

**WEEKLY REPORTER.**

McMINNVILLE, OREGON:

THURSDAY, - - - - Nov. 25

**PERSONAL GRIEVANCES.**

The Albany Bulletin reads a sermon to the new Corvallis paper, one paragraph of which is of such general application that we copy it with an endorsement: "The Chronicle is a neat paper typographically, and is in the hands of experienced journalists. They will no doubt succeed in building up an influential paper if they but pursue the right course. But they will never build up an influential paper upon a grievance. That is not the kind of sustenance a paper thrives on. It has been tried too often and always fails. The public cares nothing about the personal grievance of any man, but they do care about the success of internal improvements, and naturally favor those agencies that make the rapid development of the country possible. Do the editors of the Chronicle think of these things? Think how the country is indebted to Col. Hogg, and the obstacles he has had to contend with? Do they expect to build up a vigorous, healthy paper, by opposing the improvement of the country, and catering to that ignorant element who never stop to think, but would damn a man for not performing miracles? Or is it a personal grievance that afflicts the unhappy men, and do they expect to build up their fortunes upon the ruins of others? The people of Benton county, the sober, solid element, who have brains and judgment, are not going to grow a club with which to beat out their brains; they can't afford that; they can't afford to patronize a paper that's trying to break down the development of the country by opposing internal improvements to gratify a personal grievance; or a grievance by another name. So, if the Chronicle expects to thrive and make itself felt as a newspaper of influence and power, it must build higher than using its columns to resent personal grievances, or finding fault with other people's business that in no way concerns their own. Linn county surely has a common interest in the OPR, and we have a right to protest against any measures calculated to injure or embarrass the company in their efforts to create a great and needed enterprise."

**Tillamook County.**

From the Astorian.  
Tillamook is attracting considerable present attention and her resources are being developed at a rate that if slow, is at least sure. It possesses many advantages, and is, in common with Clatsop, destined to be the scene of great activity in the matter of dairy products. Clatsop butter and Clatsop cheese command a good price all over the state, and Tillamook is favored with the same natural advantages that this county possesses. The residents of the country are somewhat inert; some of them says: "We are happy as we are; why seek to disturb us?" To ask them for a price on a piece of land makes some of them

afraid to name any figure lest the offer be accepted. Without a little new blood, a transfusion of life and ideas, the county would n't change much in the next fifty years. The only thing that connects it with Clatsop county landwards is a legislative enactment and a trail. It is the home of our representative in the coming legislature and by reason of its joint representation with us, its contiguity and the natural market for its products and depot for its supplies is at Astoria. Tillamook is of prime importance to this city. A good deal of its trade goes over mountains to Yamhill and Portland. From the very nature of things it is to the traffic of such outlying territory as that of Tillamook that a considerable part of Astoria's traffic must look for sustenance and increase. The sooner Astoria diverts the Tillamook trade this way the better for all concerned.

Police officer Linville killed a desperado in Astoria Tuesday. A case of self defense.

Mr. Morrison is now mentioned as a good man to be minister plenipotentiary and envoy extraordinary to Turkey, in the place of S. S. Cox, who goes to congress possibly to succeed Mr. Morrison as leader of the democratic party in the house.

The murderer of Grant, in eastern Oregon was at bay, surrounded by a posse at last accounts, at a place called Cove, in a sheep cabin. He is armed, and says he will fight to the bitter end. The place is in a deep canyon, surrounded by rocky bluffs, twelve miles from Fossil.

**Watch This Art Gallery.**



This is the time of year when Merchants all begin to show low prices. We realize that permanent trade cannot be made unless one has the correct styles and correct prices. We are selling goods at astonishingly low prices on the merits of our wares. We know that there are no better styles of Clothing, no better fitting, no better made than ours, and we believe that no one in McMinnville is selling Clothing as cheaply as we are.

We only ask an inspection of our goods and a comparison of prices.

BISHOP & KAY.

MISCELLANEOUS BUSINESS.

**THE GREAT TRANSCONTINENTAL ROUTE.**  
**NORTHERN PACIFIC RAILROAD!**  
**SHORTEST! BEST! QUICKEST!**

\*\*\*\*\*THE DINING CAR LINE\*\*\*\*\*  
THE DIRECT ROUTE! NO DELAYS! FASTEST TRAINS!

**Lowest Rates To CHICAGO and all points EAST.**  
Tickets sold to all PROMINENT POINTS Throughout the East and Southeast.

**TO EAST BOUND PASSENGERS!**  
BE CAREFUL AND DO NOT MAKE A MISTAKE—BUT BE SURE TO TAKE THE—

**Northern \* Pacific \* Railroad**

And see that your ticket reads via Portland and **St. PAUL or MINNEAPOLIS,**

To avoid changes and serious delays occasioned by other routes. Through Emigrant Sleeping Cars are run on Regular Express Trains Full Length of the Line. Berths Free.

**LOWEST RATES!** **QUICKEST TIME!**

**GENERAL OFFICE OF THE COMPANY,**  
**No. 2 Washington St., Portland, Oregon.**  
A. D. CHARLTON, General Western Passenger Agent.

**Oregon Pacific Railroad.**  
Only ver popular route. Angles.

Fast Time, Sure Connection, New Equipment

**225 Miles Shortest**  
**20 Hours Less Time.**

Accommodations unsurpassed for comfort and safety. Fares and Freights MUCH LESS than by any other route between all in Willamette valley and San Francisco.

**Only Route via Yaquina Bay**

**To San Francisco.**

**DAILY PASSENGER TRAINS,**

(Except Sundays.)

Leave Corvallis at 2 p. m. Leave Yaquina at 7:10 a. m.

Oregon and California, West side, trains connect at Corvallis.

The Oregon Development Company's

FINE A1

**Steamship Yaquina City**

**SAILS**

|                    |                     |
|--------------------|---------------------|
| From Yaquina,      | From San Francisco, |
| Sunday...Oct. 10   | Monday...Oct. 4     |
| Friday... " 22     | Saturday... " 16    |
| Wednesday...Nov. 3 | Thursday... " 28    |
| Monday... " 15     | Wednesday...Nov. 10 |
| Saturday... " 27   | Monday... " 22      |

The Company reserves the right to change sailing days. Fares, between Corvallis and San Francisco, Rail and Cabin, \$14; Rail and Steerage, \$9.88.

For information apply to  
**CHAS. C. HOGUE,**  
Acting Gen. F. and Pass. Agent,  
Corvallis, Oregon

**City Stables.**

**HENDERSON BROS.,**



Ample room to care for horses. Livery teams at as reasonable rates as any where in Oregon. New stable Third St., McMinnville.

**OVERLAND TO CALIFORNIA**

VIA  
**The Oregon and California R. R.**  
And Connections.

TIME, 2 1/2 DAYS.

Fare from Portland to San Francisco \$32; to Sacramento, \$30.

Close connections made at Ashland with stages of the California, Oregon and Idaho stage company.

(DAILY EXCEPT SUNDAYS.)

**East Side Division.**  
**BETWEEN PORTLAND & ASHLAND**  
Mail Train.

|                        |                        |
|------------------------|------------------------|
| LEAVE.                 | ARRIVE.                |
| Portland... 8:00 A. M. | Ashland... 7:40 A. M.  |
| Ashland... 8:45 P. M.  | Portland... 3:45 P. M. |

**Albany Express Train.**

|                        |                         |
|------------------------|-------------------------|
| LEAVE.                 | ARRIVE.                 |
| Portland... 4:00 P. M. | Lebanon... 9:20 P. M.   |
| Lebanon... 4:45 A. M.  | Portland... 10:05 A. M. |

**Pullman Palace Sleeping Cars**

daily between Portland and Ashland. The O. & C. R. R. Ferry makes connection with all the regular trains on the east side division from foot of F street.

**West Side Division.**  
**BET. PORTLAND AND CORVALLIS.**  
Mail Train.

|                            |                            |
|----------------------------|----------------------------|
| LEAVE.                     | ARRIVE.                    |
| Portland... 7:30 A. M.     | McMinnville... 10:12 A. M. |
| McMinnville... 10:13 A. M. | Corvallis... 12:35 P. M.   |
| Corvallis... 1:30 P. M.    | McMinnville... 3:43 P. M.  |
| McMinnville... 3:44 P. M.  | Portland... 6:15 P. M.     |

At Corvallis connect with trams of the Oregon Pacific for

**Yaquina Bay.**

Express Train.

|                           |                           |
|---------------------------|---------------------------|
| LEAVE.                    | ARRIVE.                   |
| Portland... 4:50 P. M.    | McMinnville... 8:00 P. M. |
| McMinnville... 5:45 A. M. | Portland... 9:00 A. M.    |

Local tickets for sale and baggage checked at the company's up-town office, corner of Pine and Second streets. Tickets for principal points in California can only be procured at company's office, Corner F and Front streets Portland, Or.

Friight will not be received for shipment after five o'clock p. m. on either the east or west side divisions. E. P. ROGERS, R. KOEHLER, G. F. & P. Agent, Manager.

**SAMUEL COFF,**

Late of Independence, having purchased the

**TEAMS AND TRUCKS**

Of Logan Bros. & Henderson, offers his services in that line to the public, and will

**Guarantee Satisfaction**

To all who favor him with their patronage. He will keep a wagon specially adapted to the delivery of parcels, trunks satchels, etc., for the accomodation of the public. Orders left at the stable will be promptly attended to at