

Daily Astorian.

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TERMS OF SUBSCRIPTION.

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The Astorian guarantees to its advertisers the largest circulation of any newspaper published on the Columbia river.

Advertising rates can be had on application to the business manager.

The migration of two hundred negroes from Tennessee to the Hawaiian islands is undoubtedly a good thing for the negroes but whether it is for the Hawaiian islands is a proposition of another color.

The folly of Millionaire Cudaby in submitting to the exactions of the kidnapers who carried off his son is sure to bring bitter fruit to some other fond parents, if not to Mr. and Mrs. Cudaby, by encouraging a repetition of the offense.

The superintendent of the Carlisle Indian school has some ground for his assertion that slavery has benefited the negro by bringing him from African jungles into the light of civilization, but when he asserts that he is "beginning to question whether freedom is going to be such a boon," it is evident that he has wheels in his head.

FOREIGNERS SCUTTLE THE AMERICAN SHIP.

New York Commercial. It is high time that the American public knew exactly who and what are working to defeat the pending bill for upbuilding the American merchant marine. It is high time, too, that it knew who is paying for this work and who is getting the money.

Aside from the honest but impotent free trade contingent in congress that holds with bulldog tenacity to an exploded and rejected theory, the great and only influence behind the present opposition to the ship subsidy bill is the foreign steamship lines. They are the natural enemies of the American flag on the high seas, and their managers and representatives in the United States are resorting to every conceivable means short of acts absolutely treasonable to degrade and humiliate that flag in the eyes of the commercial world.

At Washington they maintain the most extensive, the most active and the highest-priced lobby that it is possible for money and influence to bring together in this country. Think of it! Foreign money flowing like water into Washington to defeat a measure designed and supported by patriotic Americans for promoting American enterprise and American business! Are Liverpool and Hamburg and Havre to be permitted to dictate our commercial policy? Must the millions that for forty years we have been paying into foreign coffers for carrying our exports and imports now come back to plague us?

In New York City and wherever else it suits the purposes of these foreign shipping interests they constantly retain

CONSUMPTION

is, by no means, the dreadful disease it is thought to be—in the beginning.

The trouble is: you don't know you've got it; you don't believe it; you won't believe it—till you are forced to. Then it is dangerous.

Don't be afraid; but attend to it quick—you can do it yourself, and at home.

Take Scott's emulsion of cod-liver oil, and live carefully every way.

This is sound doctrine, whatever you may think or be told; and, if heeded, will save life.

We'll send you a little to try, if you like. SCOTT & BOWNE, 409 Third Street, New York

In their service the best legal talent procurable for furthering their ends—to prejudice and poison public sentiment against remedial and protective legislation for restoring the American flag to the seas. They seek, alike by the most open and barefaced effort and through the most subtle channels, to stamp this baneful influence upon every American institution and organization whose original and avowed purposes were praiseworthy and patriotic.

Who but these foreign steamship lines is using the reform club to disseminate their so-called "educational" but un-American literature designed to influence action detrimental to the subsidy bill? Tons upon tons of this stuff have been scattered broadcast over the country. Who "pays the freight?" Who hands over the checks, or the less dangerous but not less incriminating cash, that "sweetens" the proper "parties" in the reform club management? Is John De Witt Warner conversant with all the facts? Would he, if pressed, tell all he knows? Will the officers of the reform club come out freely, fairly and frankly, and deny, flat-footed, that the foreign money of the foreign steamship lines is supporting this un-American "campaign of education" against the ship subsidy bill?

Senator Frye recognized the sort of influence that he has to cope with when he declared the other day that the worst enemies of this measure are not those who oppose it from honest conviction but those who are fighting it from self-interest. "These," he added, "are the owners of the foreign steamship lines and their allies, inspired only by self-interest—one of the most powerful of all motives—and they will make a most determined, vigorous and never-ending fight."

A cat's paw that they are using just now—and even the cat may find it profitable—is the editorial page of the New York Journal of Commerce—about the most un-American thing that they could conveniently lay their hands on. For a week past it has fairly bristled with the most venomous attacks on this thoroughly American measure, and has given continued utterance to the most unpatriotic sentiments. The foreign shipowners, who draw \$500,000 in gold every day for hanging American exports and imports, are thoroughly frightened. Their income is threatened—and, by the same token, the pocket of the Journal of Commerce. That is why it "hollers."

There is not in the whole anatomy of the New York Journal of Commerce one single fibre of real Americanism. It is owned, controlled and operated by British-born subjects; it draws a large share of its business from the foreign shipping lines; and when foreign self-interest fiddles, the Journal of Commerce dances. It is normally the organ and mouthpiece of those interests, and now, when an American spirit of self-defense asserts itself, that newspaper becomes at once their all too willing weapon. The whole establishment is from top to bottom gangrened with foreign prejudice; it is constantly poo-pooing things American—nothing is done right in this country—and if ever an honest, disinterested American sentiment should by any accident be conceived there, it would never live to see the type.

The Journal of Commerce professes to be opposed to subsidies on principle. Why, the very fact that it is alive today and "kicking" against a thoroughly American measure, belies the utterance! A child of subsidy that assails its parent is only one step short of a partridge.

And the merchants' association of New York, too, has all of a sudden conceived a highly virtuous sentiment in opposition to this bill, and posts some of its men off to Washington in parlor cars to hold up Senator Frye and his committee. While professing a sort of general friendship for the measure, it fears that the bill is seriously handicapped by one particular provision—so off goes its protesting "literature" through the mails! Are its aim and mission different in any essential from those of the reform club? Is the merchants' association promoting or preventing the upbuilding of the American merchant marine? Is it trying to pass the bill or kill it—which? Mr. Gustave Schwab, the efficient American manager for the North German Lloyd line, was only recently elected a director in the merchants' association. Is the trail of the serpent so soon discernible? Has the foreign steamship influence thus easily insinuated itself into the association's councils?

And what of those pseudo-patriots hereabouts, always drawing their sustenance from the foreign shipping interests, who pose as philanthropists and profess to admire ways and things

American, but who turn about and stab anything and everything American that chances to conflict with the purposes of their masters over the seas? They sit in high places at great banquets and promulgate the loftiest sort of patriotic sentiments, only to go out and make their every act belie their words by injecting the influence of London, Berlin or Paris into every American institution where they can secure entry. A picaresque for their patriotism! The time has come to strip off their sheep's clothing and disclose the wolves.

Of course, the foreign steamship lines have a right to spend all the money they choose in perfectly legitimate ways. It comes easy enough, and in sufficient abundance, with our maritime laws operating all in their favor. But the people should know how little principle and how much "boodle" is behind this fight on the subsidy bill.

There be, that are in nature faithful and sincere, and plain and direct; not crafty and involved. AT CURES THE COLD AND STOPS THE COUGH. Laxative Bromo Quinine Tablets cure a cold in one day. No cure, no pay. Price 15 cents.

There is surely no greater wisdom than well to time the beginnings and onsets of things. THE BEST SALVE IN THE WORLD is Banner Salve. It is made from a prescription by a widely known skin specialist and positively is the most

boon for piles, burns, scalds, ulcers, running sores and all skin diseases. There is nothing so good. CHAS. ROGERS, Druggist. Fortune is sometimes like Sybil's offer which at first overthrew the commodity at full, then consumeth part and part, and still holdeth up the price.

Many have lost confidence and hope as well as health, because they thought their kidney disease was incurable. Foley's Kidney Cure is a positive cure for the discouraged and disconsolate. Take no other. CHAS. ROGERS, Druggist. If man be gracious and courteous to strangers, it should be his citizen of the world and that his heart is no island, cut off from other lands, but a continent that joins to them. If he be compassionate towards the afflictions of others, it shows that his heart is like the noble tree, that is wounded itself when it give the balm. If he easily pardons and remits offenses, it shows that his mind is planted above injuries, so that he cannot be shot. If he be thankful for small benefits, it shows that he weighs men's minds and not their trash.

Every medicine is an innovation, and he that will not apply new remedies must expect new evils; for time is the greatest innovator; and if time, of course, alter things to the worse, and wisdom and counsel shall not alter them to the better, what shall be the end?

A man that hath no virtue in himself ever enveth virtue in others. For men's minds will either feed upon their own good or upon other's evil, and who wanteth the one will prey upon the other, and who will not be content to attain to another's virtue, will seek to come at even hand by depressing another's fortune.

The person who flattered the congregation last Sunday by coughing, is requested to call on Charles Rogers and get a bottle of Foley's Honey and Tar. It always gives relief.

A man who recently sent \$5 to a New York firm for a fire escape received a Bible in return. \$1000 WORTH OF GOOD. A. H. Thurness, of Wells Creek Coal Co., Buffalo, O., writes: "I have been afflicted with kidney and bladder trouble for years, passing gravel or stones with excruciating pain. Other medical men only gave me hope. After taking Foley's Kidney Cure the result was surprising. A few doses started the brick wall, like fine stones, etc., and now I have no pain across my kidneys, and I feel like a new man. Foley's Kidney Cure did me \$1000 worth of good." Take no substitute. CHAS. ROGERS, Druggist.

Fortune is like the market, where many times, if you can stay a little, the price will fall. Cold and cough cures are numerous, but the one that leads all others in merit, is Foley's Honey and Tar, which is in great demand these days. CHAS. ROGERS, Druggist.

Don't imagine a man pays his bills every time he meets them.

FOR PNEUMONIA. Dr. C. J. Bishop, Agnew, Mich., says: "I have used Foley's Honey and Tar in three very severe cases of pneumonia with good results in every case." There is nothing so good. CHAS. ROGERS, Druggist.

Don't pattern after the busy little bee. It's the other fellow who eats the honey.

FOR HOARSENESS. Benj. Ingerson, of Hutton, Ind., says he had not spoken a word above a whisper for months, and one bottle of Foley's Honey and Tar restored his voice. It is used largely by speakers and singers. Take no substitute. CHAS. ROGERS, Druggist.

It is the brewer who is always looking for bar-pains. A cold, cough or a gripe can be "nipped in the bud" with a dose or two of Foley's Honey and Tar. Beware of substitutes. CHAS. ROGERS, Druggist.

THE LOUVRE. Strangers visiting in the city will find the Louvre an attractive resort wherein to spend the evening. The Amme Sisters Ladies' Orchestra is still on the bills and presents nightly a musical program of exceptional merit. Handsome pool and billiard rooms are a feature in connection with the house. Palatable lunches will be served at all hours.

ASTORIA AND COLUMBIA RIVER RAILROAD.

Leaves PORTLAND. Arrive ASTORIA. 8:00 a.m. (Portland Union Depot) 11:10 a.m. 7:00 p.m. (For Astoria and Inter-media) 10:30 p.m. 7:45 a.m. (For Portland & Inter-media) 11:30 a.m. 6:10 p.m. (Intermediate points) 10:30 p.m. SEASIDE DIVISION. ASTORIA SEASIDE. 11:30 a.m. 7:40 a.m. 5:30 p.m. 4:00 p.m. 9:30 a.m. 11:00 a.m. 6:15 p.m. 12:30 p.m. 7:30 p.m. "Sunday only"

All trains make close connections at Goble with all Northern Pacific trains to and from the East or Sound points. Gen'l Frt and Pass. Agent.

WHITE COLLAR LINE

St. HERCULES takes the place of BALLEE GATBERT (Telephone Dock). Columbia River and Puget Sound Navigation Company.

The Hercules leaves Astoria daily except Sunday at 7 p. m. Leaves Portland daily except Sunday at 7 a. m. Ticket Office: O. R. & N. Co., 248 Alder Street, Portland, Ore.

A FEW INTERESTING FACTS

When people are contemplating a trip, whether on business or pleasure, they naturally want the best service obtainable as far as speed, comfort and safety is concerned. Employees of the WISCONSIN CENTRAL LINES are paid to serve the public and our trains are operated so as to make close connections with diverging lines at all junction points.

Pullman Palace Sleeping and Chair Cars on through trains. Dining car service unexcelled. Meals served a la carte. In order to obtain the first-class service, ask the ticket agent to sell you a ticket over..... The Wisconsin Central Lines and you will make direct connections at St. Paul for Chicago, Milwaukee and all points East.

For any further information call on any ticket agent, or correspond with JAS. C. POND, Gen. Pass. Agt., or JAS. A. CLOCK, Milwaukee, Wis. General Agent, THE CHICAGO & NORTHWESTERN RAILWAY.

Oregon Short Line Railroad

THE DIRECT ROUTE. Montana, Utah, Colorado and all Eastern Points

1 1/2 Days to Salt Lake. 2 1/2 Days to Denver. 3 1/2 Days to Chicago. 4 1/2 Days to New York.

Free reclining chairs, upholstered tourist sleeping cars, and Pullman palace sleepers, operated on all trains. For further information apply to C. O. TERRY, W. B. COMAN, Trav. Pass. Agt., Gen. Agent, 124 Third St., Portland, Or. Or G. W. LOUNSBERRY, Agent O. R. & N.

O.R.&N.

DEPART TIME SCHEDULES From Portland. ARRIVE

Table with columns: DEPART, TIME SCHEDULES, ARRIVE. Rows include Chicago-Portland Special, Atlantic Express, Spokane Flyer, and OCEAN STEAMSHIPS.

From Portland WILLAMETTE RIVER Oregon City, Newberg, Salem & Way-Landings.

From Portland WILLAMETTE and Yam-hill Rivers Oregon City, Dayton & Way-Landings.

Snake River. Riparia Leave daily 3:45 a. m. Willamette River Riparia to Lewiston.

G. W. LOUNSBERRY, Gen. Pass. Agt., Portland, Or.

BEST OF EVERYTHING

In a word this tells of the Passenger Service via

The Northwestern Line.

Eight Trains Daily between St. Paul and Chicago, comprising The Latest Pullman Sleepers, Peerless Dining Cars, Library and Observation Cars, Free Reclining Chair Cars.

The 20th Century Train—Runs Every Day of the Year. The Finest Train in the World Electric Lighted Steam Heated

THE BAIGER-STATE EXPRESS, the Finest Daily Train Running Between St. Paul and Chicago, via the Short Line.

Connections from the West made via The Northern Pacific, Great Northern and Canadian Pacific R.R.'s.

This is also the BEST LINE between Omaha, St. Paul and Minneapolis. All agents sell tickets via

The Northwestern Line W. H. MEAD, H. L. SISLER, General Agent, Trav. Agent, 248 Alder Street, Portland, Oregon.

GO EAST

VIA GREAT NORTHERN RAILWAY

Rebate tickets on sale between Portland, Sacramento and San Francisco. Not rates \$17 first class and \$11 second class, including sleeper.

YAMHILL DIVISION. Passenger depot foot of Jefferson St. Leave for Oswego daily at 7:20, 9:46, 11:30 p. m. and 9 a. m. on Sunday only. Arrive at Portland daily at 8:35, 5:30, 10:50 a. m.; 1:35, 7:15, 4:35, 8:20, 7:40, 10:00 p. m.; 12:40 a. m. daily except Monday: 8:30 and 10:05 a. m. on Sundays only.

Leave for Dallas daily, except Sunday, at 4:30 p. m. Arrive at Portland at 9:30 a. m. Passenger train leaves Dallas for Alice Mondays, Wednesdays and Fridays at 2:45 p. m. Returns Tuesdays, Thursdays and Saturdays.

R. KOEHLER, Manager. C. H. MARKHAM, Gen. Frt. and Pass. Agt.

Through Palace and Tourist Sleepers, Dining and Buffet Smoking Library Cars.

Tickets to points East via Portland and the Great Northern Ry., on sale at O. R. & N. Ticket Office, Astoria, or Great Northern Ticket Office

268 MORRISON STREET, PORTLAND.

For rates, folders and full information regarding Eastern trip, call on or address, A. B. C. DENNISTON, City Pass. and Ticket Agent, Portland.

POSSIBLY

You Are Not Aware of the Fast Time AND SUPERB SERVICE

UNION PACIFIC OVERLAND WORLD'S VICTORIAL LINE WE HAVE

2-Daily Fast Trains-2 TO THE EAST

If you cannot take the morning train, travel via the evening train. Both are finely equipped.

"OUR SPECIALTIES" FAST TIME THROUGH SERVICE

PULLMAN PALACE SLEEPERS PULLMAN TOURIST SLEEPERS PULLMAN DINERS LIBRARY (CAFÉ) CAR FREE RECLINING CHAIR CARS

Hours in time saved to Omaha, Chicago, Kansas City, St. Louis, New York, Boston, and Other Eastern Points

Tickets good via Salt Lake City and Denver. It is to your interest to use THE OVERLAND LIMITED. Tickets and sleeping-car berths can be secured from G. W. LOUNSBERRY, Agent O. R. & N. Co., Astoria, Or. J. H. LOTHROP, General Agent, 135 Third St., Portland, Or.

"THE MILWAUKEE."

A familiar name for the Chicago, Milwaukee & St. Paul Railway, known all over the Union as the Great Railway running the "Pioneer Limited" trains every day and night between St. Paul and Chicago, and Omaha and Chicago. "The only perfect train in the world." Understand: Connections are made with all transcontinental lines, securing to passengers the best service known. Luxurious coaches, electric light, steam heat, of a verity equal by no other line. See that your ticket reads via "The Milwaukee" when going to any point in the United States or Canada. All ticket agents sell them. For rates, pamphlets or other information, address, J. V. CAREY, C. J. EDDY, Trav. Pass. Agt., Gen. Agt., Portland, Oregon. Portland, Ore.

SOUTHERN PACIFIC EAST SOUTH

Leave Depot, Fifth and I Streets. Arrive Overland Express Trains for Salem, Roseburg, Ashland, Sacramento, Ogden, San Francisco, Mojave, Los Angeles, El Paso, New Orleans and the East.

\*7:30 p.m. \*9:30 a.m. \*7:15 a.m. \*7:00 p.m.

At Woodburn (daily except Sunday) morning train connects with train for Mt. Angel, Silverton, Brownsville, Springfield, and Natron, and evening train for Mt. Angel and Silverton.

\*7:30 a.m. \*4:50 p.m. \*8:50 p.m. \*11:25 a.m. \*Daily. \*Daily except Sunday.

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THE "Northwestern Limited" trains, electric lighted throughout, both inside and out, and steam heated, are without exception, the finest trains in the world. They embody the latest, newest and best ideas for comfort, convenience and luxury ever offered the traveling public, and altogether are the most complete and splendid production of the car builders' art.

These Splendid Trains Connect With..... The Great Northern The Northern Pacific and The Canadian Pacific

AT ST. PAUL FOR CHICAGO AND THE EAST.

No extra charge for these superior accommodations and all classes of tickets are available for sale on the famous "Northwestern Limited." All trains on this line are protected by the Interlocking Block System.

W. H. MEAD, H. L. SISLER, General Agent, Travelling Agt., Portland, Ore.

NOTICE IS HEREBY GIVEN That up to the hour of 2 o'clock p. m. on Friday the 21st day of December, 1900, at the office of the Auditor and Public Judge, the Committee on Ways and Means of the Common Council of the City of Astoria, will receive sealed bids or proposals; 1st, for printing and publishing all legal notices required by the City of Astoria for the year 1901; 2nd, printing and furnishing all legal blanks and stationary required by the city during said year. Bids for printing and furnishing legal blanks must specify the price for which quantity, half and whole blanks in 1900, 500 and 250 lots will be furnished and the price per 1000 sheets for printed letter heads. Bids will be received and reported to the Common Council for consideration, which reserves the right to reject any and all bids.

A. SCHERNECKAU, A. BRIX, E. P. PARKER, Committee on Ways and Means

SHERIFF'S SALE. In pursuance of an execution duly issued out of the Circuit Court of the State of Oregon, for the County of Yamhill, on the 16th day of November, 1900, upon a judgment and decree rendered in said court on the 13th day of April, 1896, in the suit of O. O. Howard, plaintiff, vs. R. A. Prange, E. S. Frame, A. W. Stowell and E. B. Stowell, defendants, I will expose for sale and sell as the law directs at the Court House door of the County of Clatsop, in the city of Astoria, on Monday, the 23d day of December, 1900, at the hour of 2 o'clock p. m., the property situated in the County of Clatsop, State of Oregon, and described as follows, to-wit:

Lots two (2), three (3), four (4), five (5) and six (6), in block thirteen (13), in Adair's port of Upper Astoria, according to the plat on file in the clerk's office of Clatsop County, Oregon.

THOS. LINVILLE, Sheriff of Clatsop County, Oregon. Astoria, Oregon, November 23, 1900.

NOTICE FOR PUBLICATION.

Land Office at Vancouver, Washington, Dec. 19, 1900. Notice is hereby given that the following named settler has filed notice of his intention to make final proof in support of his claim, and that said proof will be made before the register and receiver at Vancouver, Washington, on Monday, January 21, 1901, viz: John Smith, of Chinook, Wash., for the N. W. 1/4 of section 23, in township 10 north, range 10 west W. M. He names the following witnesses to prove his continuous residence upon and cultivation of said land, viz: Karl Johnson, of Chinook, Washington; Ole Reinseth, of Washington, Washington; John Wainberg, of Chinook, Washington; Jim Lauridsen, of Chinook, Washington. W. R. DUNBAR, Register.

NOTICE FOR PUBLICATION.

United States Land Office, Vancouver, Wash., Nov. 22, 1900. Notice is hereby given that in compliance with the provisions of the act of congress of June 3, 1878, entitled "An act for the sale of timber lands in the states of California, Oregon, Nevada and Washington Territory," as extended to all the public land states by act of August 4, 1892, George A. Wood, of Portland, county of Multnomah, state of Oregon, has this day filed in this office his sworn statement No. 2097, for the purchase of the lots 1 and 2, and E half of NW quarter of section No. 30, in township No. 10 N, range 9 W, W. M. and will offer proof to show that the land sought is more valuable for its timber or stone than for agricultural purposes, and to establish his claim to said land before the register and receiver of this office at Vancouver, Wash., on Wednesday, the 13th day of February, 1901.

He names as witnesses: Bernard Rist, of Knappton, Washington; Ben Brock, of Nasel, Washington; Alfred J. Gray, of Knappton, Washington; William Matheral, of Knappton, Washington. Any and all persons claiming adversely the above-described lands are requested to file their claims in this office on or before said 13th day of February, 1901. W. R. DUNBAR, Register.

NOTICE FOR PUBLICATION.

Department of the Interior, Land Office at Oregon City, Oregon, December 13, 1900. Notice is hereby given that the following named settler has filed notice of his intention to make final proof in support of his claim, and that said proof will be made before the county clerk of Clatsop county, at Astoria, Oregon, on February 5, 1901, viz: ALBERT HOENEBECK, state of Oregon, for the NW 1/4 of SW 1/4 and NW 1/4 of SW 1/4, Sec. 14, T. 8 N., R. 8 W.

He names the following witnesses to prove his continuous residence upon and cultivation of said land, viz: V. H. Coffey, of Astoria, Oregon; Peter Olson, of Svenson, Oregon; August Schonebeck, of Svenson, Oregon; Wm. Schonebeck, of Svenson, Oregon. CHAS. B. MOORES, Register.

NOTICE FOR PUBLICATION.

United States Land Office, Oregon City, Oregon, Nov. 23, 1900. Notice is hereby given that in compliance with the provisions of the act of congress of June 3, 1878, entitled "An act for the sale of timber lands in the states of California, Oregon, Nevada and Washington Territory," as extended to all the public land states by act of August 4, 1892, Mrs. Mary Glaser, of Olney, County of Clatsop, State of Oregon, has this day filed in this office her sworn statement, No. 537, for the purchase of the lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13 and 14, in township No. 15, in range No. 7 W, range No. 7 W, and will offer proof to show that the land sought is more valuable for its timber and stone than for agricultural purposes, and to establish her claim to said land before the Register and Receiver of this office at Oregon City, Oregon, on Friday, the 15th day of February, 1901.

She names as witnesses: Sebastian Glaser, William W. Pope, Mary Dank, Appollonia Johnson, all of Olney, Clatsop County, Oregon. Any and all persons claiming adversely the above-described lands are requested to file their claims in this office on or before said 15th day of February, 1901. CHAS. B. MOORES, Register.

NOTICE FOR PUBLICATION.

United States Land Office, Oregon City, Oregon, Dec. 3rd, 1900. Notice is hereby given that in compliance with the provisions of the act of congress of June 3, 1878, entitled "An act for the sale of timber lands in the states of California, Oregon, Nevada and Washington Territory," as extended to all the public land states by act of August 4, 1892, E. L. Loewer, of Olney, county of Clatsop, state of Oregon, has this day filed in this office his sworn statement No. 537, for the purchase of the lots 11, 12, 13 and 14, in township No. 15, in range No. 7 W, range No. 7 W, and will offer proof to show that the land sought is more valuable for its timber and stone than for agricultural purposes, and to establish his claim to said land before the register and receiver of this office at Oregon City, Oregon, on Friday, the 15th day of February, 1901.

He names as witnesses: Sebastian Glaser, William W. Pope, Mary Dank, Appollonia Johnson, all of Olney, Clatsop county, Oregon. Any and all persons claiming adversely the above-described lands are requested to file their claims in this office on or before said 15th day of February, 1901. CHAS. B. MOORES, Register.

NOTICE FOR PUBLICATION.

United States Land Office, Oregon City, Oregon, November 12, 1900. Notice is hereby given that in compliance with the provisions of the act of congress of June 3, 1878, entitled "An act for the sale of timber lands in the states of California, Oregon, Nevada and Washington Territory," as extended to all the public land states by act of August 4, 1892, Ogden A. Hall, of the N. E. 250 Morrison street, Portland, county of Multnomah, State of Oregon, has this day filed in this office his sworn statement No. 537, for the purchase of the NE quarter of section 14 in township No. 6 N, range No. 9 W, and will offer proof to show that the land sought is more valuable for its timber or stone than for agricultural purposes, and to establish his claim to said land before the Register and Receiver of this office at Oregon City, Oregon, on Thursday, the 7th day of February, 1901.

He names as witnesses: John Finley, of Astoria, Oregon; John Chitwood, of Astoria, Oregon; Herman Albers, of Push, Oregon; George McFarland, of Olney, Oregon. Any and all persons claiming adversely the above-described lands are requested to file their claims in this office on or before said 7th day of February, 1901. CHAS. B. MOORES, Register.