad blades for their use, but these they refused, remarking that poles had served their fathers well and hence were good enough for them also. From the north-eastern parts of the lake the Indians bring fruit and vegetables to Puno for sale.

From the islands of Taquell and Soto are brought pebbles—from the former black or drab, and from the latter white. These are used for the variegated pavements in the courts of the better houses. The Indians, avoid, however, the more exposed portions of the lake, as violent storms occasionally sweep over it. At such times even the steamboats find it necessary to change their course, and passengers are especially liable to seasickness. A Peruvian gentleman, for fourteen years a pursuer on Pacific steamships, and a touch of seasickness, experienced a severe attack of this unpleasant malady during a storm on the lake. Not far from Puno is a little fishing town, the huts being built on the steep, rocky hillside and the balsas drawn up on the shore. The lake furnishes abundance of good fish, and the surface near shore swarms with a variety of water fowl. Several islands are inhabited. The largest is Titicaca, sacred in Peruvian annals, for on its bleak northern end is the spot where Manco Capac, divine messenger from his father, the sun, first stepped. He certainly chose a bleak and unpromising spot from whence to start on his beneficent mission. On Titicaca and Coati, near by, are the ruins of the various so-called palaces of the later Incas and temples for the priests and virgins of the sun. These islands now belong to Bolivia, and for political reasons no one is allowed to land on them without special permission from the government. Among these monuments of the past live to-day a few Indians, really but serfs in a land once ruled by their ancestors. On the southern end of Titicaca is a large sheltered bay, with pleasant hills sloping up from the shore, with cultivated fields and the huts of the natives. Both here, however, and on the plateaus surrounding the lake, the climate is severe and the conditions of life hard, and furnish a good commentary on the genius of the Incas. Corn will not ripen, or with the most extreme difficulty. The only cereals capable of cultivation are barley, quinoa, and canigua. The summer and rainy season is from November to March. During this time whatever agricultural labor is to be done must be accomplished. Even during this season sleet is not uncommon, and snow lies low on the surrounding mountains. By birth and experience inured to the rigors of such a climate, with bare legs and feet, the natives seem not much affected by the cold. Lake Titicaca never freezes over, yet ice forms near the shore. In winter the temperature is often below the freezing point. Yet the lake must tend to equalize the temperature. On the Bolivian side, at 5 p. m. of Nov. 26, I found the temperature of the air 52° F., and that of the water 58°. At 7 a. m. the following day, in the gulf of Puno, the temperature of the air was 42° and of the water 57°. In the middle of the day no doubt the air is warmer than the lake. To the north of Titicaca, toward Cuzco, there are some populous towns and the people are largely engaged in caring for the enormous herds of cattle of the great land owners.

ORIGIN OF NAMES.

Todd, Dodd, Deady, Nasmyth, et al.
Names are derived from every conceivable object in nature, colors, places, the abstract qualities, life and even death itself. Todd is nothing more nor less than the German tod, death, with an added d. Dodd is from the Norwegian Danish, dod, death, and the name Dodson, a Scandinavian patronymic, means simply "son of death." Dodsley, the English footman who made himself a scholar, is a corruption of Dod's Lea—Death's Meadow. There are a large class of names ending in "worth," an old English dialect meaning place, and among the Ellsworths, Duxburys and other worths, we find the name Dodsworth, "the place of death." Paradoxical as it may seem, the name Dodson, New Hampshire, is the name of a prominent southern family, and is a living corpse at Duxbury, Vermont. Deadman is a well known name along the Massachusetts coast, and is occasionally met in New Hampshire. Dyde is the name of a Canadian family that announces its descent in the past participle. 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