Daily Astorian.

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All communications intended for publication should be directed to "Editor Astorian." Business communications of all kinds and remittances must be addressed to "The Astorian Publishing Co."

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 greatness of the Oregonian is waning when its editor answers facts, statistics and argument with abuse and insult. In its issue of June 20 the New York Commercial published a lengthy editorial, pointing out the harm Portland had inflicted on itself and the entire state in trying to maintain a seaport one hundred miles inland from the harbor nature intended should be used. And now comes the reply of the Oregonian that the Commercial "is insignificant," "has little business or recognition at home," and then follows a protest against anything appearing in its columns detrimental to Portland because subscriptions and advertisements were obtained there by its agents. As a matter of fact the Commercial is the leading journal of commerce in the United States; it is recognized in the business world as an authority and it is conducted by able and experienced journalists. The effort of the Oregonian to belittle the Commercial will not only be abortive, but it is already ridiculous. Probably the members of the congressional committee on rivers and harbors are more familiar with the Commercial and its standing for impartiality and fairness than is the editor of the Oregonian, and they will judge accordingly.

CRITICAL STAGE IN BUSINESS EXPANSION.

At what stage in the growth of a business from very small beginnings a fully developed cost and expenditure system becomes a necessity is difficult to say. But that it should be introduced as early as possible is desirable for reasons unconnected with its immediate use. In a small works under personal supervision of the proprietor, who is able to give so much of his time to the affairs of the shop that he is fully conversant with the progress of work through it day by day, a cost system of any kind has but little present value. But as it is in the nature of new businesses to expand into large ones, and that sometimes with considerable rapidity, with a consequent loss of detail on the part of the proprietor, it becomes very important that records shall be available representing what was accomplished in the shops at the most vigorous period of its life, namely, when the need for expansion was becoming felt.

It is not uncommon experience that expansions do not always produce the satisfactory effects anticipated. During changes of this kind something has evaporated, it is not known what, but the absence of which is recognized keenly enough in its practical effects. The real element varies, of course. It may be a less intense watch on the part of the proprietor, or it may be, with still greater probability, a dislocation of the previously existing relationship between work and the incidence of expenditure, which again may be due to a variety of causes that must needs be recognized before they are remedied.—A. H. Church, in the Engineering Magazine for July.

SHIP-OWNING AT HOME.

Seattle Post-Intelligencer.

In discussing the advisability of attending legislative aid for the encouragement of the upbuilding of the American ocean carrying trade one important matter should not be overlooked. This is the possibility, under such encouragement, of establishing locally owned transportation lines, substantially the whole gross earnings of which will be distributed at their home ports in our own country.

The comparative cheapness with which ocean lines of transportation can be established as compared with land lines should be remembered. It costs millions to build a short line of railroads, all within the border of a single state and designed to carry merely a local traffic. At an expenditure no greater than that of two or three miles of railroad, a ship can be put into the water which could carry cargoes of our products to any tide-water port of the world. The amount of money which it has taken to place Seattle in railroad connection with New York would have covered the ocean with a fleet of steamships sufficient to handle more than the entire foreign carrying trade of this country.

The carrying trade of the ocean never can be monopolized by great combinations of capital. A railroad necessarily requires such a combination of capital and is necessarily to some extent monopolistic. Furthermore, the small investor, who furnishes his proportion of the capital in such enterprise, is absolutely without any voice in its management.

With proper encouragement, by bounties sufficient to offset the increased cost of operation of American ships, the merchants and small capitalists of our seaport towns and cities can establish their own ocean transportation systems without inviting outside capital to take up the work. This was the rule in the old days when the United States was supreme on the high seas, and when the American flag was seen oftener in every port in the world than any other nation. With what small amount of deep-water shipping is now owned in the country, the same rule is in force today. Great capitalists do not own American ships which take our exports of lumber from Puget sound to all the ports of the Pacific. It is rather true that few American deep-water ships are the absolute property of any single individual, but are individually owned by a large number of small investors.

In ocean transportation each vessel, whether belonging to a large fleet owned by a great company, or the single investment of a large number of small capitalists, is the unit. Each one is operated separately. There is little chance for the practice of those economies in management which make the large concern more profitable than the small one in the operation of deep-water ships. One single vessel, belonging to local owners, can carry her cargo to the ports of the world as cheaply and economically as the vessel of the same dimensions which is one of a fleet owned by a great company. The tramp steamer which does such a large share of the ocean freighting at the present time does not, as a rule, belong to the great corporation, but rather to the individual owners whose small capital has been invested in property of this class.

Give the American ship a chance to compete on equal terms with those of other countries, and the locally owned freight steamer or sailing vessel will speedily become as common in American ports as it is in those of Great Britain. Investments in property of this class will be looked upon with as great favor in this country as they are in Europe.

TO CURE A COLD IN ONE DAY.

Take Laxative Bromo-Quinine Tablets. 25c.

If a man's wits be wandering, let him study the mathematics; for in demonstrations, if his wit be called away ever so little, he must begin again.—Bacon.

Dyspepsia cannot be long lived because to live requires nourishment. Food is not nourishing until it is digested. A disordered stomach cannot digest food, it must have assistance. Kodol Dyspepsia Cure digests all kinds of food without aid from the stomach, allowing it to rest and regain its natural functions. Its elements are exactly the same as the natural digestive fluids and it simply can't help but do you good. CHAS. ROGERS, Druggist.

The reason why so few marriages are happy, is because young ladies spend their time in making nets, not in making cages.—Swift.

A FIREMAN'S CLOSE CALL.

"I spoke to my engine although every joint ached and every nerve was racked with pain," writes C. W. Bellamy, a locomotive fireman, of Burlington, Iowa, "I was weak and pale, without any appetite and all run down. As I was about to give up I got a bottle of Electric Bitters and, after taking it, I felt as well as I ever did in my life." Weak, sickly run down people always gain new life, strength and vigor from their use. Try them. Satisfaction guaranteed by Hart's Drug Store. Price 50c.

He who has not a good memory should never take upon him the trade of lying.—Montaigne.

The lack of energy you feel, the backache and a run down condition generally all mean kidney disorder. FOLEY'S KIDNEY CURE will restore your strength and vigor by making the kidneys well. Take no substitute. Hart's Drug Store.

Better is a dinner of herbs where love is, than a stalled ox and hatred therewith.—Solomon.

Edward Huse a well known business man of Salisbury, Mo., writes: "I wish to say for the benefit of others, that I was a sufferer from lumbago and kidney trouble, and all the remedies I took gave me no relief. I was induced to try FOLEY'S KIDNEY CURE, and after the use of three bottles, I am cured. Hart's Drug Store.

Allen Halverson of West Prairie, Wis., says: "People come ten miles to buy FOLEY'S KIDNEY CURE," while J. A. Spero, of Helmer, Ind., says: "It is the medical wonder of the age." Hart's Drug Store.

The weather man, a week ago,
Was causing us to cuss,
We roasted him with language grim,
And now he's roasting us.

A. O. Blanchard, West Bangor, N. Y., says: "I have been troubled with kidney disease for the last five years. Have doctored with several physicians and I got no relief until I used two bottles of FOLEY'S KIDNEY CURE." Hart's Drug Store.

He hath no leisure who useth it not.—Old Maxim.

William Woodard, of Decatur, Ia., writes: "I was troubled with kidney disease for several years and four one dollar size bottles of FOLEY'S KIDNEY CURE cured me. I would recommend it to anyone who has kidney trouble." Hart's Drug Store.

Some are unwisely liberal, and more delight to give presents than to pay debts.—Sir Philip Sidney.

Cycling has its ups and downs. After the downs, use BANNER SALVE if you are cut or bruised. It heals the hurt quickly. Take no substitutes. Hart's Drug Store.

The liberty of a people consists in being governed by laws which they have made themselves under whatsoever form it be of government; the liberty of a private man, in being master of his own time and actions, as far as it may consist with the laws of God, and of his country.—Cowley.

BLOWN TO ATOMS.

The old idea that the body sometimes needs a powerful, drastic, purgative pill has been exploded; for Dr. King's New Life Pills, which are perfectly harmless, gently stimulate liver and bowels to expel poisonous matter, cleanse the system and absolutely cure Constipation and Sick Headache. Only 25c at Hart's Drug Store.

Nell—That young Softleigh is a perfect bore. I can't get rid of him. He does my footsteps day and night. Bell—Why don't you report him to the dog-catchers?

Eczema, saltrheum, tetter, chafing, ivy poisoning and all skin tortures are quickly cured by DeWitt's Witch Hazel Salve. The certain pile cure. CHAS. ROGERS, Druggist.

"Life is at best but a fleeting show," sighed the pessimist. "That's better than no show at all," remarked the optimist.

A surgical operation is not necessary to cure piles. DeWitt's Witch Hazel Salve saves all that expense and never fails. Beware of counterfeits. CHAS. ROGERS, Druggist.

Hoax—Golf is bad for the eyesight. Joax—I thought golf players had to be lynx-eyed.

Mr. James Brown of Putsmouth, Va., over 90 years of age suffered for years with a bad sore on his face. Physicians could not help him. De Witt's Witch Hazel Salve cured him permanently. CHAS. ROGERS, Druggist.

The disagreeable man is apt to get bald. Even his hair has a falling out with him.

Danger, disease and death follow neglect of the bowels. Use DeWitt's Little Early Risers to regulate them and you will add years to your life and life to your years. Easy to take, never gripe. CHAS. ROGERS, Druggist.

Reformers usually handle their subjects without gloves, until it comes to pugilism.

The bilious, tired, nervous man cannot successfully compete with his healthy rival. DeWitt's Little Early Risers the famous pills for constipation will remove the cause of your troubles. CHAS. ROGERS, Druggist.

Fame is a bubble that sometimes comes to the man who does the most blowing.

"The doctors told me my cough was incurable. One Minute Cough Cure made me a well man." Norris Silver, North Stratford, N. H.—Because you've not found relief from a stubborn cough, don't despair. One Minute Cough Cure has cured thousands and it will cure you. Safe and sure. CHAS. ROGERS, Druggist.

A woman in front of a mirror naturally feels quite beside herself.

"A few months ago, food which I ate for breakfast would not remain on my stomach for half an hour. I used one bottle of your Kodol Dyspepsia Cure and can now eat my breakfast and other meals with a relish and my food is thoroughly digested. Nothing equals Kodol Dyspepsia Cure for stomach troubles. H. S. Pitts, Arlington, Tex. Kodol Dyspepsia Cure digests what you eat. CHAS. ROGERS, Druggist.

St Louis is ambitious to become a seaport. But is the drainage canal deep enough for sea-going vessels?

Ira D. Reckard, Duncombe, Ia., writes: "My little boy scalded his leg from the knee to the ankle. I used BANNER SALVE immediately and in three weeks' time it was almost entirely healed. I want to recommend it to every family and advise them to keep Banner Salve on hand, as it is a sure cure for scalds or any sores." Hart's Drug Store.

If all the French duellists were as careless as Max Regis they would have to revise the code and substitute the typewriter, weapon of the American prizefighter, for the rapier.

SAYS HE WAS TORTURED.

"I suffered such pains from corns I could hardly walk," writes H. Robinson, Hillsborough, Ill., "but Bucklen's Arnica Salve completely cured them." Acts like magic on sprains, bruises, cuts, sores, scalds, burns, boils, ulcers. Perfect healer of skin diseases and piles. Cure guaranteed by Hart's drug store. 25c.

There is a mean in all things; even virtue itself has stated limits; which not being strictly observed, it ceases to be virtue.—Horace.

WORKINK 24 HOURS A DAY.

There's no rest for those tireless little workers—Dr. King's New Life Pills. Millions are always busy, curing torpid liver, jaundice, biliousness, fever and ague. They banish sick headache, drive out malaria. Never gripe or weaken. Small, taste nice, work wonders. Try them. 25c at Hart's drug store.

NIGHT WAS HER TERROR.

"I would cough nearly all night long," writes Mrs. Chas. Applegate, of Alexandria, Ind., "and could hardly get any sleep. I had consumption so bad that if I walked a block I would cough frightfully and split blood, but, when all other medicines failed, three $1.00 bottles of Dr. King's New Discovery wholly cured me and I gained 58 pounds." It's absolutely guaranteed to cure Coughs, Colds, La Grippe, Bronchitis and all Throat and Lung Troubles. Price 50c and $1.00. Trial bottles free at Hart's Drug Store.

The man, who will live above his present circumstances, is in greater danger of living in a little time much beneath them, or, as the Italian proverb says, "The man who lives by hope will die by dispair."—Addison.

ASTORIA AND COLUMBIA RIVER RAILROAD.

Leave.	PORTLAND.	Arrive
8:00a.m.	Portland Union Depot	11:10 a.m.
6:55 p.m.	for Astoria and intermediate points.	9:40 p.m.
	ASTORIA.	
7.45 a.m.	For Portland & intermediate points	11:30 a.m.
6.10 p.m.		10:30 p.m.

SEASIDE DIVISION.

11:35 a. m.	ASTORIA	7:40 a. m
5:30 p. m.		4:00 p. m
*8:30 a m		*11:00 a m
6:15 a. m.	SEASIDE	12:50 p. m
2:30 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 or Sound points.

J. C. MAYO,
Gen'l Fr't and Pass. Agent.

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 BALGER 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'YS.

This is also the BEST LINE between Omaha, St. Paul and Minneapolis.

All agents sell tickets via

The Northwestern Line

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

SOUTHERN PACIFIC COMPANY — SUNSET, OGDEN & SHASTA ROUTES

EAST via SOUTH

Leave		Arrive
	Depot, Fifth and I Streets. Overland Express Trains for Salem, Roseburg, Ashland, Sacramento, Ogden, San Francisco, Mojave, Los Angeles, El Paso, New Orleans and the East. 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 p.m		*9:15 a.m
*8:30 a.m		*7:00 p.m
‖7:30 a.m	Corvallis passenger.	‖5:50 p.m
‖4:50 p.m	Sheridan passenger.	‖8:25a.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.
Pasenger depot foot of Jefferson St.

Leave for Oswego daily at 7:20, *9:46 a. m; 12:30, 1:55, 3:25, 5:15, 6:25, 8:05, 11:30 p. m. and 9 a. m. on Sunday only. Arrive at Portland daily at *6:35, 5:30, *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 9:30 a. m.

Passenger train leaves Dallas for Airlee 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.

WHITE COLLAR LINE

..Portland - Astoria Route..

STR. "TAHOMA."

Daily Round Trips except Sunday.

TIME CARD

Leave Portland ..... 7 a. m.
Leave Astoria ..... 7 p. m.

THE DALLES-PORTLAND ROUTE

STR. "BAILEY GATZERT."

DAILY ROUND TRIP
EXCEPT MONDAY

Cascade Locks, Hood River, White Salmon and The Dalles

TIME CARD

Leave Portland ..... 7 A. M.
Arrive The Dalles ..... 5 P. M.
Leave The Dalles ..... 4 P. M.
Arrive Portland ..... 11 P. M.

MEALS THE VERY BEST

☞Sunday Trips a Leading Feature.
☞This Route has the Grandest Scenic Attractions on Earth.

Through Portland connection with steamer Nahcotta from Ilwaco and Long Beach points.

White Collar Line tickets interchangeable with O. R. & N. Co. and V. T. Co. tickets.

LANDING AND OFFICE: FOOT OF ALDER STREET.
BOTH 'PHONES MAIN 351.
PORTLAND, ORE.

E. W. CRICHTON, Agt. Portland
JOHN M. FILLOON, Agt. The Dalles
A. J. TAYLOR, Agt. Astoria
Telephone Dock; Telephone 11.

O. R. & N.

UNION PACIFIC — OREGON SHORT LINE AND UNION PACIFIC

Depart	TIME SCHEDULES From Portland.	Arrive
Chicago Portland Special 9:00 a. m. via Huntington	Salt Lake, Denver, Ft. Worth, Omaha, Kansas City, St. Louis, Chicago and East.	4:30 p. m.
Atlantic Express 9:00 p. m. via Huntington	Salt Lake, Denver, Ft. Worth, Omaha, Kansas City, St. Louis, Chicago and East.	8:10 a. m
St. Paul Fast mail 6 p. m. via Spokane	Walla Walla, Lewiston, Spokane, Minneapolis St. Paul, Duluth Milwaukee, Chicago and East	7:00 a. m

72 hours from Portland to Chicago. No Change of Cars.

OCEAN AND RIVER SCHEDULE
—From Astoria—

	All sailing dates subject to change. For San Francisco every five days.	
7 a. m. Daily except Sun.	Columbia River To Portland and Way Landings.	4 a. m. exc. Monday

Steamer Nahcotta leaves Astoria on tide daily for Ilwaco, connecting there with trains for Long Beach, Tioga and North Beach points. Returning arrives at Astoria same evening.

G. W. LOUNSBERRY, Agent.
Astoria.

A. L. CRAIG,
General Passenger Agent,
Portland, Oregon.

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. Employes 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.

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 28th day of May, 1901, upon a judgment and decree rendered therein on the 7th day of May, 1901, in favor of W. T. Scholfield and E. Hauke, co-partners, doing business as Scholfield and Hauke, against N. C. Jensen and Anna Jensen, defendants, for the sum of $105.60, with interest thereon at the rate of 10 per cent per annum from the 25d day of May, 1898, to the 7th day of May, 1901, the further sum of $35 attorney's fees, the costs and disbursement of this suit taxed at $15.20 and interest on said judgment at the legal rate of interest, and the costs of and upon this writ commanding and requiring me to make sale of the following described real property, to-wit:

Lot 22 in block 47, in Taylor's Astoria, in Clatsop County, Oregon.

Notice is hereby given, that I will on Monday, the 1st day of July, 1901, at the hour of ten o'clock in the forenoon of said day, in front of and at the Court House door, in the City of Astoria, Clatsop County, Oregon, sell at public auction, to the highest bidder for cash, the above described real property, to satisfy the judgment, interest, costs and all accruing.

THOS. LINVILLE, Sheriff,
Clatsop County, Oregon.
Astoria, Oregon, May 29th, 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 27th day of May, 1901, upon a judgment rendered therein on the 6th day of May, 1901, in favor of C. H. Jackson, plaintiff, and against W. B. Edwards, defendant, for the sum of One Hundred and Eighty-one 71-100 dollars, together with interest thereon at the rate of 6 per cent per annum from the 6th day of May, 1901, the costs and disbursements of this suit taxed at $10.20 and the costs of and upon this writ commanding and requiring me to make sale of the following described real property, to-wit:

Lot numbered four (4), in block numbered thirty-three (33), in the town of Astoria as laid out and recorded by John M. Shively, lot numbered fourteen (14), in block numbered five (5), in First Addition to Ocean Grove as laid out and recorded by J. T. Mulkey, in Clatsop County, Oregon.

Notice is hereby given, that I will on Monday, the 1st day of July, 1901, at the hour of 10 o'clock in the forenoon of said day, in front of and at the Court House door in the City of Astoria, Clatsop County, Oregon, sell at public auction, to the highest bidder for cash, the above described real property to satisfy the judgment, interest, costs and accruing costs.

THOS. LINVILLE, Sheriff,
Clatsop County, Oregon.
Astoria, Oregon, May 28th, 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 15th day of June, 1901, upon a judgment rendered therein on the 18th day of March, 1898, in favor of J. T. Rost, J. F. Higgins, H. C. Thomsson and E. Z. Ferguson, partners doing business under the firm name of Ross, Higgins & Co., plaintiffs, and against Silas B. Smith, defendant, for the sum of $365.46 and costs of said action taxed at $20.00, and which said judgment draws interest from date at the rate of 10 percent per annum until paid, and upon which there was realized upon execution and order of sale issued hereon and credited hereon, March 4, 1901, the sum of $89.30, leaving a balance due on said March 4, 1901, of $410.00 with interest thereon from said date until paid at 10 per cent per annum, and the costs of and upon this writ commanding and requiring me to levy upon the property of the above named defendant to satisfy the balance of said judgment, interest, costs and all accruing costs. I did on the 15th day of June, 1901, duly levy upon the following described real property, to-wit:

All that portion of the Solomon Smith Donation Land Claim situated in the County of Clatsop, State of Oregon, described as follows, to-wit:

Beginning at the southeast corner of the town of Idlewild according to the map and plat thereof, recorded in the office of the County Clerk of Clatsop County, and as laid out and recorded by Silas B. Smith and his wife, thence in a westerly direction following the south line of said town to the north boundary of that certain tract of land in said Donation Land Claim now owned by Louis Kirchoff, thence east to the north boundary line of that certain tract of land in said Donation Land Claim owned by the Astoria and Columbia River Railroad Company, thence easterly along the said north boundary line of said tract of land owned by said Astoria and Columbia River Railroad Company to an intersection with the east boundary line of said town of Idlewild if projected, thence northerly on said projecting line to the place of beginning.

Also all of blocks numbered 1, 2, 3, 4, 6, 7, 8, 9, 10, 11, 12, 14, 15, 21, 22, 23, 24, 25, 26, 27, 28, and all of block 13, excepting lots 9 and 10, and all of block five excepting lot one, all in the town of Idlewild, in Clatsop County, State of Oregon, as laid out and recorded by Silas B. Smith and his wife, according to the map and plat thereof on record in the office of the County Clerk of Clatsop County, Oregon.

Also all that portion of the Solomon Smith Donation Land Claim situated in the County of Clatsop, in the State of Oregon, and lying west of the west boundary line of the said town of Idlewild, aforesaid, excepting a certain tract of land owned by The Flavel Hotel Company containing 13 acres, as per deed recorded in Volume "38," page 182, Records of Deeds for Clatsop County, and a certain tract of land owned by said Flavel Hotel Company as per deed recorded in Volume "38," page 186, Records of Deeds for Clatsop County.

Notice is hereby given that I will on Monday, the 22d day of July, 1901, at the hour of 10 o'clock in the forenoon of said day, in front of and at the Court House door in the City of Astoria, Clatsop County, Oregon, sell at public auction to the highest bidder for cash, the above described real property to satisfy said judgment, interest, costs and all accruing costs.

THOS. LINVILLE,
Sheriff of Clatsop County, Ore.
Astoria, Ore., June 18, 1901.

ADMINISTRATOR'S NOTICE.

Notice is hereby given that the undersigned has been appointed administrator of the estate of Thos. O'Connor, deceased. All persons having claims against said estate are required to present the same to him duly verified according to law, within six months from this date.

A. J. KLAFFKE,
Administrator of the Estate of Thos. O'Connor, Deceased.
Date of first publication, June 21, 1901.

SHERIFF'S SALE.

By virtue of an execution issued out of the Circuit Court of the State of Oregon for the County of Clatsop, on the first day of June, 1901, upon a judgment rendered therein on the 10th day of March, 1894, in favor of S. E. Harris, plaintiff, and against George Hill, defendant, for the sum of $562.32, the further sum of $50 attorney's fees together with interest thereon at the legal rate from the 10th day of March, 1894, and the costs of and upon this writ commanding and requiring me to levy upon the property of the above named defendant to satisfy the judgment, interest, costs and all accruing costs. I did on the 6th day of June, 1901, attach the following described real property, to-wit:

Lots 6, 7, block 1, First Add. to Ocean Grove; lots 2, 3, 4, 5, 6, 7, block 1, lots 1 to 37, inclusive, block 2, lots 1 to 37, inclusive, block 3, lots 5 to 32, inclusive, block 4, Hill's Add. to Ocean Grove; lots 13 to 38, inclusive, block 3, lots 1 to 16, 18 to 37, 39 to 54, inclusive, block 6, lots 1, 2, 3, 4, 7 to 44, inclusive, block 7, lots 1 to 28, inclusive, block 10, lots 1 to 20, inclusive, block 11, lots 1 to 20, inclusive, block 14, Hill's Second Add. to Ocean Grove; lots 1, 2, 3, 5, 6, 7, 8, 9, 10, 11, 13, 14, block 3, lots 1, 2, 3, 4, 6, 7, 8, 9, 10, 11, 12, block 6, lots 1, to 18, inclusive, block 7, lots 1 to 34, inclusive, block 10, lots 1 to 24, inclusive, block 15, lots 1 to 24, inclusive, block 16, lots 1 to 24, inclusive, block 17, lots 1 to 24, inclusive, block 18, lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, block 19, lots 1 to 23, inclusive, block 20, lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, block 21, annex to Hill's Second Add. to Ocean Grove; lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, block 1, lots 1, 2, 3, 4, 9, 10, 11, 12, block 2, lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, block 3, lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, block 4, lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, block 5, lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, block 6, lots 1, 2, 3, 4, 9, 10, 11, 12, block 7, lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, block 8 lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, block 9, lots 1, 2, 3, 4, 9, 10, 11, 12, block 10, lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, block 11, lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, block 12, lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, block 13, lots 5, 6, 7, 8, 9, block 14, lots 1, 2, 3, 4, 7, 8, 9, 10, 11, 12, block 15, lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, block 16, lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, block 17, lots 1, 2, 3, 10, 11, 12, block 18, lots 4, 5, 6, 7, 8, 9, block 19, lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, block 20, lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, block 21, lots 4, 5, 6, 7, 8, 9, 10, 11, 12, block 22, lots 1, 2, 3, 7, 8, 9, 10, 11, 12, block 23, lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, block 24, lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, block 25, lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, block 26, lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, block 27, lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, block 28, lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, block 29, lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, block 30, lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, block 31, lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, block 32, lots 1, 2, 3, 4, 5, 6, block 33, lots 1 to 27, inclusive, block 34, lots 1 to 22, inclusive, block 35, lots 1 to 11, inclusive, block 36, Hill's First Add. to Astoria, all of the above described real property is in Clatsop County, Oregon.

Notice is hereby given that I will on Monday, the 15th day of July, 1901, at the hour of 10 o'clock in the forenoon of said day in front of and at the Court House door, in the City of Astoria, Clatsop County, Oregon, sell at public auction to the highest bidder, for cash, the above described real property to satisfy said judgment, interest, costs and all accruing costs.

THOS. LINVILLE,
Sheriff, Clatsop County, Or.
Astoria, Oregon, June 10, 1901.

NOTICE FOR PUBLICATION.

United States Land Office, Oregon City, Oregon, May 20, 1901.

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, William W. Pope, of Olney, County of Clatsop, State of Oregon, has this day filed in this office his sworn statement, No. 5271, for the purchase of lot 4, sec. 3; lots 1, 2, 3 and 4, of section No. 4, in township No. 6 north, range No. 7 west, 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 8th day of August, 1901. He names as witnesses:

Mrs. Mary Denck, of Olney, Clatsop County, Oregon; Sebastian Glaser, of Olney, Clatsop County, Oregon; Mrs. Appollonia Johnson, of Olney, Clatsop County, Oregon; Sidney Dell, of Astoria, 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 8th day of August, 1901. CHAS. B. MOORES, Register.

SHERIFF'S SALE.

Notice is hereby given, that I will on Monday, July 8th, 1901, at the hour of ten o'clock, a. m., at and in front of the Court House door at the City of Astoria, in Clatsop County, State of Oregon, I will offer for sale and sell at public auction to the highest bidder for cash in hand at the time of sale, all and singular the real estate and property to which the County of Clatsop and School Districts Nos. 1 and 6 of Clatsop County, have acquired title by virtue of sales for taxes, and all real estate and property that has been heretofore purchased by Clatsop County or School Districts Nos. 1 and 6 of Clatsop County at tax sales and title acquired thereto thereunder, and which is now owned by said County, or said School Districts.

THOS. LINVILLE, Sheriff.
Clatsop County, Oregon.
Dated this 29th day of May, 1901.