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McMINNVILLE, OREGON, THURSDAY, DECEMBER 29, 1892.

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EXPLORING POLAR SEAS.

DR. FRIOF NANSEN IS ABOUT TO MAKE ANOTHER EXPEDITION.

Starting from the New Siberian Islands, He Expects to Drift Past the Pole into the Eastern Greenland Sea.

The Norwegian explorer, Dr. Fridjof Nansen, is about to start on another expedition in search of the north pole. He returned in 1880 from a remarkable voyage across Greenland. Dr. Nansen recently went from Norway to London, where he has lectured before the Royal Geographical Society on his proposed expedition. The explorer is over six feet tall, finely built and of the ideal Scandinavian type.

Speaking with an English interviewer of his new expedition he said: "The object of my expedition is, of course, purely scientific. The expeditionary party will consist of twelve men all told. I shall be in absolute command, and everybody on board, scientists and sailors, will have to obey me implicitly. There cannot be more than one will in such an undertaking as this. I shall have two engineers and perhaps five or six sailors. I shall choose as many of my scientific people as possible from among men who are likewise accustomed to a seafaring life. I shall also give ice pilots and harpooners for sealing and hunting. It will be for them to provide us with fresh food. The ice Vikings are admirably fitted for the work in view. They live all the year, from spring to winter, in arctic solitudes. Born and bred in the north of Norway, they spend most of their lives in a form of toil which exposes them to all the rigors of a frigid climate, and are thus inured to the very hardships which the members of an expedition to the north pole have to encounter. Some of them are owners and masters of small sealers.

"With this party I shall leave Norway early in June next and shall sail direct to Nova Zembla. Here we shall stop to revictual and to examine the state of the ice. So soon as the condition of this permits we shall leave for the Kara sea, probably early in July. Skirting the Siberian coast and passing Cape Tscheljuskin, the most northerly point of the Old World, I shall pass on as far as the mouth of the river Lena. Leaving the coast at this point I shall start in a northerly direction along the western coast of the island of Kotelnoi, the most westerly of the Liakof, or New Siberian group and shall continue in this direction until the pack ice renders further navigation impossible. We shall do our best to force the ship through the ice, but we shall at last reach a point where we must stop. This will probably bring us to September and we shall in this way get to some distance north of the New Siberian islands, but I cannot say how far, as no one has ever been there before. When navigation becomes no longer practicable I shall have nothing left but to ram the ship into the ice as far as possible and stick there. Having rammed the ship into the ice for the winter—possibly for ever, as I don't expect we shall be able to move until we reach open water on the other side of the pole—we shall have to be content for the time being with a policy of masterly inactivity. We shall be continually moving in a northerly direction. Assisted by nature instead of fighting against her, we expect to be taken by the drifting of the ice floes right across the polar region down into the East Greenland sea, between Spitzbergen and Greenland, having in this way reached and passed the pole.

"We take with us provisions for five years, and it is possible that this may be the period during which we shall be at the mercy of the ice. On this point, however, I cannot say anything of a definite character. Entirely depending upon the current, we shall be drifted first to one side and then to the other, but always in a northerly direction, until, as I have already said, we emerge into the Greenland sea, whence we shall return to Norway."

The ship in which Dr. Nansen expects to reach the north pole is not a particularly graceful vessel, as will readily be seen, but it is very serviceable and is provided with all modern improvements. She is rigged as a three-masted fore-and-aft schooner with square sails, which can be rigged on the foremast when required. The engines are of about 170 indicated horsepower, and the doctor expects to carry enough provisions to last his crew of twelve for five years. The ship's pumps may be worked either by hand or steam power, and the lighting will be done by electricity. She also takes a balloon, to be held captive for purposes of observation, and carries seven boats. Two of them are capable of holding the entire crew, with provisions for several months, and warm tents in case the ship must be abandoned. The sides of the vessel are so shaped as to permit her to rise when under pressure from a wave. She has been christened Fraw, a Norwegian word meaning forward.

Dr. Nansen was asked whether his expedition would not be a repetition in many ways of that of Lieut. Peary. He replied: "There are no points of similarity between his expedition and mine. The object of the American explorer was to reach the northernmost point of Greenland, while mine is to pass the pole and traverse the unknown polar regions. There is not much interest in merely reaching the mathematical north pole. Lieut. Peary's work was marvellously well done. His skirting of the northern limits of the inland ice of Greenland is a matter of the highest importance, as hitherto no one knew how far these Arctic wastes extended in that direction. He reached a point on the east coast of Greenland much further north than that touched

ISLAND CAVE-DWELLERS.

CAPT. HEALY VISITS A STRANGE COLONY IN BERING STRAITS.

A Natural Refrigerator in Which They Keep Their Meats—Others Determine Their Prestige—Skill in Hunting.

In the wind-tossed wastes of waters of Bering straits, thirty miles off Port Clarence and the shores of Alaska, are about 200 of the most curious islands that ever were seen. The island, or rock, they inhabit is about half a mile wide and a little more than that distance long, and is known as King's island. The islanders are cave-dwellers and live on whale blubber, seal and walrus meat. A year ago Capt. M. A. Healey of the United States cruiser Bear, heard that the natives were on the verge of starvation because of a poor season's catch, and he sailed up in those grim waters to help them.

He found them in a sorry plight indeed, and he humanely left abundant stores to tide them through the Arctic winter. This year he went up again to see how they were thriving. He has just got back and tells an interesting story. The barren island rises like the rock of Gibraltar in the restless straits and reaches to a height of about 200 feet, its sides being almost perpendicular. The top of the rock is almost flat. Scarcely a thing grows there, even of the most hardy kind. On the southeast side, closely nesting against the cliff, is a village of the cave-dwellers. One abode is built over and under the other, and to the right and left, giving them a strange, motley appearance, not unlike the recesses inhabited by bald eagles. There are narrow caves excavated into the sides of the crumbling volcanic rock, and in the bottom of each is some of the short native grass, forming a bed on which to sleep. At the mouth of the cave and just in the interior firs are kindled, and there they warm themselves in the winter. Skins of different kinds are also suspended outside to keep out the snow and cold. In summer the hardy natives come out of their holes and live in odd houses made of poles constructed near at hand on the edge of the cliff.

These look something like the first houses built on a mountain side in a mining camp, though much more primitive. One summer house is constructed above another, and probably the highest is 200 feet above the water. These are all small hovels and are covered with walrus and seal skins.

These strange people are usually as strong and vigorous as can be found anywhere. Moreover, they are entirely contented and as happy as people in any of the great cities of America. They have no government, no chief, and no need of law. Living in families and setting forth every day in their kiaks for the whale, seal and walrus, they return each night to their caves or pole tents, caring nothing for the outside world. Odd to relate, however, the prestige of a native is determined by the clothes he wears. As these consist of skins and constitute the wealth of the islanders, it will be seen that they are not in this respect so much unlike civilized people. But the man with more clothes than anybody else has no more authority. He is respected for his sagacity, but that is all.

As for food, no one will see another in want. What belongs to one belongs to all. Moreover, they always keep a great refrigerator full of different kinds of meat and blubber to guard against the exigencies of winter. Their refrigerator is a natural one. It is a large cave, 100 feet long, 100 broad, and 200 feet deep, and fronts to the south on the ocean. At its top is a small hole through which the natives can lower themselves with a rope. In the projecting half-wall are large natural holes or receptacles, in which the natives store their whale blubber and walrus and seal meat. Every winter they store thousands of pounds of provisions there, and whenever a native wants meat, if he hasn't got it in his own cave dwelling, he goes to the refrigerator and gets it. The refrigerator is never empty. Summer or winter the temperature there is down to freezing point. This temperature does not bother the natives. It is just what suits him. He nasks in it and enjoys it. The frozen meat which he gets is a toothsome relish. He fattens and thrives on it.

Little has been known of the islanders hitherto. For a great many years after the sealers had been going to Bering straits and the Great Mackenzie it was supposed the huge brown rock was uninhabited. It was like a beacon in the sea, and about it nothing was to be seen or heard except the roar of the waves and the weird cries of the wild-fowl.

Finally some discerned smoke ascending from the side of the cliff. A landing was made and there the islanders were found. They said that they and their forefathers had been there always and they knew no other world, though they had heard that there was one. This was only a little over a dozen years ago. Since then the whalers have kept an eye out for them, for they liked the generous natives, who showed many good traits.

Captain Healey, Lieutenant Jarvis and Dr. S. J. Call, of the Bear, who landed there during the recent cruise to see how they were, secured a number of photographs of the cave and summer dwellings, the big refrigerator and the island itself, as well as the natives. They are the first, it is believed, that have ever been taken, and have attracted great attention among those to whom they have been shown. "I found the natives in excellent

RAILWAY EXTENSION.

In England the Annual Increase is Only About 100 Miles.

A comparison of the mileage and of the rate of construction of railroads in Great Britain and the United States presents some rather striking figures. Everybody was aware, of course, that the mileage was greater in proportion to population in a long-time settled and (what we might call) "finished" country like Great Britain than in a comparatively new and largely undeveloped country like the United States, but the New Orleans Times-Democrat says the existing state of things is perhaps more striking than most people quite expected. There are some-what over 20,000 miles of railroad in the British Isles, more than the half of that mileage being double-tracked. The gross earnings of these roads amounted last year to the enormous sum of \$410,000,000, and the net earnings on the money invested were a little over 4 per cent. But the most striking point in connection is the fact that barely 100 miles of track were added last year to the existing tracks, and 100 miles represent something more than the average mileage added annually for a considerable number of years. This gives the idea that transportation has caught up with the traffic and that the development of the resources of the country has about reached completion.

In the United States the railway mileage amounts to more than 170,000—eight times as great as the mileage of Great Britain. The gross earnings last year amounted to over \$1,000,000,000 and more than 4,000 miles were added to the existing tracks. It is this enormous annual addition of mileage in the United States in comparison with the small 100 miles annual addition in Great Britain that tells the secret of resources yet undeveloped, whose sum, when fruition comes, will far outweigh the wealth, not of Great Britain alone, rich and prosperous beyond precedent as she is, but of all other nations, modern or ancient. It will require at least between 300,000 and 400,000 miles of railway track to carry the traffic of the United States when it has been as thickly settled as Great Britain and its material resources as fully developed, and the proportion of that railway mileage to the railway mileage of any other country will be the ratio of the developed resources, otherwise called wealth, of this country to the developed resources of any other country.

The British 20,000 miles of road serve a population of 39,000,000, or at the rate of one mile to every 195 of the people; the 170,000 miles in this country serve a population of 54,000,000, or at the rate of one mile to every 376 of the population. Which shows that we shall have almost to double our present mileage of 170,000 before we can offer to our existing population the same traffic service that Great Britain offers to her population. The United States, therefore, if she has not altogether the perfection of convenience in her railway service that Great Britain has in hers, has the indisputable advantage over the older country of the beauty of promise—that which sets the bud above the full-blown rose.

An Eye-Opener on Coinage. Superintendent Allen, of the Butte and Boston Mining company, of Montana, has sent a letter to the secretary of the treasury offering to make any amount of much better silver dollars for ninety cents apiece than are at present in use. Mr. Allen takes the position that counting silver at 85 cents per ounce, the intrinsic value of a silver dollar is only 65.7 cents. He would put in each dollar 400 grains of silver, whereas the present dollar contains 371 grains, and he would have the government would not be compelled to redeem duplicates, a safeguard now neglected. Mr. Allen says he would reap a profit in coining while the price of silver was anywhere under 129.25. The letter adds: "While it has always been possible to recognize counterfeit paper money, the present silver coin can be produced at a profit of 53 per cent, and a coin that cannot be detected. This is true of silver money, whether foreign or American. Now, my proposition is either to withdraw the present silver money before the excess becomes so large that it will bankrupt the government to redeem it, or to combine with foreign powers who are equally in danger, and make the old standard of value \$1.2925, which will make a coin that cannot be counterfeited without the use of base metal alloy, which is easily detected, and for which the government will never have to pay a face value."

A Very Cheap Rate. The Swiss telephone system is claimed to be the best and cheapest in Europe. It is now under government control. The first telephone was used at Zurich in 1850, when a private company started with 14 telephones. In 1886 the government undertook the working of the system, and the number of subscribers increased to 1000. In this year the net profits were over 130,000 francs. In 1890 the subscribers numbered 8,000. On an average there were 546 calls a year to each telephone. The government allows 800 calls to each subscriber without extra charge, and all calls beyond that are charged for at one cent each. The usual charge to subscribers is \$24 the first year, \$20 for the second year and less than \$10 per year from then on. Telegrams are received at the telephone office and delivered to the telegraph department at two cents each.—Electrical Review.

Miss Marguerite Gombert is the first woman to receive the degree of doctor of philosophy and letters at Brussels.

Cure for Colds, Fevers and General Debility. Small Blue Breads. 25c per bottle.

SILVER IN GOOD SHAPE.

Why Behan Snaps Her Fingers at the Queens of Opera Bouffe.

Justice may be blind, but she is shapely—at least the silver and gold Montana article of Justice is to be "great on shape," whether she holds equal scales in that state's senatorial contest or not. Ada Behan, as is now known from Maine to California, is to be the model and even if the privilege cost her \$10,000 when she has sat in the orchestra chairs when she was Rosalind, in "As You Like It," will attempt to deny that she is "the mold of form."

But Montana's Justice will represent something more than shape—behold; which brings the senatorial contest into the discussion again. Into the eight-foot presentation of Ada Behan's tapering ankles, curving hips and swelling breast will cost \$50,000 worth of the shining white metal. But into the great globe on which the figure will stand there will be cast no less than a quarter of a million of the good red gold—the greatest block of gold ever exhibited in one piece. There is richness for you.

The richness of the gold and the allurements of the silver are nothing as compared with the fascinations of the contest among the women whose forms are their fortune over the honor of posing for the statue. There's Lillian Russell, who was once called "airy, fairy Lillian," but who in recent years has been accused of too herbe proportions. Once Lillian had an admirer who feared the encroachments of fat, incident to good living and easy hours, and he had such an influence over her that she submitted to his direction and went in a course of training. Every morning she donned a heavy sweater and went out across hill and dale at a swinging clip as earnest as a prize fighter, and quite as much given to perspiration.

The training told. People who had begun to talk of adipose and age when speaking of the one-time idol of the light opera stage, drifted back to their allegiance. No costume of fat, incident to the sprightly woman, and the applause which followed her songs was quite as much of an evidence of the pleasures of the eye as of the ear.

But that encroaching adipose would not down, for the rigors of the training table, the dumbbell exercise and the morning walk were too severe to be kept up, and at last Miss Russell's famous dietum went forth—She would wear tight no more. The wise men shook their heads and nodded toward the scales, and Miss Behan was selected to represent more silver and gold than she could expect to earn in a dozen successful seasons.

The successful beauty's measurements have not been given out, and there are those who say she cannot compare with Marie Tempt, Pauline Hall, Sylvia Gerrish and a half dozen of the others who have kicked their heels in the faces of a pleased public. Still the fact remains that she will hold those scales equally balanced with gold and silver, and will stand dominating the golden world, with one bare foot full upon the North American continent. "The model is a perfectly formed woman," says the sculptor, and the dramatic queen can consequently snap her fingers at the pretensions of the shifty stars of the operatic stage.

Official. It is our earnest desire to impress upon the minds of the public the superiority of the service offered by the Wisconsin Central Lines to Milwaukee, Chicago, and all points east and south. Two fast trains daily leave St. Paul, Minneapolis and Duluth, equipped with Pullman vestibuled drawing room sleepers, dining cars and coaches of the latest design. Its dining car services unsurpassed, which account, to a great degree, for the popularity of this line. The Wisconsin Central Lines in connection with the Northern Pacific R. R. is the only lines from Pacific coast points over which both Pullman vestibuled, first class and Pullman tourist cars are operated via St. Paul without change, to Chicago.

Pamphlets giving valuable information can be obtained free upon application to your nearest ticket agent, or JAS. C. POSE, Gen'l Pass. and Tkt. Agent, Chicago Ill.

The Hotel Yamhill furnishes first class table board at \$4.00 a week, board and lodging at \$5.50 a week. Best meal in the city for 25 cents.

THE NEW ARMOUR INSTITUTE.

The Proper Way for a Millionaire to Squander his Money.

Philip D. Armour, the millionaire packer, started for New York December 12, on his visit to Europe, leaving behind him a Christmas gift of over \$1,500,000 to the city of Chicago. Absolutely unknown to the public, work has been going on for a year past toward the erection of a magnificent five-story building on Armour avenue, and it is now all but ready for occupancy. This building will be known as the Armour Institute, and will be to Chicago all that the Drexel Institute is to Philadelphia and the Pratt Institute to Brooklyn. This building is but a small part of the gift. In addition to it, and for its support, Mr. Armour gives \$1,500,000. All that money and brains and labor can do will be done toward making it the greatest institute for manual training, science and art in this country.

Mr. Armour conceived this idea years ago, and the plans have been carefully gone over with George W. Childs, John C. Black and Mr. Armour's sons, Ogden and Philip. The building and the funds for the support are to be turned over to a board of directors. It is expected that the school will be open on the 1st of next September. During the next few months the most complete apparatus obtainable for every branch and a library bearing upon every line of study will be secured. The building has been erected and is now being finished without regard to cost. In the basement will be placed the electric plant, and here will be located the students in forging and iron work. On the first floor is a library sixty feet square. Wood working rooms and the rooms for reception and for the president of the institute are located here. On the second floor are the chemical laboratory, the chemical lecture room, the physical laboratory, the physical apparatus room, the physical lecture room and electrical rooms. The third floor will be used by students in free hand drawing, mechanical and architectural drawing, and in commerce and business. The fourth floor is devoted to the domestic sciences there being departments of cooking, dressmaking, millinery and kindred studies. On this floor are also recreation and class rooms. At one end of the fifth floor is the gymnasium, 60x55 feet. At the other end is the technical museum. Connecting the two are dressing rooms for the gymnasium and elaborate bathrooms fitted up in white marble. The faculty of the institute will be of the highest standing, and it is Mr. Armour's desire that the students may have opportunities to be prepared for the higher universities, or practical work in any field of mechanical or scientific labor. Every possible convenience for scientific research and experiments will be provided. The institute is not located in a fashionable portion of the city, and Mr. Armour's idea in placing it where he has is said to be to put the institute among those whom it will benefit most.—Press Telegram.

Where Canary Birds Come From. When the North German Lloyd steamer Herrmann unloaded at New York lately, large bundles shrouded in white cloth were fully lifted from the hold and placed on the deck. From each bundle came a chorus of angry twitterings and chirpings and much fluttering of wings. Each bundle contained 252 little wooden cages, each with a cany bird in it. Immediately every one of the 5,040 stretched its little yellow throat to get out to its neighbor. The birds and cages were so closely packed that they were looking out on a greenish and a blue sky.

The canaries are of three grades; the \$2.50 birds, the \$1 birds and the \$0.50 birds. The ordinary birds are worth \$2.50. A large, fine bird, or one of particularly handsome coloring, brings twice that price, while a distinguished vocalist will bring \$10. All the birds are males and singers. They come from Germany, where they are bred in large numbers. It is probable that all of the 5,040 birds will be sold within a few weeks. This is the busy time of the canary market, and within the past week more than 10,000 of these birds have arrived, classed as live stock.

A Fainting Machine. The painting and decorating of the vast interior of the great exhibition halls at Chicago is an enormous undertaking. Frank Millet is the artist in charge. A recent estimate of the area to be covered with paint developed the fact that it would be impossible to set men enough at work with brushes to complete the task in time for the opening of the fair. Mr. Millet thereupon contrived a machine for doing the work. It consists of a piece of gas-pipe flattened at one end to make a "spray." From this a rubber hose connects with an air pump driven by an electric motor, and beyond this a barrel of paint, and the air jet sprays the paint with force upon the surface to be coated. Four workmen with this mechanism can accomplish more in a day than a small class of painters could in a week.—Scientific American.

The largest wire nail machine ever built in the United States was finished recently by a Greenport (L. I.) firm and shipped to a nail concern at Everett state of Washington. The total weight of the machine was twelve and a half tons and it is capable of making nails weighing half a pound each at the rate of one a second. Nails of any desired length can, however, be manufactured by simply adjusting the feed.

They increase appetite, purify the whole system and act on the liver, bile and stomach.