

Ladies' Tailor-Made Suits

Our entire collection of Ladies' Suits will be sold this week at

CLEARANCE SALE PRICES

\$ 8 00 will buy	\$10 00 suit
9 60 " "	12 00 suit
12 00 " "	15 00 suit
16 00 " "	20 00 suit

The A. Dunbar Co.

Remember the Ribbon sale is still on. Don't miss a ribbon bargain

THE MORNING ASTORIAN

TELEPHONE 661.

All contracts for advertising in the Astorian are made on a guarantee of circulation four times larger than that of any paper published or circulated in Clatsop county.

TODAY'S WEATHER.

PORTLAND, Oct. 23.—Western Oregon, Washington and Northern Idaho, occasional rain, warmer, gales along the coast; Eastern Oregon and Southern Idaho, generally fair and warmer today.

AROUND TOWN.

Bar report: wind, south; heavy gale; bar, rough.

D. C. O'Reilly, of Portland, was in the city yesterday.

Fish Commissioner Reed was in Portland on business this week.

E. B. Benson and wife, of Portland, are guests at the Occident.

A. B. Root, of Cathlamet, registered at the Parker House yesterday.

Best 15-cent meal, Rising Sun Restaurant, 412 Commercial street.

Jeff's restaurant—the largest and best. A trial will convince you.

William Hallis, of Portland, was in the city yesterday on business.

The schooner Meteor sailed from San Pedro on Monday for Astoria.

Mrs. L. G. Haavon has returned from a brief visit to Seattle, Wash.

Mrs. Henry Sherman was a passenger on the up train yesterday morning.

Post Master MacDonald went to Portland yesterday morning for a brief visit.

M. A. Baker, of McMinnville, was in the city yesterday attending to some business.

M. A. Ferguson, of Adams, Oregon, arrived in the city on the noon train yesterday.

Friends and strangers welcome at the W. C. T. U. today. Cor. Bond and Eleventh streets.

T. S. Townsend, proprietor of the White Clover creamery, was in the city yesterday.

All kinds of silver and gold plating done on short notice, by A. Hirvela, 424 Commercial street.

The Peruvian bark Francisco Toso was towed over to Knappton yesterday morning by the steamer Callender.

William Lewis, engineer on the ferry-boat at Klamath, and veteran river steamboat man, was in the city Tuesday.

A. Torvig, who has recently returned from a season's fishing in Alaska, will leave today for his old home in Norway.

Pure Whiskey Harper, Perfect Whiskey Harper. Every bottle guaranteed. Sold by Ford & Stokes Co., Astoria, Or.

If you are not already a patron of the Occident Hotel, please stop by. You will not regret giving it a trial. Bathing in connection.

George D. Dornin and P. E. Gerald, of the National Insurance Company, were in the city yesterday as guests of W. L. Robb.

The drawings for the custom house launch were made by Chester Fox, and with the specifications are on file at the customs office.

Cream Pure Rye, America's finest whiskey. The only one of good quality, rich and mellow. JOHN L. CARLSON, Sole Agent.

Judge Gray, one of the charter members of Seaside Lodge, will attend the anniversary celebration of the A. O. U. W. at Portland on Saturday.

Theo Bracker sells cigars and tobacco to the tobacco dealers at Portland jobbing prices, in quantities to suit their trade. 515 Commercial St.

A dance will be given by the Foresters of America on Wednesday evening, October 23, at Portland and Stokes hall. Tickets 75c; ladies with escort free.

Work on the piling for the foundation of Ross, Higgins & Co.'s new store has progressed to such an extent that the street car line is no longer obstructed.

Astoria visitors to Portland can obtain copies of the Daily Astorian at the news stands of E. B. Rich, Fifth and Morrison streets and Hotel Portland.

For Rent—Newly furnished rooms, with or without board, in private dwelling. Apply Mrs. J. A. Hills, formerly of Seaside, at 647 Franklin avenue, cor. Fifteenth St.

The November term of the circuit court will convene in this city one week from today. It will be an equity term but as a few jurors have been retained from the last session it is expected that some civil cases will be tried before a jury.

BEST 15-CENT MEAL—RISING SUN RESTAURANT.

The old Trullinger mill property has been leased by A. S. Douglas, the millman and logger, of Stella, who will at once establish a yard and supply it from his mill at Stella.

The street committee will open bids on next Monday afternoon for improving Tenth street between Exchange and Grand, and Twelfth street between Commercial and Franklin.

The American bark Harry More completed her cargo of lumber at Knappton and yesterday dropped down to the lower harbor preparatory to leaving out for San Francisco.

The present trip of the State of California will be her last trip out from this port in the service of the O. R. & N. The steamer George W. Elder will take the run down on the 24th of October.

The local football team are booked to meet a team from Portland on the home grounds November 10. They are getting in considerable practice and it is expected they will put up a fair game.

Deputy Fish Commissioner Boardman of Washington says that the salmon pack on Puget sound has been even worse than on the Columbia and that the pack was not over 50 per cent of last year.

Reinsurance on the French bark Bretagne, 220 days from Antwerp for San Francisco, has run up to 15 per cent. On the Alexander McNeil, out 174 days from Puget sound for Fremantle, 60 per cent being offered.

The steamer Sunol was destroyed by fire at Little River, California, Tuesday, while lying at anchor in the harbor. The fire was caused by the explosion of a lamp in the cook's galley. The Sunol was valued at \$25,000.

Deputy Fish Commissioner A. D. Boardman, of Washington, was in the city yesterday on his way to Chinook where he is to make an inspection of the state hatchery at that place. He then goes to make an examination of the hatchery at Kalama.

Al Johnson returned yesterday from Hot Springs, Wash., where he has been with N. Nyman for the past month. He states that Mr. Nyman showed very little sign of improvement. Mr. Johnson brought him to Portland, where he will take further treatment.

The salmon catch in Alaskan waters this year has been fairly satisfactory to those engaged in the business. It is, however, the only section in which anything like an average pack has been made. The Alaska pack will be fully 25 per cent short of the pack of last year.

Two sailors jumped overboard from the German bark Osterbek, which is lying in the harbor, early this morning and were picked up by a fishing boat that was lying near. Captain Gieseke could give no reason for the desertion of the two men as they had expressed no desire to leave the vessel. He came up here and secured two more men in the afternoon to fill their places.

Frank and Henry Epperson have been admitted to bail at Portland on their own recognizance and will consequently be at liberty until the time of their trial, the date for which has not yet been set. The order was made yesterday morning by Judge George W. Elder, on the motion of William Gregory, attorney for the defendants, with the consent of District Attorney Chamberlain.

Fire was discovered in the house of Mrs. Williams on Franklin avenue about 1 o'clock yesterday afternoon. Frank Lineweber, driver at No. 3 engine house, used a Bacock fire extinguisher and succeeded in subduing the fire. The fire was caused by a defective fuse. The damage was slight. No general alarm was turned in and the whole affair was over so quietly that scarcely anyone knew of it.

The funeral of the late Judge Milton Elliott took place at 2 o'clock yesterday afternoon and was held from Grace Episcopal church. The interment was at the vault at Hillside. The services were conducted by Rev. William S. Short of Grace church. The funeral was under the auspices of the Pioneers, and the following were bearers: T. B. Morrison, R. Carruthers, R. N. Cuthbert, John Cretwood, C. W. Carnahan, James Kearney.

The Francisco Toso, which arrived in port on Tuesday broke the record for sailing vessels between Santa Rosalia, Mexico, and this port. The record between the two ports has previously been thirty-five days, but this was smashed by the Francisco Toso, which made the run in twenty-seven days. The Toso was favored throughout nearly the entire passage by strong southerly gales and was thus enabled to make the record-smashing run.

Fish Commissioner Reed's expense account has been exhausted, and if he does any more traveling this year it must be paid for out of his own pocket. The legislature appropriates \$1500 per annum for the officer's expenses, but this sum has proved too small. Out of the \$1700 Commissioner Reed must pay for traveling, office rent, clerk hire, deputies and similar accounts. Besides these, a boat patrolling the river is paid out of the fund. A boat costs about \$12 a day and this quickly eats up a share of the expense fund.

The China Mutual Steam Navigation Company has chartered the big steamship Ching Wo to load wheat at Portland in December at the same rate as was paid the steamer Glenloch. The Ching Wo is now en route from Europe to the Orient. She is not as large a vessel as the Hyson, which loaded here in 1897, but she will carry nearly 6000 short tons of wheat. The owners of the Ching Wo helped to clear up the wheat blockade here three years ago. Sail tonnage is scarce and exporters are forced to take steamers that are offering.

An example of the urgent need for repairs on Twelfth street was given yesterday when the front wheel of C. H. Withers' buggy dropped through a hole in the plank, precipitating Mrs. Withers almost underneath the horse's feet. The frightened horse kicked and plunged viciously and barely escaped kicking Mrs. Withers in the head. The plank, protruding from the breaking loose from the wagon, but no serious damage, beyond the breaking of the harness, was sustained.

The revenue cutter Perry sailed from Sitka for the Sound, on October 13th. The Perry has completed her summer's cruise in Alaskan waters and will come to Astoria for the winter. The present officers of the cutter are: Captain W. F. Kilgore, commanding; First Lieutenant P. H. Overholt, executive officer; second Lieutenant, C. W. Cairns; third Lieutenant, P. B. Goudy; chief engineer, H. L. Jones; assistant engineer, R. E. Wright; second assistant engineer, Urban Harvey; surgeon, Geo. B. Dean; pilot, J. M. Keen.

A dispatch from Port Townsend, dated yesterday, says: The steam schooner San Pedro, arriving this morning with 137 passengers, direct from Cape Nome, brings news which will allay all fears as to the safety of the steamer. The San Pedro was beginning to be felt. When the San Pedro left Nome, on the 12th inst., the dollar was in the harbor, and no announcement of the steamer's arrival had then been given out. There is great competition at Nome for passenger traffic, and the San Pedro people think the vessel was held over in order to fill up her accommodations.

An immense 1500-pound lump of coal is on exhibition at the chamber of commerce rooms in Seattle and is the object of considerable interest. The specimen is from the coal fields of the Corwin Coal Company, near Point Lisianski, Alaska, about 200 miles north of Nome. At considerable trouble, and at a cost of \$1000, the lump was brought to Seattle, forming part of the cargo of the Charles D. Lane. In transferring the coal from the wharf to the chamber of commerce heavy piano trucks and the assistance of several men were necessary.

An old man named Hill, keeping a barbers' cabin at a mile south of West Portland, was the victim Monday morning of a murderous assault, evidently made with the object of robbery, by a young man whom he befriended by sharing with him his bed and board. The name of the assailant is James Arnett. Arnett has not yet been apprehended, although the police, as well as the sheriff's force, are out looking for him. Hill is about 65 years of age, although severely beaten up with an iron rod, will survive his injuries. The police kept the matter quiet in the hopes of securing the man Arnett.

The government recently advertised for bids for the removal of the old Sylvia de Graze reef, but the bids submitted were all far above the appropriation and Captain Langley has decided that it is possible to do the work within the appropriation and it will be done by the government under his direction. W. E. Morris, assistant engineer of the United States army, has arrived in the city to begin operations, and will have direct charge of the work. He has leased the J. O. Hanthorn house in Uppertown and will have about fifteen men under him, the assistance of a government steamer. It is expected that the work will be completed within six months.

Clyde Vaughn, who attempted to murder Lulu Jones, at Jefferson, Tuesday, and escaped, was captured late that evening about two miles from Jefferson, in the direction of Marion, by Frank Libby, a farmer who saw the fellow and headed him off. He confessed to the crime but gave no motive for it. He says when she came out of the schoolhouse he tried to persuade her to go into the basement with him, which she refused, whereupon he struck her a blow with his fist, stunning her. He then made up his mind to kill her, so he dragged her into the basement and strangled her with the pole of the ax. An erroneous report yesterday that the girl was 16 years old and Vaughn 18 years, but it transpires she was only 14 years of age, while he is nearly 21 years old. Miss Jones is still alive but in a very critical condition.

C. H. Dakin, of the Astoria Iron Works, has returned from Portland, where he went last week to meet his daughter, Miss Amy Dakin, who arrived from England and whom he had not seen for nineteen years. Mr. Dakin, at the death of his wife, nineteen years ago in Burlington, N. J., came West to Dakota with four children, the wife, Miss Amy, then an infant, was sent with a Quaker family to England to Mr. Dakin's relatives, where she was reared and educated by an uncle, Mr. Dakin providing for her as circumstances would allow for her support. Mr. Dakin removed to Portland in 1888, where he has since lived. The uncle in England dying, Miss Dakin decided to join her mother and in passing through arriving in America she spent some time with friends at Asbury Park, N. J., and then made the trip across the continent alone. She was in the wreck in Idaho last week and though considerably shaken up was not injured. She will henceforth reside in Portland, where all of Mr. Dakin's family reside. Mr. Dakin is a pattern maker and has been for a number of years with W. F. & Zwickler. He came to Astoria to make the patterns for several gasoline engines to be constructed by the Astoria Iron Works. He expects to return to Portland in a short time.

Big Sale.

Crystal Glassware

Butter Dish.....	8 cts
Sugar Bowl.....	8 cts
Cream Pitcher.....	8 cts
Spoon Holder.....	4 cts
Water Pitcher.....	16 cts
Water Pitcher—gallon 20 cts	
Berry Dish.....	8 cts
Berry Dish, large.....	12 cts
Water Goblet.....	4 cts
Claret Glass.....	3 cts
Wine Glass.....	3 cts
Flower Vase.....	15 cts
Flower Vase—8 inch.....	15 cts
Celery Holder.....	12 cts
Vinegar Bottle.....	8 cts
Salt and Pepper Shaker 4 cts	
Table Tumbler.....	3 cts

We are Cutting Prices all to Pieces During Our Big Clearance Sale.

Great American Importing Tea Co.

571 Commercial Street, Astoria, Or.

PRES. MELLEN FAVORS ASTORIA

Says Portland Stands in Its Own Light.

DISCUSSES THE SITUATION

Scores O. R. & N. for Failure to Extend to Tidewater and Thinks Astoria Will Become the Seaport.

C. S. Mellen, president of the Northern Pacific, who made the trip down from Portland to Astoria on Monday, in an interview at Portland on Tuesday gave expression to a number of facts that are greatly emphasized by coming from one whose judgment on such matters must necessarily be sound. The interview in part is as follows:

"I well know," said Mr. Mellen, "that it is not a popular thing for me to express a doubt regarding the possibility of the diversion of the export trade from Portland to Astoria, but it is nevertheless, in my mind, a question of grave doubt whether or no the business can be held here; and, from my standpoint, it would appear that the export trade, that may be slipping away, I see no reason why Astoria might not be as successfully used as a backdoor to Portland as the east side of the river. Astoria, now is. The ships could load and discharge there, stevedores and longshoremen would live there, but the business would necessarily be directed by the exporters and financial men, who would live in Portland and handle the business by telephone between their offices in Portland and the wharves at Astoria.

Portland's strength as a commercial city would, in such event, still remain; everything would have to go through Portland to reach Astoria; and it is hardly a supposable case that the merchants of the interior would go through Portland, with all its immense stocks of goods, to Astoria, simply because ships were loading there.

"It takes capital, age, prestige, to make a commercial city strong, and not merely a favorable location. Portland has everything of this nature, and it is nonsense to suppose all this can be transferred to Astoria, or any other place, simply because there is deeper water there, and its wharves are a little more accessible.

"Geographically, the situation of Portland is favorable; it has had long-established relations with the interior business communities and these communities are bound to come here, and the start it now has, the prestige it has obtained through years of successful commercial relations with the interior country to the east, places it far ahead of Astoria. It seems to me it is a hopeless and foolish thing to consider the possibility of the transfer of its supremacy to any other place. Interior merchants do not, today, trade on Puget Sound simply because a large amount of their goods is exported there. The Sound cities have a trade more accessible to them than to Portland; but the wheat country, the interior, does not transact its commercial business at the Sound cities, but does at Portland. The course of our own traffic shows that the wheat country very little figure in where the country merchant buys goods or the farmer comes to trade.

"The cancellation of our wheat traffic with the O. R. & N. Co. via Wallula was a simple business proposition. "In years gone by, the control of the Northern Pacific and the O. R. & N. Co. was in the hands of an independent line to Portland, as was intended. The line across the Cascades to Puget Sound was projected as a branch. It was not thought among possibilities that the O. R. & N. Co. would later the control of the O. R. & N. Co. changed, and it having, from a connection, become a competitor and the ally of a strong rival transcontinental system, the Northern Pacific was forced to make its main line of what was originally intended to be only a branch, and our necessities have forced the building up of terminals at other places, which the O. R. & N. Co. is now doing. The road contemplated building at Portland, or the mouth of the Columbia river, in confining our business to our own line we are simply pursuing the policy of other companies; and in the particular year crop failure upon the east end of our road, it was desirable that our own line should earn as much as possible.

"It is not impossible that merchandise tariffs may later be treated in the same way, and the territory traversed by the Northern Pacific be served by its own line, instead of partially by its own and partially by that of its competitor. From a strong ally of the Northern Pacific, the O. R. & N. has become a strong competitor, and in these days of close figuring it is not a good rule to give to your competitor what you can so easily keep for yourself.

"What we do for Portland, or the Puget Sound cities, is purely a matter of business, and not of sentiment. We are after money, and a dollar earned in one way is as good as a dollar earned in another. We are not trying to force business to one city or away from another; we allow it to go as it will, and assess ourselves for the extra expense for a long haul with the same cheerfulness as when we drop the business at the end of a short one.

"To my mind, the growth of Astoria should be no more inimical to the City of Portland than has been the growth of the cities on Puget Sound. Portland is still the great center of capital and trade and a great market; and it controls vastly more of the trade of the eastern part of Washington and of Idaho than the Sound cities have any hope of securing for many years to come.

"From such investigation as I have been able to make, it appears to me that there is a great deal more sentiment than sense in the feeling regarding the rivalry of Astoria for the export trade and the efforts of the Astoria road to secure the same; and this sentiment is fostered and promoted for the reason

that the main agency interested makes more money by doing that business at Portland than by paying a small tribute to a connection, that it may go to a point where it may be handled to a greater advantage; and it may not be impossible that this is with an effort so to impoverish that road and discourage its promoters that what is now the line against Portland may later blossom into a benefit, should the control of the Astoria road be changed and it become what it should have been from the beginning, a part of the line down the Columbia river. Should such an event come to pass, the efforts that Portland is now making, and its patron saint is largely encouraging her to make, will, I think, largely cease, and Portland will export its business through its natural backdoor gateway, at a less assessment of expense than ever heretofore.

"As I have before stated, unless all my experience in the business goes for naught, the handling of the export business of Portland at Astoria, in other words, the establishment of Portland's wharves at that point instead of at Astoria, would have no influence whatever so far as transferring the mercantile and financial center of the Northwest, with the stevedores and ships."

"What is the prospect for the Union Pacific getting to Puget Sound over the Northern Pacific tracks?" "Good, so far as the Northern Pacific is concerned. We have been willing for several years to make an arrangement of this nature, but there are many things that enter into a matter of this kind; we want something of the Union Pacific, and our wishes must be considered. While we might not be willing to make such an arrangement, if it was to be considered by itself, as a part of some general trade or exchange of facilities, we have expressed our willingness that the Union Pacific should use our tracks between Portland and Seattle to handle its business in its own way.

"Regarding Paul P. Mohr's transportation enterprise I can only say I am not in a position to discuss the matter. The Northern Pacific has no interest in it. Whether any one connected with the Northern Pacific has, is something I do not care to discuss.

"My trip over the Astoria road yesterday was purely one of pleasure, and not of business, except as the acquisition of information regarding connecting railroads, feeders to the Northern Pacific, is always business. There is nothing in any report that the Northern Pacific has any interest in the property, or contemplates having any. Mr. Hammond invited me to go over the road to see what a fine property it is, and, so far as its physical condition is concerned, it is all that could be desired; but it lacks business, and must, to my mind, lead a precarious existence, unless it becomes a part of a transcontinental line, and the line that can use it to the best advantage, it seems to me, is the O. R. & N.

"Years ago that company contemplated a line to the mouth of the Columbia river. It would have been, in my judgment, greatly in the interest of the City of Portland had the line been built by the O. R. & N., in which event Portland would have saved the amount it has expended in keeping the rivers open for deep-draft vessels, and be wealthier to just the extent it has expended money for this purpose.

"There is no sort of foundation for any report that the Northern Pacific is negotiating for the purchase of the Southern Pacific's lines in Oregon. Possibly the story originated from the fact that, years ago, Mr. Villard was in control of the Oregon & California property, as well as the O. R. & N., and the Northern Pacific Companies. It might have been a good thing at that time if the roads had all been consolidated; I am inclined to think it would have been better for the whole Northwest country, and for Portland in particular; but that time is long gone by, and such a thing is beyond the range of possibility at the present time."

SAD ACCIDENT YESTERDAY.

A very sad accident occurred last evening, which, but for the rare presence of mind of her mother, little Pauline Gratke, the daughter of Mr. and Mrs. John Gratke, would doubtless have been burned to death. As it was she was terribly burned about the upper portion of her body, the face and arms. It seems Mrs. Gratke left the little girl, who is but two years and a half old, in the front room about 6 o'clock last evening, and went for a moment to the kitchen and had her supper. When she returned she found the child screaming. Running hastily back she found the little girl standing in the middle of the floor enveloped in flames. Throwing the child to the floor and rolling her over she succeeded in putting out the flames. Mr. Estes, fortunately, happened to be passing and was called in and did all that was possible to alleviate the little one's suffering. It was not possible to ascertain just how serious the injuries were, but Dr. Estes was of the opinion that none of the flames had been taken into the lungs and the eyes and ears seem to be seriously injured. She was resting as comfortably as could be expected late last evening and had slept a little. It is thought that the child started to follow her mother and in passing a small gas stove her flimsy skirts in some way came in contact with the blaze. She is an exceptionally bright and lovable little tot and everyone who knows her will join in a hope for her speedy recovery.

GEORGIA SHOWERS.

The Georgia shower is a peculiar one, and sometimes a single day has a score of them. It is on you before you know it. For a few moments the lightning flashes, the thunder rolls and the rain falls, and it is apt to cease as suddenly. Out comes the sun again as smiling and serene as though no great damage had been done to the crops. There is something else that comes on one unawares, and that is dyspepsia. Many people have suffered years in this complaint, because they have allowed indigestion, constipation and biliousness to become chronic. Hostetter's Stomach Bitters should be taken at the first sign of indigestion. It will strengthen your stomach and produce sound sleep, and good health must naturally follow.

TO CURE A COLD IN ONE DAY

Take Laxative Bromo Quinine Tablets. All druggists refund the money if it fails to cure. E. W. Grove's signature is on each box. 25c.

NOTICE TO MARINERS.

Swan Island Bar Lower Post Light, Willamette River, Oregon.

Notice is hereby given that on the 21st of October the three pile beacon from which this fixed white light was shown, on the lower end of Sand Island bar, Willamette River, Oregon, was carried away and the light extinguished. The beacon and light will be re-established as soon as practicable.

This notice affects the List of Lights and Fog-Signals, Pacific Coast, 1900, No. 129, page 30; also the List of Bea-

WHAT DO YOU THINK?

Do you think at all? It pays to think.

Benjamin Franklin used his thinker and invented the printing press.

Edison makes use of his thinker and makes fortunes.

Everybody can make money If they'll only think.

THINK OF OUR SWEEP SALE

Think how much money you can save on Clothing, Hats and Furnishings and you too will make money; at least you will save money and that is the same thing.

Herman Wise
THE RELIABLE
CLOTHIER & HATTER

-TO FARMERS- AND PEOPLE WHO ARE NOT FARMERS

We are Sole Agents for "RUSHFORD WAGONS." We guarantee that they have no equal for easy running, strength and durability, and our prices are right.

Fisher Bros., Agts.,
Astoria, Oregon.

Fancy and Staple Groceries

FLOUR, FEED, PROVISIONS,
TOBACCO AND CIGARS.....

Supplies of all kinds at lowest rates, for fishermen,
Farmers and Loggers.

A. V. ALLEN, Tenth and Commercial Streets

KOPP'S BEST

A Delicious and Palatable
Drink Absolutely Pure

The North Pacific Brewery, of which Mr. John Kopp is proprietor, makes beer bottled and supplied at any time, delivery in the city free.

North Pacific Brewery

WEDDING CARDS

WEDDING CARDS

VISITING CARDS

BUSINESS CARDS

COPPER PLATE PRINTERS

W. G. SMITH & CO.,

ENGRAVERS,

22 and 23 Washington Building,
4th and Washington Sts.—over Litt's,
PORTLAND, OREGON.

VISITING CARDS

sons and Buys, Pacific Coast, 1900, page 80.

By order of the Light-house Board, W. P. DAY.

Commander, U. S. N., Light-House Inspector, Office of U. S. Light-House Inspector, Portland, Oregon, Oct. 22, 1900.

REAL ESTATE TRANSFERS.

Emily F. Short and husband to Edwin Short—lots 7 and 8, block 4, first addition to Ocean Grove; \$175.

George Sold and wife to George Sold, Jr., west half of northeast quarter and west half of southeast quarter of section 25, T. 3 N., R. 8 W.; \$1000.

United States to Floyd F. Sinclair—northwest quarter of section 9, T. 7 N., R. 6 W.; patent.

Nicola Brothers' Company to Isaac Murphy—320 acres in section 9, T. 7 N., R. 6 W.; \$2540.

Louis Neppach to Isaac Murphy—northwest quarter of section 9, T. 7 N., R. 6 W.; \$1220.

Sheriff to Building and Loan Land Company—undivided half of lots 7 and 8, block 62; lots 4, 5, 6, block 155;