Look at the Map.

State of Oregon, Yamhill County. Here you will find the most productive section in the World. Land is cheap, offering special inducements to fruit raisers and dairymen.

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The Telephone-Register.

Look at the Map.

McMinnville, Yamhill County. Here is the County seat, Here is published THE TELEPHONE-REGISTER, Monarch of home newspapers, accorded first place in all the Directories.

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REGISTER—Established August, 1881. TELEPHONE—Established June, 1886. Consolidated Feb. 1, 1889. McMINNVILLE, OREGON, THURSDAY, FEBRUARY 16, 1893. VOL. V. NO. 3

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Office Upstairs in the Garrison Building.

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ATTORNEY-AT-LAW,

McMinnville, - - - - Oregon.

Office, Rooms 1 and 2 Union Block.

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LAFAYETTE, OREGON

Jan. 21, '88.

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Contains 80 acres, situated 8 miles northwest of McMinnville, 30 acres in cultivation, balance pasture. Fruits of all kinds on the place. 300 trees bearing and 200 young trees. Good buildings, good fences and spring water. For terms apply to owner. JAMES. O. LAMB, McMinnville, Or.

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Everything New

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We will give away absolutely free of cost, an elegant black or colored silk dress pattern of 16 yards to any young lady in every town in America, who is willing to introduce among her friends "The Household Pilot" a large 8 page, 40 column illustrated household and farm journal, one of the best, now in its 14th year. We make this great offer in order to introduce our paper at once into many thousand new homes. Be sure to send 25 cents for the paper one year on trial and sample of silk to select from. Pilot Pub. Co, Center St, New Haven, Ct.

JUDGE NELSON'S DECISION.

Speaking of patent medicines, the judge says: "I wish to deal fairly and honorably with all, and when I find an article that will do what it is recommended to do, I am not ashamed to say so. I am acquainted with Dr. Vanderpool (having been treated by him for cancer), and have used his blood modicine, known as the S. B. Headache and Liver cure, and while I am seventy-five years old, and have used many pills and other remedies for the blood, liver and kidneys, I must say that for a kidney tonic in Bright's disease, as an alterative for the blood, or to correct the action of the stomach and bowels it is a very superior remedy, and beats anything I ever tried.

J. B. NELSON, Yakima, Wash.

At 50 cents a bottle, it is the poor man's friend and family doctor.

Sold by Rogers Brothers.

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 49 Randolph St., the Advertising Agency of LORD & THOMAS.

SWIFT'S SPECIFIC

FOR renovating the entire system, eliminating all Poisons from the Blood, whether of scrofulous or malarial origin, this preparation has no equal. . .

TRADE S.S.S. MARK

"For eighteen months I had an eating sore on my tongue. I was treated by best local physicians, but obtained no relief; the sore gradually grew worse. I finally took S. S. S., and was entirely cured after using a few bottles."

C. L. McLEMORE, Henderson, Tex.

TREATISE on Blood and Skin Diseases mailed free. THE SWIFT SPECIFIC Co., Atlanta, Ga.

Executor's Sale.

Notice is hereby given that the undersigned as executor of the last will and testament of Joel Stowe, late of Yamhill county, deceased, will, by virtue of an order of the county court of Yamhill county, State of Oregon, made and entered of record on the 3d day of January, A. D. 1893, licensing and empowering him so to do, sell to the highest bidder for cash, on the 4th day of February, 1893, at one o'clock p. m. of said day, at the courthouse door in McMinnville in said county and state, the following described real property belonging to the estate of said decedent, to-wit. The east half of the following described parcel of land to-wit: Beginning at a point 150 feet south of the north and west junction of First and A streets of the town of McMinnville, Yamhill county, state of Oregon, thence south along west line of said A street 66 feet; thence west 204 feet; thence north 66 feet, thence east 204 feet to the place of beginning.

Dated January 4, 1893.

ISAAC LAMBRIGHT, Executor of the Will of said Decedent.

W. M. Ramsey and F. W. Fenton, Attorneys for said Estate.

BileBeans Small

Guaranteed to cure Bilious attacks, Sick Headache and Constipation. 40 in each bottle. Price 25c. For sale by druggists.

Picture "7, 17, 70" and sample dose free. J. F. SMITH & CO., Proprietors, NEW YORK.

Executor's Notice.

Notice is hereby given that the undersigned Norris H. Perkins, has been by an order of the county court of Yamhill county, Oregon, duly appointed executor of the last will and testament with codicil attached, of Felden S. Glandon, deceased. Now therefore all persons having claims against the estate of said Feldon S. Glandon deceased are hereby notified and required to present the same to the undersigned at his residence at North Yamhill, Yamhill county, Oregon, properly verified within six months from this date.

Dated this 17th day of January, A. D 1893

NORRIS H. PERKINS, Executor above named.

F W Fenton and W M Ramsey, Attorneys for said estate. 1-19 3

FAT FOLKS REDUCED Mrs. Alice Maple, of Fox Oregon, Mich., says: "My weight was 220 lbs., now it is 166 lbs., a reduction of 53 lbs., and I feel so much better that I would not take $1,000 and be put back where I was. I am both surprised and proud of the change. I recommend your treatment to all sufferers from obesity. Will answer all inquiries if stamp is inclosed for reply."

PATIENTS TREATED BY MAIL. CONFIDENTIAL. Harmless, and with no starving, inconvenience, or bad effects. For particulars address, with 6 cents in stamps, DR. O. W. F. SNYDER, McVICKER'S THEATER, CHICAGO, ILL.

If You Think any kind of a crop will do, then any kind of seeds will do; but for the best results you should plant

FERRY'S SEEDS.

Always the best, they are recognized as the standard everywhere. Ferry's Seed Annual is the most important book of the kind published. It is invaluable to the planter. We send it free. D. M. FERRY & CO. DETROIT, Mich.

Rather Be Without Bread. XI

BISHOP'S RESIDENCE, Marquette, Mich., Nov. 7, 1889.

The Rev. J. Kossbiel, of above place, writes: I have suffered a great deal, and whenever I now feel a nervous attack coming I take a dose of Pastor Koenig's Nerve Tonic and feel relieved. I think a great deal of it, and would rather be without bread than without the Tonic.

SAN FRANCISCO, Cal., June 19, '90. From this far-off land I write to say that I have been suffering for 25 years (from the time my first child was born) with spinal and brain trouble, and as I grew older the pain seemed to grow worse; I heard some time ago of Pastor Koenig's Nerve Tonic. Am on the second bottle now and feel the pain in my back very, very much relieved, indeed.

MRS. L. M. JOHNSON.

FREE—A Valuable Book on Nervous Diseases sent free to any address, and poor patients can also obtain this medicine free of charge.

This remedy has been prepared by the Reverend Pastor Koenig, of Fort Wayne, Ind., since 1876, and is now prepared under his direction by the

KOENIG MED. CO., Chicago, Ill.

Sold by Druggists at $1 per Bottle. 6 for $5. Large Size, $1.75, 6 Bottles for $9.

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Prevent and cure Constipation and Sick-Headache, Small Bile Beans.

CAN EITHER FIGHT OR RUN.

NEW AND STRANGE SPECIMENS OF MARINE ARCHITECTURE.

Design for a Monster Record-Smasher on the Atlantic Ferry--Smokestacks that Loom up Like Masts--The new Whaleback Lake Steamer Christopher Columbus Built to Carry Passengers.

Never since primitive man first straddled a fallen tree and floated down stream with the current has such progress been made in marine architecture as during the last fifty years.

This is due first to steam being substituted for sails as a propelling power, and second to the substitution of iron and steel for wood in the construction of vessels. The first steam vessel that ventured across the Atlantic developed a speed of about eight knots an hour under favorable circumstances, and she was looked upon as a wonder on both sides of the ocean. Since that time the ocean steamer from a wooden craft of less than 500 tons burden and a speed of eights, has grown to be a monster vessel built entirely of steel, 600 feet long, with twin screws, a registered tonnage of 10,000 and a speed of twenty knots, which she can maintain in almost any weather.

When the Inman and International company launched the 10,500-ton steamers City of New York and City of Paris it was thought by many that the climax had been reached. But the White Star company were not disposed to see the palm for size and speed carried off by their rivals, and they at once began plans for an ocean flyer that for size, speed and magnificence should be far above any other vessel ever put into the water.

The new flyer is to be named the "Gigantic." The vessel is to 700 feet long, or 28 feet longer than the Great Eastern, and she will be 70 feet wide. She will be 15,000 tons register, and will be fitted with twin screws. Her engines will be quadruple expansion, and are expected to develop 25,000 horsepower. The Gigantic is expected to show a speed of at least twenty-five knots, or nearly thirty miles an hour, and will be able to cross the ocean inside of five days.

The new steamer will carry no sail, but will be fitted with two pole masts for signalling purposes. She will have accommodations for 500 first and 300 second cabin passengers, besides her crew of nearly 500 persons. She will be lighted throughout with electricity, and there will be hot and cold, fresh and salt water in every state room. The interior fittings will be on a scale never before attempted on an ocean steamer, and will make the new White Star flyer a veritable floating palace. It is expected that the Gigantic will be ready for the work of smashing ocean records by May of next year.

Among other items intended to draw patronage the new ship will carry a full military band as a part of her crew and somewhere in the interior of the vessel will be a store, where passengers will be able to purchase anything they may need on the trip from the latest novel to a suit of clothes.

But it is not in ocean steamers alone that progress is made in shipbuilding is seen, as some of the fighting ships now afloat or being built, both in this country and in Europe, are perfect marvels in power and speed, and any one of them would make short work of an entire squadron of such vessels as composed the fighting fleets of forty years ago. Of these new terrors of the ocean the British turret-ship Hood, lately placed in commission, and the American ships Brooklyn and Iowa are the best specimens.

The Hood is the largest and most powerful afloat today and is a monster as regards size and armament. She is 330 feet long, 75 feet wide, and when ready for sea she draws 28 feet of water. The vitals of this ocean cruiser are protected with armor twelve inches thick, while her turrets are covered with steel fourteen inches thick. Her engines of 13,000-horse power. can drive the vessel at a speed of nearly twenty-one miles an hour.

She is armed with four 13-inch breech loading rifles, mounted in her turrets, ten 6-inch quick firing guns in barbettes, ten 6-pounders and nine 3-pounders—quick firing guns, mounted on her bridges and in her tops, besides any number of machine guns for boat and shore service.

The Hood is well equipped with fish torpedoes and carries two torpedo launches.

She possesses an advantage found in no other turret ship yet afloat, that of being able to use heavy guns in almost any kind of weather, owing to her high freeboard.

The new navy now being built for the United States will be able to show battle-ships and cruisers as powerful and swift as those of any nation and armed with the most powerful guns ever put afloat. The Indiana, which will soon be ready for launching, will be a match for any foreign battleship in the world. She is to be covered with armor of nickel steel, eighteen inches thick, and will be armed with four immense 13-inch guns, eight 8-inch guns, four 6-inch and twenty 6-pounders, besides a number of machine guns.

Torpedoes and torpedo boats will form part of her equipment, and she will be able to steam fifteen knots an hour. When the plans for this big fighter were laid down she was looked upon as the best fighting ship in the world, but the navy department were not satisfied. They wanted something better, and they have now in hand plans for a new battle ship, to be called the Iowa. While the Indiana was designed for coast defense, and intended to act on the defensive, the Iowa is for aggressive work and will be able to cross the ocean and make her fight in the enemies' own water.

She will be 355 feet long, seventy feet wide, and she will be eight feet higher out of water than the Indiana. She will also be faster and have a greater coal capacity, but instead of four ten-inch guns in her main battery she will be well armed with twelve-inch guns. To make up for this she will carry more rapid-fire guns. Like the Indiana, the Iowa will be protected with armor backed by celluloise, a substance that expands when it gets wet, so that if an enemy's shot should penetrate her armor the water will cause the backing to swell up and close the hole, and very little water will get into her.

The Iowa will be fitted with two heavy steel military masts for signaling, and her fighting tops will be filled with machine guns.

The new armored cruiser Brooklyn, when finished, will be the peer of any cruiser afloat, and will be armed with eight 8-inch guns, twelve 4-pounders, eight 6-pound rapid-fire guns and twelve machine guns. She will be driven at a speed of twenty knots an hour by engines of 16,500 horse power. Her guns will be protected by armor ten inches thick, and she will be able to steam from New York to San Francisco without calling anywhere to coal.

In all fast cruisers high speed has only been attained by forced draught, which can be maintained only for a few hours at a time.

This is something that the naval engineers of the United States have been trying to do away with, and they have hit upon a plan at last, and the new cruiser Brooklyn, will be the first upon which the plan will be tried.

The smokestacks of the vessel will be almost as high as her fighting masts, and will tower 100 feet into the air above the tops of her boilers. She is to be provided with three of these enormous stacks, and in order to enable them to stand they are to be built of far heavier iron than is used in an ordinary smokestack. The lower twenty-five feet will be built of one-inch steel, and the upper sections will be lighter in proportion to their distance from the deck and the weight they will have to carry.

These big stacks are to be as well stayed as a ship's mast, and will be fitted with dampers to regulate the draught like an ordinary stovepipe. Just how the new plan will work of course no one can say, but the result will be watched with more than passing interest on both sides of the Atlantic.

But the strangest innovation in shipbuilding comes from the Great Lakes and is an American idea from stem to stern.

This new departure in shipbulding is a whaleback for passengers. The whale back is like nothing else in the world, and her inventor claims she can not only carry the most freight for her size, but be the most comfortable passenger vessel afloat, and if built for war will prove the best fighting ship in the world.

The whaleback builders have now branched out and are making a strong bid for the passenger trade of the lakes at least.

The latest addition to the whaleback fleet is the passenger steamer Christopher Columbus, which is designed to accomodate nearly 5000 passengers. The new craft is built of heavy steel and is 362 feet long, 42 feet wide and 24 feet deep. The main saloon will be supported on seven turrets and is 225 feet long and the full width of the vessel. Over the saloon is the promenade deck, which can also be used as a ballroom.

The vessel was built to carry passengers from Chicago to the World's fair grounds, a distance of about six and a half miles, and is expected to attain a speed of twenty-two miles an hour: The company is now at work on two whaleback passenger steamers intended for the Chicago and Buffalo trade. These vessels are to steam twenty knots an hour and will have accommodations for 2000 passengers.

How Deaf Mutes Dance.

"I never felt so lonesome in my life," said a gentleman recently, "as when I chanced to be thrown one day with a picnic party of deaf mutes. They could understand each other, laughed and carried on and had a good time generally, while I sat like a mummy, apart, looking on, but unable to participate in any of the fun.

"One thing that surprised me greatly was to see them indulge in dancing. I had always supposed that it was absolutely essential to hear the rythm of the music in order to keep the time of a waltz or a polka. To be sure they had an orchestra on the dancing barge, and for a time I regarded that as peculiar, for few if any of the party could hear the strains.

"After a little thought I solved the mystery. The mutes could not hear the music, but they felt it, which was just as effectual. To be sure of the fact I spoke to the leader of the orchestra and he assured me that my surmise was correct, and that when he was employed by the party it was expressly stipulated that he should bring his biggest bass drum and bass viols. The deep tones were more vibratory than the others and the mutes kept excellent waltz time by feeling the vibration of the wood flooring upon which they danced."

But little remains of the old prison-pen at Andersonville. There are only a few half rotted posts left to mark the line of the stockade, and a few low earthworks where the gates were. Some of the wells and tunnels dug by prisoners who hoped to escape thereby are also to be seen. The grounds are now the property of the Grand Army of the Republic.

Cure for Colds, Fevers and General Debility, Small Bile Beans. 25c. per bottle.

IN ANTARCTIC REGIONS.

ICY MASSES SENT NORTH IN THE TRACK OF TRADE.

Northern and Southern Seas and Lands Contrasted--Volcanoes in Victoria Land. The Dundee Whaling Fleet.

Ths southern seas have been cumbered during the past season by an enormous number of flat-topped icebergs from the mysterious land whose margin is 77 deg. 30 minutes south latitude and is perhaps still illumined in the long winter night by Mount Erebus' column of flame. The icebergs and fields of floe ice were found last fall from 250 to 400 miles further north than the average northern drift. Big ice islands have been seen almost within sight of the Cape of Good Hope, nearer the southern end of Africa than they have been before for fifty years. South polar icebergs have never before been known to impede navigation near the coast of New Zealand as within the the past two months. In October fleets of them 200 to 300 feet high surrounded a vessel near the Chatham islands and for some time she was in great peril from the great floating mountain round her.

This was in the south Pacific. Similar news comes from the south Atlantic. "Archipelogoes of icebergs" have been sighted as far north as 40 degrees south latitude. Some of these enormous masses were 3000 feet long and 300 feet high. As only about one-seventh of a floating iceberg appears above the sea level the thickness of the greatest of these ice masses was over 2000 feet. One vessel, early in October, passed 400 of them in a few days and at times 20 or 30 of them could be counted from the deck. Most of them were pure white, but some of them are described as of a dark brown color, which can be explained only by the supposition that they were the bearers of bebris and detritus from the southern lands from which they came. Very little flotsam and jetsam from the Antarctic lands has ever been collected, and it would have been interesting had an opportunity occurred to examine these dark-colored.

The meteorological conditions last season, both in the Arctic and Antarctic regions seems to have been exceptional. The extraordinary prevalence of immense fields of floe ice and icebergs far north of the Antarctic circle can be explained only by the prevalence of southern gales driving the fleet of wanderers north into the track of vessels. An unusually large amount of drift ice and icebergs was also seen last summer in the north Atlantic. Some theorists might suppose that this uncommon prevalence of ice south of its usual limit indicated that the Arctic seas were more than usually crowded with ice last summer. This was not the case. The French vessel Manche, on her visit to Jan Mayen, north of Iceland. found hardly a cake of ice during the whole trip. The ice had, in fact, been driven far south, leaving more northern waters comparatively clear. It is probable that last season offered an unusually good opportunity to prosecute polar researches in steam vessels, both in the Arctic and Antarctic regions. So favorable an occasion may not soon occur again.

These facts increase the interest in the work of the Dundee whaling fleet, which, during the first week in September, sent the steamers Balaena, Active, Diana and Polar Star from England for the purpose of whaling in southern latitudes, and perhaps attaining regions that have not been visited since the memorable voyage of Sir John Ross, fifty years ago. The fleet was scientifically to add to our knowedge of these regions. Two learned societies of England furnished the instruments and other equipments needed, and gave to the scientific staff of the fleet instructions for their guidance. A competent naturalist, an experienced physical observer and a photographer and on the Baelena was Mr. Burn-Murdock, a painter; who hoped to obtain some characteristic paintings of Antarctic icebergs. The fleet will not return home till next March, and if fortune favors the explorers they will have a good many interesting facts to tell.

While the scientific staff of the expedition are improving their opportunities, the whalers will endeavor to take in full cargoes of sperm whales, When Sir John Ross was in the neighborhood of the Antarctic continent and could see the smoke and flame of Mount Erebus many whales passed close to his ship. It was his opinion that very successful whale hunting might be carried on there. The whales, he said, were of the largest size. especially the spermaceti, the most valuable of all. The difficulty, he thought, would be in pushing ships through the heavy intervening pack ice. He was speaking of sailing vessels such as those in which the party had reached the great Antarctic land. The steam whalers of to-day would, of course, have a great deal less difficulty in reaching a high southern latitude.

Some very interesting differences between Antarctic and Arctic ice have been observed. Greenland is practically the source of all icebergs that drift into the northern Atlantic; but the inland ice of Greenland finds access to the sea only through deep fiords, down which move the glacial streams that thrust their foot into the sea and break off as icebergs. Fo such fiords are to be found along the known southern continent. Professor Shaler estimates the extent of the glacial front of Greenland at 200 miles. If this is an adequate estimate the linear extent of the glacial front along the known coast of Victoria Land in the Antarctic is as great as that of the whole coast of Greenland. Sir John Ross for 250 miles skirted the edge of the great inland ice cap of that land. It comes down to the coast and the expedition called it the great ice barrier. Pushing its front into the sea it rises above the water as a continuous perpendicular wall of ice varying from 100 to 300 feet in height. It was practically unbroken as far as Ross followed the coast line though in two places he succeeded in setting foot on the edge of the unknown land.

The inland ice, therefore, like that of Greenland, is coextensive with the coast itself, and stretches along the shoreline as an enormous and flat-topped precipice as far as ships have traced it.

One of the most interesting questions to be settled is whether the scattered coasts that have been seen there are parts of one great continent or whether they are merely portions of an archipelago. Ross inclinced to the latter view believing that a wide channel might somewhere be found, leading far toward the south pole. It is believed, however, that the immense thickness of the ice barrier which he traced shows that Victoria Land must be of great extent. This ice sheet gradually slides down the slope to the sea, and a section of it, at least a quarter of a mile in width, annually breaks off at the sea edge and floats away as icebergs. The Challenger brought up from the beds of the icy sea that washes Victoria land fragments of sandstone, slate and granite, as well as the typical blue mud which invariably fringes continental land and these discoveries are strong evidence that land of continental proportions is not far away.

Here is the greatest iceberg factory in the world. Antarctic waters receive a far greater supply of land ice than northern lands furnish to the Arctic seas. In the neighborhood of the south polar circle and far north of it vessels always report a larger number of icebergs than are seen any where in corresponding northern latitudes. One reason why the icebergs drift farther away from their source is because the sea is of lower temperature than that of the Arctic water in corresponding latitudes and the icebergs therefore melt less rapidly. When they reach the track of commerce they are still massive—often flat-topped mountains of ice. Anarctic temperatures are much lower than those regions on account of the greater quantity of ice and the fact that the warm currents flowing into the south polar seas are smaller and less potent than those flowing into the Arctic basin.

Even on the finest days of the Antarctic summer the temperature rarely raises above the freezing point, and so no verdure brightens south polar lands, while a considerable variety of plants are found even in the highest Arctic altitudes. It is fortunate that no such powerful currents flow from the Antarctic ocean north as the Labrador and the east Greenland polar currents which enter our warmer waters; for if such north flowing currents did emerge from the south polar basin they would blockade the track of shipping with impenetrable masses of Antarctic ice. Many exploreas have been stopped by the southern ice pack and ice bergs in the neighborhood of the south polar circle, or between it and 70 degrees south latitude, while in the northern hemisphere the Arctic circle passes for the most part over land masses; and along the greater part of the continental shore line there is often a lane of navigable water, while in parts of the north polar area broad stretches of open sea are found.

Some day we shall probably learn more of the great land mass whose ice barrier has been followed for 250 miles. When Ross discovered it Mount Erebus, rising to an altitude of 12,400 feet above the level of the sea, was belching from its lofty crater dense volumes of smoke intermingled with flames. The volcano had the appearance of a colossal pyramid of snow and ice. Separated from it only by a saddle of ice-clad land on the east rose a sister mountain to a height of 10,900 feet. It was extinct, but its general outlines were the same as those of the other mountain, and at no very distant period in the past it was also an active volcano. It received the name of Mt. Terror, the two mountains being christened with the names of Ross' vessels.

Perhaps the fact is not generally known that these were the same two vessels which a little later bore Sir John Franklin's expedition to the Arctic regions on his quest for the northwest passage. The vessels shared the fate of the expedition, and no trace of them has ever been found, though many relics of the ill fated explorers have been recovered. It is to be hoped before a great while adequate efforts will be made to solve the geographic and other problems which await solution in the Antarctic regions.

Russian female convicts in Siberia are in future, if a proposal made by the ministry of justice to the imperial council is ratified, to be exempted from flogging and wearing leg irons. Restriction in diet and solitary confinement are to be substituted.

Within a few weeks now the World's Fair will be opened. Already Chicago is beginning to swell with pride, and the police are scouring Jackson Park for small boys and tramps who have come early to avoid the rush.

Speaking of Dr. Parkhurst's way of chasing the devil out of New York, Sam Jones says it reminds him of the way his dog ran a hog out of a Georgia cornfield. The dog ran on ahead.

A lioness at the Dublin zoological gardens has had since 1883 nine litters numbering twenty-eight cubs, all of which have been successfully raised but one.

One *Small* Bile Bean every night for a week arouse Torpid Livers. 25c. per bottle.

DR. PRICE'S Cream Baking Powder.

The only Pure Cream of Tartar Powder.—No Ammonia; No Alum.

Used in Millions of Homes—40 Years the Standard.

KANAKA SUPERSTITIONS.

HE JUST PRAYS HIS ENEMIES TO DEATH.

The Kahunas or Witch Doctors of the Islands, and Their Curious Methods---They Possibly Influenced the Queen.

But few who have read how the Hawaiinn queen has lost her throne have ever visited the Sandwich islands and seen for themselves the life of a native Hawaiian as he lives it, or knows how greatly his superstitions govern all his actions notwithstanding the fact that he has been in the hands of the missionary for the last fifty years.

The natives are all superstitious, from the late Queen Liliuokalani to the humblest of her recent subjects. King Kalakaua was in some things as superstitious as the most ignorant negro in southern Africa, in spite of the travels and efforts of the missionaries to wean his beliefs. It is the general opinion of the natives that he was "prayed to death" by a "kahuna" while on his last visit to this city, and no Kanaka but will say that they knew, when the large red fish entered the harbor, that their king was no more in the land of the living.

This belief that within three days of the death of someone connected with the death of the royal family a school of bright scarlet fish comes into the harbor and stays until the death takes place is one of the strongest of the Kanakas' many superstitions and that in the last thirty years at least, has been strongly corroborated. The deaths of Lunalilo, Likelike, Queen Emma, Ruth the "champion fat woman of the islands" Kalakaua and John Dominis, the late husband of the "late" queen, have all been heralded a day or two before the deaths by the coming of a school of "Kaia Uluulu" as the red fish are called. In the case of John Dominis, the last person connected with the royal family to die, he was not supposed to be dangerously ill, and invitations for a state ball to be held at the palace were out. On the day before the ball was to be given a large school of the red fish were seen by several native fishermen at the entrance to the harbor, and word of their appearance was at once taken to the queen. The invitations were at once withdrawn, and notices to that effect given to the newspapers, although the prince consort was apparently no worse than he had been for weeks. That night he died. Could anyone convince the average native that his death, like that of so many of the royal family before him had not been foretold?

But the superstition that the Kanaka holds dearest is that concerning the katuna, or native witch doctor. Their power is almost limitless. If a native in any way offends a kahuna he is in keadly fear that he will be condemned to die, and he immediately hunts up a kahuna higher in rank than the one whom he has offended and asks to have the curse offset and entirely neutralized.

The rank of the kahuna is settled by his age. The older one is, or claims to be, which, as the Kanakas very seldom keep any record of births, usually amounts to the same thing, the more power he has over his fellow man. This kahunaism is now forbidden by the laws that the Americans have made in the islands and if a witch-doctor is caught in his practice he is given a long term on the "reef," as the Honolulu jail is called. But if a native should complain to the police that he is being persecuted by a kahuna he would have every one of the witch doctors against him and he would not live a year.

Their methods are peculiar. Less than a year ago a native man had owned for years a small piece of property on the seashore near Honolulu. Living next to him was a kahuna of great age and consequently high rank. These two had always lived peacefully until last summer, when the kahuna bought some young pigs. There had never been any fence between the two places and the young porkers raised havoc with the native's garden. So, to stop this trouble, he built a fence between his yard and his neighbor's. The kahuna was away at the time, and when he returned he was so enraged that he must either take it down or he would "pray him to death." This praying to death is a pleasing little way the kahunas have of going to their victim's houses and frequently for a whole night at a time, and very frequently praying to some god of the ancient Hawaiians, asking that their enemy be killed. This has the effect of so scaring a Kanaka that almost invariably he will actually die from fright.

This native, however, had probably been told by some white missionary that the kahuna's power was not so gteat as his people had for years believed, for he refused to remove the fence. The kahuna straightway began his incantations but the fence builder held out for a week with no show of weakening. At the end of that time his old superstitions got the better of his new teachings and he went to the kahuna, telling him he was willing to tear down the bone of contention if he would remove the curse from him. The revengeful kahuna refused to intermit his prayers unless the native would give him a deed to his property, and the poor man was so frightened and so sure that he would die inside of six months that he actually did put his farm into the contribution box—and the farm was the only thing he had in the world.

Another curious case was that of a native sailor named Kanae, who, getting tired of seeing nothing on his sea trips but his own islands, shipped in a whaler that was in port and told his wife nothing about it. On the day he was to sail his wife found out that he was going and was very angry. She went to the dock just as the ship was casting off her ropes. She asked him to come back. He refused and could not if he would.

When the woman returned to her home she told some of her friends what her husband had done and said she was going to have him "prayed to death." Of all this her husband had no knowledge.

When the whaler was about thirty days out Kanae complained of being sick, and said that he could feel that someone was "praying him." He was the only Kanaka on board and was laughed at, of course. But he stuck to it and proved it by dying.

It was said in a recent article on the Hawaiin revolution that it was supposed that the queen was acting under the advice of one of her kahunas when she attempted to give a new constitution to her people. This may or may not be so, but if it is true it will not seem strange to people who have lived for any length of time in the islands and know anything of the natives' beliefs. The queen is known to be as superstitious as any of her race, and if she was ordered to do a thing by one of these "doctors" she would probably take no chances of being prayed to death, and of having her demise foretold by a Kaia Uluulu.

He Took the Contract.

When the tramp came round the corner of the kitchen he observed a pile of snow in front of the door, but as it was not large he thought a breakfast might be worth it and so he knocked and a woman responded.

"Can I get a bite of breakfast, ma'am?" he said, very humbly.

"There's a pile of snow there," said the woman, significantly.

"I know that, ma'am. It is a small back yard, indeed, these days that don't have a pile of snow in it."

"Well, I don't want this yard to have one," she remarked.

He knew he had said the wrong thing then, and made no effort to escape.

"It might be moved, ma'am," he suggested.

"Of course it might. If you want your breakfast, tackle that snowpile first."

He did want his breakfast and so he tackled the pile and the woman went back into the warm kitchen. The pile was icy and hard and after five minutes ineffectual struggle he knocked at the door.

"Well, what is it?" she asked. "Got the snow away already?"

"Madam," he replied with severity, "that ain't snow; it's ice, froze solid and stuck to the ground. It'll take me at least a week to git it moved and I'm bound to move it, for I have said I would, but I want to know, before I commence, if a Christian woman like you are is going to let me work here for seven days before you give me as much as a breakfast to stay my stomach?"

He got his breakfast and the snow pile isn't any smaller.

A Bachelor's Secret.

Every old bachelor knows how to clean a lamp chimney. He never bothers with chamois leather or anything of the kind, but just holds the lamp chimney in the steam from a kettle until sufficient moisture has collected when he wipes it out with an old handkerchief, or better still, an old kid glove. This is the easiest way imaginable for making an old chimney shine like a crystal, and it is far more effective than the ordinary methods sworn to by experts who have graduated in the kitchen, and think a bachelor who lives by himself does not know anything.

A small seal bearing the effigy of the Duke of Cumberland, has been picked up between Fontenoy and Rameerois, on the scene of a battle in which British troops were engaged in 1745, and it has been presented to Queen Victoria.

A Frenchman with plenty of time on his hands has figured it that when 1893 comes to an end the world will have existed 981,331,200 minutes since the beginning of the christian era.

Three new crematories were built in Germany last year, and in Italy there are twenty-two now in operation. In France 8,741 bodies were disposed of in 1891 by burning.

Mr. Croker and his carload of tigers will attract more attention down south than has any kind of a show since Barnum's circus was last through that section.

Put up in neat watch-shaped bottles, sugar coated, *Small* Bile Beans. 25c. per bottle.