

Daily Astorian.

JOHN T. LIGHTER, Editor.

Telephone Main 661.

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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.

That Mrs. Nation has been permitted to repeatedly defy the law without restraint is almost as much of a disgrace to the state of Kansas as the fact that it has produced a number of such women.

SHIP SUBSIDY BILL.

The ship subsidy bill is now before the national senate. Senator Frye expresses the utmost confidence that it will pass, notwithstanding the earnest efforts for its defeat being made by the lobby of foreign shipping interests.

Senator Elkins, of West Virginia, is a cordial supporter of the measure and in a recent interview gave the following unanswerable defense of the bill: "I am very strongly in favor of the pending bill, for both state and national reasons. My natural predilection for my own bill has been willingly set aside, and, not only that, but I am satisfied that the bill now before the senate contains the best thoughts and ideas of those who are most competent to judge as to the subject in all its details and best qualified to frame a measure relating to it. I fully realize also the great importance of legislation on this subject without delay, and therefore this is no time for squabbling over details or personal rivalries among the friends of the grand object in view. The broad principle of protection is here involved to its fullest extent, and to rally to its support will be not only the duty of the Republicans, but also a sincere pleasure in the present case, because this measure contains so many features that are especially inspiring to Americans, and holds out so many prospects of advantage to the whole American public.

"So far as I am concerned, I am heartily in favor of the bill, and shall work for it and fight for it. My own state is particularly interested in it, because the European markets are clamoring for our coal and oil, and in responding to these demands we are greatly hampered and retarded by a lack of adequate transportation facilities. I know personally of two large companies in the state which have been greatly restricted in their operations just because of this fact, and they will each build a line of cargo carrying vessels if the bill is passed, and thus afford means for supplying the foreign markets with the coal and oil products of West Virginia, without question; in fact, the state may be said to be unanimous for the bill.

"These are purely business reasons, of course, but then there are also the sentiments of patriotism and national pride to be considered. It is repugnant to Americans to reflect that more than nine-tenths of our export freights are carried by foreign ships, and that in time of war, as well as in time of peace, we should have to depend on foreigners for the bulk of our transportation facilities. It is humiliating to national pride to read the history of the decline of our once powerful merchant marine, and to see its present condition as compared with its past and with the present needs of the country. This dependence of the merchant marine is not only exasperating to the patriot, it is also a source of practical danger to the community, and grossly uneconomical from a business point of view.

"Why should we continue to pay out year after year many millions of dollars to foreigners for services in carrying our goods across the ocean, when all this money might be kept at home among our own people? All that is necessary for this is to have the American ships, and in order to have the ships it is necessary to pass this bill. The resultant impetus to American industrial activity will, I am confident, be wonderful and unexampled.

"The argument for the bill from a naval standpoint has been frequently presented, and it is a very strong one. Any one can see what an advantage a strong merchant marine would be to

the navy in case of war. Still stronger, to my mind, is the consideration that the country absolutely demands a numerous and efficient fleet of merchant vessels of its own, to carry our surplus products to foreign markets. Easy access to foreign markets is yearly becoming more imperatively demanded, falling which our entire commercial system would become demoralized and panic stricken, and it will not do to depend for this vital necessity upon the vessels of foreign countries, who might at any time become embroiled in war with each other, or with whom we ourselves might be at war."

THE EPIDEMIC OF GRIP.

Baltimore Sun. As already shown in the local columns of the Sun, the present outbreak of grip in Baltimore is much less serious in character than in many of the larger centers of population, owing, doubtless, to our climatic advantages and to the mild weather we have so far enjoyed this winter. The clear, bracing atmosphere of Saturday and yesterday will doubtless have the effect of expediting the recovery of those now suffering with the trouble in this city and will tend to check its spread.

Reports from other cities indicate that the grip is prevailing elsewhere with such severity as to seriously and quite generally disturb the business and social activities. In New York there is not one vacant bed in any hospital, and all the private physicians report themselves busy with grip patients. In Washington the senate and house show many empty seats, because members are confined to their homes fighting off the apparently omnipresent bacilli of influenza. Chicago, St. Louis, Philadelphia and Boston are all suffering in the same way.

There is no longer any mystery about the grip, as there was when the first epidemic swept over the land in 1889. Since that time every winter has brought more or less sickness and mortality from this cause, and as the nature of the malady has been more closely studied its treatment has become more scientific and successful. It cannot yet be said, however, that the grip is one of the fully conquered or even completely understood "ills that flesh is heir to." New York's health board reports a marked increase in the number of deaths from it in the past ten days, and says that all the conditions make it probable that its victims in that city will be as many as last winter, when about 5000 deaths from grip were recorded between December and March. We have already quoted the opinions of Baltimore medical experts on the symptoms and treatment of the disease, and it may be interesting to supplement them with the observations of authorities in other cities. It seems to be a particularly dangerous disease for old and enfeebled persons to contract. Among children, according to Dr. Sheffield, physician of the big Metropolitan dispensary and hospital of New York, it is far less fatal than among adults, and he thinks this is "probably owing to the fact that earlier and better care is received by the child during the onset of the disease as well as in convalescence." Doctors generally agree in the opinion that the greatest danger from an attack of grip comes from carelessness in treating its earliest manifestations, and that the safest course to adopt, as soon as "grippy" sensations are felt, is to stay indoors and await developments, applying the best remedies that medical knowledge has discovered. In this way what the doctors call "the sequelae" of grip are most likely to be avoided; in plain English, the complications that are apt to follow in the wake of a grippal attack, such as bronchitis, asthma and the deadly pneumonia, are much more likely to be prevented by those persons who heed the first warning that influenza is upon them than by those rash ones who think the best thing to do is to "keep out and about" and "never give up."

As a self-guard, therefore, it is well to keep in mind just what the symptoms of an oncoming attack of grip are. They are described in a pamphlet reprinted from an article in the New York Medical Journal, written by Dr. Sheffield, whom we have already quoted. Influenza, it appears, is caused by a little thin bacillus with rounded-off and thickened ends, twice as long as broad, first discovered by Dr. Pfeiffer in 1892, and hence called "Pfeiffer's bacillus." It is carried in the expectoration or nasal secretion and is both infectious and contagious. Its symptoms vary somewhat in different epidemics, and different individuals manifest them with different degrees of acuteness. The bacillus is believed to enter the system through the respiratory tract. At the outset of the attack there is a general

out-of-sorts feeling, a stifled feeling in the head, a disposition to sneeze and a distinctly felt difficulty in breathing. The throat is apt to become a deep red in color and a dry cough sets in. The temperature rises from five degrees to seven degrees or higher, varying in different cases. The digestion is impaired and the active stage of the disease is likely to be marked by chills and nausea. Pains are felt all over the body and every hour increases the general sense of weakness and prostration. As to the treatment of the grip, the safest course is to let the family physician prescribe. It is usually the case, as before observed, that each individual sufferer from the grip manifests symptoms peculiar to himself. There is no disease, the medical men say, liable to take on a wider variation of complications. It seems to find out the weakest spot in each patient's system and concentrates its force there. There are, nevertheless, many widely published and patronized remedies for the grip which the drug stores are now selling like "hot cakes." Quinine, phenacetine and codine are the usual ingredients combined in these popular preparations for the grip. Our contemporary, the New York World, republishes for the benefit of Gotham's great army of grip victims a prescription which it claims has relieved many thousands in previous epidemics, as follows: Quinine, 30 grains; phenacetine, 30 grains; codine, 5 grains.—the whole in combination to be divided into twelve powders, one powder to be taken every four hours, and then every two or three hours until relief is obtained. But in republishing this formula the World prefaces it by saying: "It is best, of course, in all cases of illness to see your own physician and have him prescribe for you."

THE EPIDEMIC OF GRIP.

As it is better to prevent than to cure, it may be noted in conclusion that in an epidemic of grip like that now passing over the country those persons are most likely to escape it who pay the strictest attention to the general rules of health—eating regularly and plainly; avoiding excesses of every kind; keeping close watch for the first signs of disturbance, either of the stomach or the respiratory organs, avoiding exposure to sudden changes of temperature; keeping the feet dry and warm—and, in short, generally "taking good care of yourself."

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. 2c.

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doesn't cure your piles, your money will be returned. It is the most healing medicine. CHAS. ROGERS, Druggist.

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Save doctors' bills by giving Foley's Honey and Tar to infants and children in time to prevent pneumonia or croup, which are fatal to so many thousands of babies. CHAS. ROGERS, Druggist.

A man never asks a woman to forgive him unless, in his heart, he thinks he hasn't done anything.

J. A. Lambert, of Rachel, N. C., writes: "I heartily endorse Foley's Kidney Cure. It does what you claim it will do, and there is nothing equal to it, and I thank you for the good it has done me." Accept no substitute. CHAS. ROGERS, Druggist.

If I had made a man I could have given him two noses; one to wear on his face and the other to have colds in.

La grippe coughs often continue for months and sometimes lead to fatal results after the patient is supposed to have passed the danger point. Foley's Honey and Tar affords positive protection and security from these coughs. CHAS. ROGERS, Druggist.

A boaster is next door neighbor to a liar.

LINGERING LA GRIPPE COUGH. G. Vacher, 157 Osogood St., Chicago, says: "My wife had a very severe case of la grippe, and it left her with a very bad cough. She tried a bottle of Foley's Honey and Tar and it gave immediate relief. A 50 cent bottle cured her cough entirely." Price 25c and 50c. CHAS. ROGERS, Druggist.

The present grip is always of the first magnitude.

TRIED FIVE DOCTORS. Mrs. Frances L. Sales, of Missouri Valley, Ia., writes: "I had severe kidney trouble for years, had tried five doctors without benefit, but three bottles of Foley's Kidney Cure cured me." CHAS. ROGERS, Druggist.

Vanity is sometimes cured by having a photograph taken.

AFTER LA GRIPPE—WHAT? Usually a racking cough and a general feeling of weakness. Foley's Honey and Tar is guaranteed to cure the "grippe cough" and make you strong and well. CHAS. ROGERS, Druggist.

Never mention your own faults; others will attend to it for you. It is a very useful letter because it turns the rain into drizzle.

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C. J. EDDY, Gen. Agt., Portland, Oregon.

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The Wisconsin Central Lines

and you will make direct connections at St. Paul for Chicago, Milwaukee and all points East.

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

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W. H. MEAD, General Agent, Portland, Ore.

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ASTORIA AND COLUMBIA RIVER RAILROAD.

Leave. PORTLAND. Arrive. 8:00 a.m. Portland Union Depot 11:10 a.m. 7:00 p.m. for Astoria and Inter-10:40 p.m. (mediate points).

7:45 a.m. For Portland and Inter-11:30 a.m. 6:10 p.m. (mediate points) 10:30 p.m.

SEASIDE DIVISION. ASTORIA 7:40 a.m. 4:40 p.m. SEASIDE 12:50 p.m. 7:00 p.m. *Sunday only

All trains make close connections at Goble with all Northern Pacific trains to and from the East and South points.

Telephone No. 111. J. C. MAYO, Gen'l Frt. and Pass. Agent.

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ST. HERCULES takes the place of BAILY GATZERT (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.

White Collar Line tickets, O. R. & N. tickets and Iwaco Ry. & Nav. Company tickets interchangeable on Hercules and Hassalo. Through Portland connection with steamer Nahotta from Iwaco and Long Beach points.

A. J. TAYLOR, Astoria Agent. E. W. CRICHTON, Portland Agent.

O.R.&N.

DEPART TIME SCHEDULES From Portland. Arrive

Chicago-Salt Lake, Denver, Ft. Portland-Worth, Omaha, Kansas City, St. Louis, Chicago and East. 4 p. m.

Atlantic Express 9 p. m. Salt Lake, Denver, Ft. Worth, Omaha, Kansas City, St. Louis, Chicago and East. 7 a. m.

Spokane 6 p. m. Walla Walla, Lewiston, Spokane, Missoula, 7:30 a. m. Elyria, St. Paul, Duluth, Chicago and East.

From Astoria OCEAN STEAMSHIPS All sailing dates subject to change. For San Francisco-Sail

7 a.m. Ex Sunday Columbia River Steamers to Portland and Way Landings. 4 a.m. Ex Monday

6 a.m. Ex Sunday WILLAMETTE RIVER Oregon City, Newberg, Salem & Way-Landings. 4:30 p.m. Ex Sunday

7 a.m. Tues, Thur and Sat. Willamette and Yamhill River. 3:30 p.m. Mon, Wed and Friday

Riparia Leave daily 3:45 a.m. Snake River. Lewiston 9:30 a.m. daily

6 a.m. Tues, Thur and Saturday. Willamette River. 3:30 p.m. Mon, Wed and Friday

G. W. LOUNSBERRY, W. H. HURLBURT, Agt. Astoria, Gen. Pass. Agt., Portland, Or.

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7:30 p.m. Overland Express Trains for Salem, Roseburg, Ashland, Sacramento, Ogden, San Francisco, Mojave, Los Angeles, New Orleans and the East. 9:15 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. Corvallis passenger. 11:50 p.m. 11:40 p.m. Sheridan passenger. 11:25 a.m. *Daily. *Daily except Sunday.

Rebate tickets on sale between Portland, Sacramento and San Francisco. Net rates \$17 first class and \$11 second class, including sleeper.

Rates and tickets to Eastern points and Europe. Also Japan, China, Honolulu and Australia. Can be obtained from J. B. Kirkland, Ticket Agent, 134 Third Street.

YAMHILL DIVISION.

Passenger depot foot of Jefferson St. Leave for Oswego daily at 7:20, 9:40 a. m.; 12:30, 1:55, 3:25, 5:15, 6:25, 8:05, 11:50 p. m. and 9 a. m. on Sunday only. Arrive at Portland daily at 6:25, 8:30, 10:50 a. m.; 1:35, 3:15, 4:30, 6:20, 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 9:20 a. m. Passenger train leaves Dallas for Astoria Mondays, Wednesdays and Fridays at 2:45 p. m. Returns Tuesdays, Thursdays and Saturdays. *Except Sunday.

R. KOEHLER, Manager. C. H. MARKHAM, Gen. Frt. and Pass. Agt. Astoria, Ore., Dec. 24, 1900.

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G. W. LOUNSBERRY, Agent O. R. & N.

NOTICE OF SALE. In the County Court in and for Jackson County, Oregon, in the matter of the estate of Thaddeus W. Barclay, Deceased.

Notice is hereby given that under and by virtue of an order of sale made by the Hon. County Court of Jackson County, Oregon, dated January 7th, 1901, and recorded in volume 12 of the probate records of said county, on page 480, I will on and after March 1st, 1901, proceed to sell by private sale, for cash, lots 24 and 48 in block 8, of the town of Plavel Center, Clatsop County, Oregon, and the S. E. 1/4 of section 19, in Twp. 4 N., of range 23 W. of W. M. in said Clatsop County.

GERTRUDE BARCLAY, Administratrix of estate of Thaddeus W. Barclay, Deceased, Ashland, Ore. E. D. BRIGGS, Atty., Ashland, Ore.

SHERIFF'S SALE. By virtue of an execution and order of sale issued out of the circuit court of the State of Oregon, for the County of Clatsop, on the 26th day of December, 1900, upon a judgment and decree rendered therein on the 21st day of December, 1900, in favor of Thomas Doig, plaintiff, and against E. S. Ferguson, St. Ger and Chung Gei, his wife, and the Clatsop Mill Company, defendants, for the sum of \$3027.75, together with interest thereon at the rate of 10 per cent per annum from the 21st day of December, 1900, the costs and disbursements of this action taxed at \$20.20, and the costs of and upon this writ commanding and requiring me to make sale of the following described real property, to-wit:

All of the east thirty-five acres of lot No. 2 and the southeast quarter of the southwest quarter of section twenty-four (24), in township eight (8), north of range ten (10), west of the Willamette meridian, in Clatsop County, Oregon, that is to say, all of said lot two (2), and said forty acre legal subdivision adjoining the same on the south that lies east of a line drawn through said lot two (2) and east of the east line thereof, such a distance west of such east line thereof, as to include thirty-five acres of land of said subdivision, between the east line thereof and the line run through the same; also all of lot number five (5), in block number thirty-three (33), in that part of the City of Astoria, as laid out and recorded by John McClure, all being in the County of Clatsop, State of Oregon, together with the appurtenances, hereditaments and appurtenances thereunto belonging or in any wise appertaining.

Notice is hereby given that I will on Monday, the 4th day of February, 1901, at the hour of 10 o'clock in the afternoon of said day, in front of and at the court house door, in the City of Astoria, Clatsop County, Oregon, sell the above-described real property or so much thereof as may be necessary to satisfy the judgment, interest, costs and all accruing costs.

THOMAS LINVILLE, Sheriff of Clatsop County, Astoria, Ore., Dec. 24, 1900.

NOTICE FOR BIDS.

Bids will be received by the county commissioners' court of Clatsop County, Oregon, until Monday, February 4th, 1901, at 2 o'clock p. m., for re-building the Wallcut draw-bridge. Plans and specifications can be seen at the court house. Bids must be in compliance with section 4141 of the laws of Oregon, and a deposit or certified check by each bidder of ten per cent of the amount of the bid must accompany the same. The right to reject any and all bids is hereby reserved. By order of the County Commissioners' Court. H. J. WHEATLEY, County Clerk. Astoria, Ore., Jan. 15, 1901.

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. Weed, of Portland, county of Multnomah, state of Oregon, has this day filed in this office his sworn statement No. 1097, 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 No. 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; Bien Brock, of Nasel, Washington; Alfred J. Schickelbeck, 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 15, 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 3, 1901, viz:

ALBERT SCHOENBECK, H. E. No. 3317, for the 8 1/2 of NW 1/4, and NW 1/4 of SW 1/4, Sec. 14, T. 8 N., R. 3 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 Schoenbeck, of Svenson, Oregon; Wm. Schoenbeck, of Svenson, Oregon. CHAS. B. MOORE, 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, Mary Glaeser, of Olney, county of Clatsop, State of Oregon, has this day filed in this office her sworn statement, No. 625, for the purchase of the SE quarter of section 19, in township No. 6 N, range No. 7 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 her claim to said land before the Register and Receiver of this office at Oregon City, Oregon, on Friday, the 15th day of February,