

Daily Astorian.

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.

MERCHANTS TRADE EDITION.

The following is reprinted from the Budget of yesterday:

Merchants who have been solicited to support the proposed "special trade edition" to be issued by the Morning Astorian, should consider very carefully the benefits to be derived from it. It is the same old gold brick every alleged newspaper like the Astorian tries to sell in the absence of regular and legitimate patronage from its columns.

The facts are these. The Astorian proposes to issue in the near future a special edition setting forth the resources and industries of Astoria and of Clatsop county. Advertising space will be offered local merchants upon a basis of a guaranteed circulation of 3000 copies.

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THE BUSINESS SITUATION.

The notable absence of hard times talk in Astoria is a matter of much congratulation. While the calamity however may not have entirely disappeared, it is quite apparent that no class of people except the unfortunate land poor and those who have taken too great chances in real estate speculations have now any real cause for complaint.

Certainly the hard times cry comes not from the wage earner, for there never was more demand nor less competition for the carpenter, the ship builder, the shoemaker, the machinist, the plumber, the tinner, the teamster or the butcher than at present.

Nor yet is the enterprising merchant the one to complain. While possibly, there may have been a freer circulation of cash at the end of the fishing season some years ago, it is safe to say that business in general was never in a more prosperous condition or on a more stable basis than at present.

MAL-NUTRITION

You may or may not be eating enough; and are thin. You may or may not feel well—some folks don't know what it is to feel well.

This is mal-nutrition. You are not getting the use of your food.

Take a little Scott's emulsion of cod-liver oil. Begin with a little; increase; but don't overdo it. Take as much as you can without upsetting the stomach.

Feeling well is bodily happiness.

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

may be compared to the difference between the accidental discovery of a bag of gold coin, and the accumulation of the same by methods of intelligent and persevering industry. This is an age when, in Astoria as well as in the older cities of the East, success depends not upon chance, but upon thrift, enterprise, energy and perseverance.

The rush to Alaska for gold and fish has largely enhanced the opportunities of those remaining at home by lessening the number of competitors, at the same time vastly increasing the market for labor of all kinds and for commodities, thus stimulating the growth of industries.

The steady growth and apparent success of the principal factories and business institutions of the city, the absence of "the unemployed" laborer and mechanic, and the prevailing good prices and high wages are corroborative of these observations.

COMMERCE ON THE PACIFIC.

Seattle Post-Intelligencer.

In a bulletin taking a general survey of the foreign trade of the country, recently issued by the state department, which was compiled by Frederick Emory, chief of the bureau of foreign trade, the growth of commerce on the Pacific is referred to at considerable length.

It is the conclusion of the writer that the development of transportation facilities is one of the leading if not the most important item in the growth of foreign trade, and the facts which he deduces seem to bear this out. In the absence of good transportation facilities with Brazil, for example, this country ranks but sixth in the volume of its exports to that country, being led by countries with whom the United States is enabled to successfully compete in their own home markets, but which have better transportation facilities to Brazil than this country possesses.

It is observed: "Conspicuous illustrations of the benefit of direct transportation and of the fact that increased trade follows its establishment are found in the recent growth in the export of American products to such unlikely quarters as Turkey and Peru. Some two years ago the consul-general at Constantinople, Mr. Dickinson, exerted himself to secure the running of a direct line of steamers between the United States and Turkish ports on the Mediterranean. The Barber line of New York decided to make the experiment, and the service, begun in February, 1899, has greatly stimulated the sale of American products in the Levant."

Enlarged transportation facilities undoubtedly account to a considerable extent for the steady growth of our commerce with Japan.

The latter statement is absolutely correct, as experience here has shown. Since the establishment of the first direct line of steamers from Seattle to Oriental points a trade which did not exist before has been created, and has grown to such proportions that several more transportation lines have come into the field to share in its carrying; and the growth of the trade seems likely to be so great as to tax to the utmost the transportation facilities which can be provided.

The report calls especial attention to the improvement of transportation facilities from this port, to the establishment of the Oriental steamship line between Seattle and Manila, to the line of the China Mutual Steamship Company, just established, and to the magnificent fleet now building for the Great Northern, and which is to ply in this trade, and further remarks: "The Pacific slope is being rapidly converted from a mere outpost of trade into a great hive of commerce." The figures given in a foot note show that exports from this coast, which in 1895 amounted to but \$36,890,000, arose in 1900 to \$71,690,000 (years ended June 30).

It is observed that the "growth of sea-borne commerce at these points means much for the great extent of the country tributary to them and promises to work marked changes in the industrial condition of the vast regions west of the Rocky mountains."

All of the recent literature upon the subject of the extension of the Pacific commerce but emphasizes the necessity of the building of American ships in which to handle it, that in this manner the fullest amount of value may be realized to the country from the trade which it is developing. Dependent as we are upon foreign ships for our transportation facilities, there is the ever present risk of a complete destruction of that trade by the occurrence of conditions which would prevent the utilization of those foreign ships in that trade. That this is not a remote contingency experience within the past year has shown. The withdrawal of such a large amount of tonnage for

transport service to South Africa and the Philippines has resulted in placing heavy additional burdens upon commerce in the Pacific, by reason of advanced charters, and the shortage of tonnage has been such that in this city alone our exporters have been unable, in some instances, to fill existing orders. No steamer for the Orient has departed without a full cargo, and without leaving freight on the docks for which she was unable to find room. A European war, involving any two of the maritime powers of the first class, would result in the immediate withdrawal from our trade of the vessels which now carry our exports, and the consequent destruction of our commerce. The only safety for the permanence of the trade of the Pacific ports with Asia is the building of American steamships to carry it under the American flag.

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

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

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. See.

When a woman isn't saying more than she means, she is meaning more than she says.

Mr. J. W. Patterson, night police at Nashua, Ia., says: "In January I had a very bad cold on my lungs, and used half dozen different cough medicines and prescriptions from two doctors, but grew worse all the time. I finally bought a bottle of Foley's Honey and Tar and after using two-thirds of it, I was entirely cured." CHAS. ROGERS, Druggist.

One of the funny things about living in the country is that if your clothes fit you half of the old women will believe that you are living an evil life.

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. Take no substitutes. CHAS. ROGERS, Druggist.

There is only one thing that can look as contented as a woman with a new silk dress on sitting in a front pew in church with her husband. That is a cow.

Pneumonia follows the grippe, but never follows the use of Foley's Honey and Tar, the great throat and lung remedy. Take no substitute. CHAS. ROGERS, Druggist.

When a married man goes out and gets full he is smart enough to get an old bachelor to take him home, because he knows his wife will blame it on the old bachelor.

Engene J. Hall, the poet and publisher, says that one dose of Foley's Honey and Tar restored his voice when hoarseness threatened to prevent his lecture at Central Music Hall, Chicago. Nothing else as good. CHAS. ROGERS, Druggist.

A baseball player has been named as the co-respondent in a Cleveland divorce suit, and if that doesn't put him on the bench it will place him in front of it.

Robt. R. Watts, of Salem, Mo., writes: "I have been troubled with kidney disease for the last five years and have doted with all the leading physicians and have tried all remedies suggested without any relief. Finally I tried Foley's Kidney Cure and less than two bottles completely cured me and I am sound and well."

A young lady writes to an agricultural exchange describing how she has amassed a fortune with only two calves as a start. The account will not be considered remarkable in the theatrical world.

Many a man has been insured against Bright's disease, diabetes, or other dangerous ailments by a fifty-cent bottle of Foley's Kidney Cure. CHAS. ROGERS, Druggist.

To the small boy the pleasure of putting a dot on the teacher's chair is worth all the trouble that follows.

"I had a running sore on my leg for seven years," writes Mrs. Jas. Forest of Chippewa Falls, Wis., "and spent hundreds of dollars in trying to get it healed. Two boxes of Banner Salve entirely cured it." No other salve so healing. CHAS. ROGERS, Druggist.

Man looks with awe on the works of the Creator and wonders how he happened to make so many mistakes.

BANNER SALVE. Tetter, eczema and skin diseases yield quickly to the marvelous healing qualities of Banner Salve made from a prescription of a skin specialist of world wide fame, 25c. CHAS. ROGERS, Druggist.

Barbers and carpenters are both shavers.

SOMETHING NEW. Just published by the Southern Pacific Co. is a pamphlet upon the resources of Western Oregon, which includes an excellent map of the state, and contains information on climate, education, etc., existing industries and their capabilities.

Attention is also directed to such new fields for energy or capital as promise fair return. This publication fills a need long experienced by Oregonians in replying to inquiries of eastern friends. Copies may be had of local agent Southern Pacific Co., or from C. H. MARKHAM, G. P. A., Portland, Or.

SOUTHERN CALIFORNIA. Notable among the pleasures afforded by the Santa Route is the winter trip to Southern California and Arizona. Renewed acquaintance with this section will ever develop fresh enjoyment. The two daily Shasta trains from Portland to California have been recently equipped with the most approved pattern of standard and tourist sleeping cars, but the low rates of fare will still continue in effect.

Illustrated guides to the winter resorts of California and Arizona may be had on application. C. H. MARKHAM, G. P. A., Portland, Oregon.

WHITE COLLAR LINE

Str. HERCULES takes the place of BAILEY 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 Nahcotta from Iwaco and Long Beach points.

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

ASTORIA AND COLUMBIA RIVER RAILROAD.

Leave PORTLAND. Arrive ASTORIA. 8:00 a.m. Portland Union Depot 11:10 a.m. 7:00 p.m. for Astoria and inter- 9:40 p.m. (late points).

SEASIDE DIVISION. 11:35 a.m. 7:40 a.m. 9:30 a.m. 4:00 p.m. 6:15 p.m. 12:30 p.m. 7:00 p.m.

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SEASIDE DIVISION. All trains make close connections at Goble with all Northern Pacific trains to and from the East or Sound points. J. C. MAYO, Gen'l Fr't and Pass. Agent.

LUXURIOUS TRAVEL

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 passage 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, Traveling Ag't, 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. Ag't., 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

Gives choice of two favorite routes, via the Union Pacific Fast Mail Line, or the Rio Grande Scenic Lines, or

LOOK AT THE TIME. 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. E. COMAN, Trav. Pass. Ag't., Gen. Agent, 124 Third St., Portland, Or.

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

H. F. Prael Transfer Co

Telephone 221. DRYING AND EXPRESSING. All Goods Shipped to Our Care Will Receive Special Attention. No. 528 Duane St., W. J. COOK, Mgr. Astoria, Or. Res. Tel. 1111.

POSSIBLY

You Are Not Aware of the Fact Time

AND SUPERB SERVICE VIA

THE OREGON PACIFIC RAILROAD

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 OREGON PACIFIC LIMITED. Tickets and sleeping-car berths can be secured from G. W. LOUNSBERRY, Agent O. R. & N. Co., Astoria, Or., or J. H. LOTHROP, General Agent, 125 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 passengers the best service known. Luxurious coaches, electric light, steam heat, of a verity equalled by no other.

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. W. CASEY, Trav. Pass. Ag't., Portland, Ore. C. J. EDDY, Gen. Ag't., Portland, Ore.

O. R. & N.

DEPART TIME SCHEDULE From Portland. ARRIVE

Chicago-Portland special 9:30 a.m. Salt Lake, Denver, Ft. Worth, Omaha Kansas City, St. Louis, Chicago and East 4 p.m.

Atlantic Express 9:30 p.m. Salt Lake, Denver, Ft. Worth, Omaha Kansas City, St. Louis, Chicago and East 7 a.m.

Seaside Flyer 6 p.m. Willa Walla, Lewiston, Milwaukie, Chicago and East. 8:40 a.m.

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

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

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

7 a.m. Tues, Thurs and Sat. Willamette and Yamhill Rivers Oregon City, Dayton and Way Landings 8:30 p.m. Mon., Wed. and Fri.

Riparia Leave daily 9:45 a.m. Snake River. Riparia to Lewiston 10:15 a.m. daily

6 a.m. Tues, Thurs and Saturday Willamette River Portland to Corvallis Mon, Wed and Fri 3:30 p.m. Friday

G. W. LOUNSBERRY, Ag't, Astoria. W. H. HURLBURT, Ag't, Astoria. Gen. Pass. Ag't, Portland, Or.

NOTICE TO CONTRACTORS. Sealed proposals addressed to the County Clerk of Clatsop County, Oregon, will be received until 2 p. m., April 3, 1901, by the County Commissioners' Court of Clatsop County, Oregon, for the construction of forty-two miles of road in Clatsop County, Oregon, or any part thereof, viz:

The Astoria, Olney, Jewell and Vesper wagon road No. 77. Bids must be in compliance with plans and specifications now on file with the County Clerk.

All bids must be accompanied by a certified check of the value of 5 per cent of the amount of said bid. Copies of plans can be seen, and specifications will be furnished on application to the undersigned. The court reserves the right to reject any or all bids.

By order of the County Commissioners' Court. H. J. WHEBRITY, County Clerk.

NOTICE OF THE SALE OF STOCK OF THE COLUMBIA RIVER PACKERS ASSOCIATION, OF ASTORIA, OREGON.

WHEREAS, on the 15th day of March, 1899, the National Packing Company for a valuable consideration made, executed and delivered to the First National Bank of Astoria, Oregon, its certain promissory note wherein it promised and agreed to pay to the order of said bank six months interest at the rate of six per cent per annum payable in United States gold coin, and

Whereas, on the 19th day of March, 1900, the said National Packing Company, for value received the sum of \$10,000 with interest thereon after date at the rate of six per cent per annum payable in United States gold coin, and

Whereas, on the 19th day of March, 1900, the said National Packing Company, for value received the sum of \$10,000 with interest thereon after date at the rate of six per cent per annum payable in United States gold coin, and

Whereas, on the 6th day of September, 1900, J. O. Hanthorn, one of the endorsers and guarantors of the said note, for the purpose of securing the payment thereof, transferred and assigned as collateral, to the said bank, 288 1/2 shares of the capital stock of the Columbia River Packers Association, of Astoria, Oregon, then owned by the said J. O. Hanthorn, as shown by certificate number 168, and at the same time and as part of the same transaction the said J. O. Hanthorn executed and delivered to the said bank a written assignment and transfer of the said stock, reciting therein that the said stock was transferred as collateral security for the payment of said note, including all charges and expenses of collecting the same and a reasonable attorney's fee, and that the said J. O. Hanthorn, in and to the said bank, by the said J. O. Hanthorn, to sell the said shares of capital stock or any part thereof and any collateral substituted for added to the same, with or without notice to the person or persons at the option of said bank, on the non-payment of said note and to apply the net proceeds of such sale to the payment of said note, and at the same time the said bank was authorized and empowered to become the purchaser thereof; and

Whereas said certificate of stock was afterwards surrendered to the said Packers Association and a new certificate of stock in lieu thereof for 288 1/2 shares was issued by said association to said bank, as shown by certificate number 176; and

Whereas demand has been made for the payment of said note, and said note still remains unpaid, and there is now due and owing to said bank the sum of \$3900 on the note and \$3941 1/2 on the principal and interest on each of said principal sums from March 1, 1901, at the rate of six per cent per annum.

WHEREFORE NOTICE IS HEREBY GIVEN, That under and in pursuance of the said authority conferred upon the undersigned by the said J. O. Hanthorn, the undersigned will, on Tuesday, the 26th day of March, 1901, at the hour of 10 o'clock a. m. of said day, at the front door of the building now occupied by the said First National Bank in the City of Astoria, Oregon, sell at public auction for cash to the highest bidder the said 288 1/2 shares of capital stock of the said Columbia River Packers Association, certificate number 176, and will apply the proceeds of such sale to the payment of said note and the costs and expenses of making the same. Dated at Astoria, Oregon, this March 15th, 1901.

THE FIRST NATIONAL BANK OF ASTORIA, By S. S. GORDON, Cashier.

NOTICE IS HEREBY GIVEN

That "Street Assessment Roll No. 42" made for the purpose of defraying the costs and expenses of improving the street from the south line of Exchange street to the north line of Grand avenue has been filed with the auditor and police judge of the City of Astoria, by order of the Board of Assessors, and that on the 21st day of March, 1901, at the hour of 2 o'clock p. m. of said day in the council chambers in the city hall of the City of Astoria, the committee on streets and public ways and board of assessors will meet for the purpose of correcting, reviewing and equalizing said assessment. All objections thereto must be made in writing and filed with the auditor and police judge. This notice is published for ten days by order of the Common Council of the City of Astoria.

H. E. NELSON, Auditor and Police Judge of the City of Astoria.

NOTICE IS HEREBY GIVEN

That "Street Assessment Roll No. 42" made for the purpose of defraying the costs and expenses of improving the street in lieu avenue from the east line of Twenty-sixth street to the west line of Thirty-first street has been filed with the auditor and police judge of the City of Astoria, by order of the Board of Assessors, and that on the 21st day of March, 1901, at the hour of 2 o'clock p. m. of said day in the council chambers in the city hall of the City of Astoria, the committee on streets and public ways and board of assessors will meet for the purpose of correcting, reviewing and equalizing said assessment. All objections thereto must be made in writing and filed with the auditor and police judge. This notice is published for ten days by order of the Common Council of the City of Astoria.

H. E. NELSON, Auditor and Police Judge of the City of Astoria.

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 said records of said county, on page 450; I will on the 25th day of April, 1901, proceed to sell at private sale, for cash, lots 24 and 48 in block 8, of the town of Flavel, Center, Clatsop County, Oregon, and the S. E. 1/4 of section 19, Township 36 N., Range 8 W., of W. M. in said Clatsop County, Oregon.

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

ADMINISTRATOR'S NOTICE.

Notice is hereby given that the undersigned administrator of the estate of John H. Tull, deceased, of the county of Clatsop, Oregon, in and for the County Court of the State of Oregon, for Multnomah county, on the 21st day of January, 1901, authorizing and empowering the said administrator to sell at public auction the following described real property belonging to the estate of the said John H. Tull, deceased, situated in the State of Oregon, to-wit:

The northwest quarter of the northwest quarter of section thirty-six (36), township nine (9) north, range seven (7) west of the Willamette meridian, containing fifty (40) acres.

I will, as said administrator, on the 23d day of March, 1901, at 2 o'clock p. m. of said day, at the courthouse door of Clatsop County, Oregon, in Astoria, in and for the County Court of the State of Oregon, sell the above and foregoing described tract of land at auction to the highest bidder for cash subject to the approval of said court.

JOHN ROMETSCH, Administrator of said Estate.

NOTICE FOR PUBLICATION.

United States Land Office, at Oregon City, Oregon, Feb. 1, 1901.

Notice is hereby given that the following named section of the public land in the State of Oregon, to-wit: Section 34, Twp. 4 N., R. 8 W., lot 8, 2 and 3, NE 1/4, sec. 3, Twp. 3 N., Range 8 W., situated in Tillamook and Clatsop counties, state of Oregon.

She names the following witnesses to prove his continuous residence upon and cultivation of said land, to-wit: J. R. Wherry, of Elsie, Clatsop county, Ore.; Daniel Peterson, of Vinesap, Clatsop county, Ore.; Louis Enquist, of Jewell, Clatsop county, Ore.; C. J. Lindvall, of Vesper, Clatsop county, Ore.

Further and special notice is hereby given that the above named claimant, sister and heir-at-law, intends to make her individual final proof in support of her claim, and that her said proof will be made by her for the above described land before the county clerk of the county of Rock Island, at Rock Island, in the state of Illinois, on Monday, April 15, 1901.

CHAS. B. MOORES, Register.

NOTICE OF FINAL SETTLEMENT.

Notice is hereby given that the undersigned administrator of the estate of Jennima Skibbe, deceased, has filed in the county court of Clatsop county, Or., his final account as such administrator, and that Monday, the first day of April, 1901, at the hour of 10 o'clock a. m. of said day, has been set as the time for the hearing of objections to said final account and the settlement thereof.

THOS. LINVILLE, Sheriff, Clatsop County, Oregon. Astoria, Oregon, March 6, 1901.

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 1st day of March, 1901, upon a judgment and decree rendered therein on the 27th day of February, 1901, in favor of J. B. Baumgartner