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PORTLAND'S DECLINE IN WHEAT SHIPMENTS.

For the edification of the visiting congressmen, and as an evidence of Portland's greatness as a seaport in contrast with San Francisco and Puget sound, the Oregonian yesterday published a statement of Pacific coast wheat shipments for the year ending June 30, 1901. This statement shows that out of a total of 31,729,138 bushels of wheat exported from the Northwest 17,706,102 bushels, or about 54 per cent, was shipped from Portland, the remaining 46 per cent going from Puget sound.

These figures are conclusive proof of the relative decline of Portland as a seaport although intended to have a contrary effect on the unsophisticated minds of the eastern congressmen. In 1895 Portland's shipments of Inland Empire wheat amounted to 90 per cent of the total exported, and the grain at the Sound has thus reduced that splendid showing in six years to the figures above quoted. It requires only a simple mathematical calculation to prove that with the same relative gain on the Sound in the next six years Portland will cease to be a seaport of any consequence. Especially is this true when it is considered that wheat and flour are Portland's only exports, excepting only a little lumber, and that almost the entire import business of the Pacific coast is carried on from San Francisco and Seattle. Vividly the end is fast approaching for the Columbia river in the world's commerce.

The Oregonian says that the figures recently published by the New York Commercial, showing the great increase in the trade of Puget sound over the Columbia river, do not represent the trade of the latter place for the reason that part of the shipments come from the East and elsewhere, and that Tacoma and Seattle are merely points in transit. This may be true to a large extent, but it is well known that Seattle wholesalers are heavy exporters to the far East and to Alaska. The same is also true of Tacoma. It is here that Portland gets the worst of it, according to the Oregonian, and a great injustice has been done the commerce of Portland, because forsooth, the figures for products in transit from Portland were not entered at the custom house to swell the exports from the Columbia river. In the same issue of the Oregonian it is stated that the cargo of the Knight Companion, which sailed recently for the Orient, in part consisted of 1500 tons of cotton, or about one-fourth the cargo. It omitted to state where the cotton came from, and if it was not entered at the custom house it certainly was a great injustice to Portland, and a deception which should not go unpunished. If it is a product of the country around about Portland then the injustice done is the greater.

(Astorian, December 22, 1899.)

Mr. M. J. Kinney is authority for the statement that a combination exists among the wheat buyers of California, Oregon and Washington, and that the purpose of the organization is to fix the price and regulate the volume of shipments made from the various ports. This organization has existed from a date in the latter part of last winter. It is probably owing to the influence of this combination that the charter rates of grain vessels plying from the ports of Puget sound and Portland are no longer published in the Commercial Journal. It is doubtless due also to the action of the combination that the market quotations on wheat at the Sound, in Portland, and possibly at San Francisco are false and misleading. This wheat buyers' combination makes a larger margin of profit and can more easily manipulate the price and destination of export wheat from Portland. Hence every bushel which can be more economically hauled to Portland than to the Sound is sent to the Portland market. That wheat brings more—to the producer—at Tacoma than at Portland is proved by the unbiased statistics of the government custom house service. The table of March's wheat shipments and values, as published in the Oregonian of April 4, is based upon these customs house records and not upon market quotations—though it was due to the Astorian analysis and comment on this table that the plan of falsifying the Puget sound market quotations was first resorted to. The Oregonian's table, with the Astorian's comment and analysis is as follows:

(Oregonian, April 4, 1899.)

The export of wheat and flour from the Pacific coast for the month of March were 1,501,890 bushels of wheat, valued at $928,150, and 230,446 barrels of flour valued at $734,622. The business was handled by the different ports as follows:

WHEAT.	Bushels.	Value.
Portland	1,009,183	$609,215
Tacoma and Seattle	396,267	250,000
San Francisco	96,440	68,935
FLOUR.	**Barrels.**	**Value.**
Portland	109,028	$392,407
Tacoma and Seattle	16,795	48,561
San Francisco	104,613	353,654

San Francisco's flour shipment include nearly 20,000 barrels which was sent from Portland, and which is not included in Portland's total, but is included in San Francisco's.

(Astorian, April 5, 1899.)

Analysis of the foregoing table shows the startling facts (1) that wheat in Portland was worth 60 cents a bushel; (2) that wheat in Tacoma was worth 83 cents a bushel or $1 a ton more than in Portland; and (3) that wheat in San Francisco was worth 71½ cents a bushel, or about $3.65 a ton more than in Portland. Also, that the Columbia basin farmers lost on their wheat in the month of March nearly $200,000, because Portland's road—the O. R. & N. Co.—refuses to make Astoria the seaport instead of Portland.

(Astorian, December 22, 1899.)

The producers of the Columbian basin may as well understand now as at any other time that there is no hope for a forty-foot entrance at the mouth of the river so long as that meritorious proposition is loaded with the attempted graft of an impossible thirty-foot channel to Portland. The government has provided for the producers of the Northwest a magnificent fresh water harbor right at the very door of the ocean. This harbor is connected by a continuous down-grade railway with the length and breadth of the Columbian basin clear back to the foot of the Rocky mountains. The facilities for cheap and expeditious transportation on products of the interior to the actual Pacific seaport are unexcelled, if equaled, by those afforded any other agricultural region in America. The question of reaching that harbor with the products of the interior is purely a matter of local concern or private business. It is a question for the producers and transportation companies to settle for themselves. The government has done all there is any public ground or public necessity for doing. Its only remaining obligation is to keep that great harbor abreast of modern commerce and as nearly equal as possible to the harbors of other sections. That duty the government is ready and willing to perform, when the project for so doing is divorced from the selfish schemes of one rival community for the undoing of another and the proposed aggrandizement of private transportation corporations. Portland does not want the producers of the interior to have a forty-foot harbor at the mouth of the river except in conjunction with a canal to accommodate the increased tonnage of such harbor leading up the one hundred inland-miles to the terminals of the O. R. & N. Co. The Oregon delegation in congress has doubtless been so notified. There are congressmen representing other states who understand the Columbia river situation. They intend to see that the graft proposed by Portland shall not pass congress. If the farmers of the Northwest are to get the benefit of a forty-foot entrance to their harbor it must be independent of any scheme to extend that harbor at public expense to Portland.

(Astorian, December 21, 1899.)

Many inland readers who know the cost of getting ships to sea from Portland are doubtless perplexed to account for the repeated assertions of the Oregonian that it only costs five cents a ton to bring wheat down the river. How utterly misleading this statement is will be at once perceived when the facts are understood. The O. R. & N. Co. owns all the tugs and tow boats and controls the entire towage charge of a ship from the time she is taken hold of off the mouth of the river until she is again let loose, loaded, on the open sea. In the interest of making a false showing in favor of continuing Portland as the seaport, the lump toll levied on the ship from the mouth of the river until she is again returned to the ocean is carried on the O. R. & N. Co.'s books in two separate accounts. Of every dollar collected seventy cents is charged for the towage between Astoria and the sea—a distance of about 15 miles—and thirty cents charged to the towage from Astoria to Portland—a distance of one hundred miles. For this reason, it will be noticed from an item quoted in the Oregonian, the cost of the water transportation from Portland is only figured to Astoria. This cost is placed at five cents a ton—thirty per cent of the towage charge from Portland to the sea. In this account it will be noted no account is taken of the delay incurred in getting down the river. Instead of an expense of but five cents a ton, as figured by the Oregonian, the real expense directly chargeable to every cargo of wheat loaded at Portland is perhaps fifty cents a ton and maybe more. This is independent of the general taxes spent by the government in dredging operations necessary to keep the channel open. According to Major Pick's last report the government contributed a bonus to Portland and the railroad combination of fifty cents a ton on every ton of wheat exported from Portland. It thus appears that the farmers and the general government are paying a dollar a ton subsidy to enable Portland to prevent the extension of common point wheat rates to Astoria. Charters are higher at Portland than at Tacoma and San Francisco because of the smaller ships in the Portland trade and because of the danger, delays and inconveniences of Portland's one hundred inland-miles of navigation. Astoria's location on deep water and right at the ocean would make her charter rates for wheat much lower than at Tacoma and probably as low as at San Francisco. But no wheat can be loaded on ships at the Columbia's mouth until the power of the railroad combination is broken. Then we shall have open competition in the buying and shipping of Northwestern wheat and the mouth of the Columbia river will become the highest and best wheat market on the Pacific coast.

TOT CAUSES NIGHT ALARM.

"One night my brother's baby was taken with Croup," writes Mrs. J. C. Snider, of Crittenden, Ky., "it seemed it would strangle before we could get a doctor, so we gave it Dr. King's New Discovery, which gave quick relief and permanently cured it. We always keep it in the house to protect our children from Croup and Whooping Cough. It cured me of a chronic bronchial trouble that no other remedy would relieve." Infallible for Coughs, Colds, Throat and Lung troubles. 50c and $1.00. Trial bottle free at Hart's Drug Store.

HAD LAIN AWAKE TO SEE.

Mrs. Wiggles—You know my husband talks in his sleep.

Mrs. Waggles—No, I didn't. Does he?

Mrs. Wiggles—Yes. (After a pause.) Well, he never says anything worth hearing.—Somerville Journal.

A DEEP MYSTERY.

It is a mystery why women endure Backache, Headache, Nervousness, Sleeplessness, Melancholy, Fainting and Dizzy Spells when thousands have proved that Electric Bitters will quickly cure such troubles. "I suffered for years with kidney trouble," writes Mrs. Phebe Cherley, of Peterson, Ia., "and a lame back pained me so I could not dress myself, but Electric Bitters wholly cured me, and, although 73 years old, I now am able to do all my housework. I now am able to do all my housework." Appetite gives perfect health. Only 50c at Hart's Drug Store.

WHY HE GROWLED.

The farmer had told the tramp to search the shed for some cold biscuit. "But don't strike a light," warned the farmer, "I won't risk having the place burned down."

"Then I can't look for de bascuit, boss," said the tramp.

"Why not?"

"Well, de last time I searched in de dark I ate a lot of dog biscuit an' got de hydrophobia from hearin' meself bark.—Chicago News.

SHE DIDN'T WEAR A MASK.

But her beauty was completely hidden by sores, blotches and pimples till she used Bucklen's Arnica Salve. Then they vanished as will all Eruptions, Fever Sores, Boils, Ulcers, Carbuncles and Felons from its use. Infallible for Cuts, Corns, Burns, Scalds and Piles. Cure guaranteed. 25c at Hart's Drug Store.

GENIUS OF THE ROAD.

"Mister, could you help a poor man dat lost de sight of an eye because he liked realism in literature?"

"That is the strangest tale I ever heard."

"But it's true. I was an admirer of Longfellow, an' one day while watchin' de 'Village Blacksmith' I got a spark in me eye."—Chicago News.

OLD SOLDIER'S EXPERIENCE.

M. M. Austin, a civil war veteran, of Winchester, Ind., writes: "My wife was sick a long time in spite of good doctor's treatment, but was wholly cured by Dr. King's New Life Pills, which worked wonders for her health." They always do. Try them. Only 25c at Hart's Drug Store.

WHAT TWO CENTS WILL DO.

It will bring relief to sufferers from asthma or consumption, even in the worst cases. This is about what one dose of Foley's Honey and Tar costs. Isn't it worth a trial? Hart's Drug Store.

Native beauties of Manila freely attend American balls, and the flirtations with army officers are said to be fully up to the standard of this country. The trouble is really over.

Mr. John Tippis, Colton, Ohio, says: "Foley's Honey and Tar cured my little girl of a severe cough and inflamed lobules." Hart's Drug Store.

The speech of Von Buelow failed to please the kaiser, but the same may be said of some of the kaiser's own speeches after he has seen them in type.

Thos. W. Carter, of Ashburn, N. C., had kidney trouble and one bottle of Foley's Kidney Cure effected a perfect cure, and he says there is no remedy that will compare with it. Hart's Drug Store.

I think it must be somewhere written, that the virtues of mothers shall, occasionally, be visited upon their children, as well as the sins of fathers.—Dickens.

Good-nature, like a bee, collects honey from every herb; ill-nature, like a spider, sucks poison from the sweetest flower.

Science has found that rheumatism is caused by uric acid in the blood. This poison should be excreted by the kidneys. Foley's Kidney Cure always makes them well. Hart's Drug Store.

The Hon. Fitzhugh Lee feels that he is now in a position to ascertain just what a double-header war record is worth in Virginia politics.

Dr. George Ewing, a practicing physician of Smith's Grove, Ky., for over thirty years, writes his personal experience with Foley's Kidney Cure. "For years I have been greatly bothered with kidney trouble and enlarged prostate gland. I used everything known to the profession without relief, until I was induced to use Foley's Kidney Cure. After using three bottles I was entirely relieved and cured. I prescribe it now daily in my practice and heartily recommend its use to all physicians for such troubles, for I can honestly state I have prescribed it in hundreds of cases with perfect success." Hart's Drug Store.

A news item relates the death of a Brooklyn man who swallowed a drink of carbolic acid thinking it was Scotch whisky. How did he happen to discover the difference?

Jas. G. Ambert, of Delta, O., writes: "I had an obstinate sore on my face which everything else failed to heal. After one application of Bunner Salve it began to heal and after three applications it was entirely healed leaving no scar. Hart's Drug Store.

The plumber will take off his hat to the geologist. A student of rocks in Montana has filed suit to recover $1,500,000 for nine months' work.

Any advertised dealer is authorized to guarantee Bunner Salve for tetter, eczema, piles, sprains, scalds, burns, ulcers and any open or old sore. Hart's Drug Store.

A St. Joseph man is to give a $1500 canary bird to Mrs. M. Kinley and then place himself in a recovery used for something equally as good.

The greatest healer of modern times is Bunner Salve for cuts, wounds, sores, piles and all skin diseases. It is guaranteed. Use no substitute. Hart's Drug Store.

As there are no rival football companies in Portland it is fair to presume that Mr. Loomis can perform the duties of his new post without seriously injuring his country in the manner of any competition against another.

The pains that annoy you so will be quickly and permanently healed if you use DeWitt's Witch Hazel Salve. Beware of worthless counterfeits. CHAS. ROGERS, Druggist.

Korea is making rapid strides toward civilization. Native religionists killed 500 of their neighbors who differed from them in belief as to the great beyond.

A bad complexion generally results from inactive liver and bowels. In all such cases, De Witt's Little Early Risers produce gratifying results. CHAS. ROGERS, Druggist.

In a bouquet passed over the footlights to a singer there was a deadly looking dagger, marked, "Duplicate." Of course the singer was much agitated and told her troubles to the press. Her name and additional particulars may be published at regular rates if her agent will confer with the business offices.

It is easier to keep well than get cured. DeWitt's Little Early Risers taken now and then will always keep your bowels in perfect order. They never gripe but promote an easy gentle action. CHAS. ROGERS, Druggist.

Since the entire stock of sherry in the cellar of the late queen of England is to be sold, consumers throughout the world may reasonably expect to see no other kind drink for many years. There are five thousand dozen of the sherry, but the case with which it will expand into a million will be a modern miracle.

Those famous little pills, DeWitt's Little Early Risers compel your liver and bowels to do their duty, thus giving you pure, rich blood to invigorate your body. Are easy to take. Never gripe. CHAS. ROGERS, Druggist.

You can never cure dyspepsia by dieting. What your body needs is plenty of good food properly digested. Then if your stomach will not digest it, Kodol Dyspepsia Cure will. It contains all of the natural digestants, hence must digest every class of food and to prepare it that nature can use it in nourishing the body and replacing the wasted tissues, thus giving life, health, strength, ambition, pure blood and good healthy appetite. CHAS. ROGERS, Druggist.

No, Maude, dear, the duties of a butler are not to keep the wolf from the door.

"I am indebted to One Minute Cough Cure for my present good health and my life. I was treated in vain by doctors for lung trouble following la grippe. I took One Minute Cough Cure and recovered my health." Mr. E. H. Wise, Madison, Ga. CHAS. ROGERS, Druggist.

Some fellows raise whiskers because they can't raise the price of a shave.

DeWitt's Witch Hazel Salve should be promptly applied to cuts, burns and scalds. It soothes and quickly heals the injured part. There are worthless counterfeits, be sure to get DeWitt's. CHAS. ROGERS, Druggist.

W. C. P. Breckinridge, of Kentucky, announces that Bryanism is dead. Mr. Breckinridge is so far in retirement that the news has naturally been a long time reaching him.—Record-Herald.

"I wish to truthfully state to you and the readers of these few lines that your Kodol Dyspepsia Cure is without question the best and only cure for dyspepsia that I have ever come in contact with and I have used many other preparations." John Beam, West Middlesex, Pa. No preparation equals Kodol Dyspepsia Cure as it contains all the natural digestants. It will digest all kinds of food and can't help but do you good. CHAS. ROGERS, Druggist.

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

11:30 a.m.	ASTORIA	7:40 a.m.
5:30 p.m.		1:00 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.

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

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STR. "BAILEY GATZERT."

DAILY ROUND TRIP
EXCEPT MONDAY

Cascade Locks, Hood River, White Salmon, Lyle and The Dalles

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Leave Portland.....7 A. M.
Arrive The Dalles.....3 P. M.
Leave The Dalles.....4 P. M.
Arrive Portland.....10 P. M.

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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.	4:20 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

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OCEAN AND RIVER SCHEDULE
—From Astoria—

[illegible]	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,
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A. B. C. DENNISTON,
City Pass. and Ticket Agent, Portland.

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. Ross, J. E. Higgins, H. C. Thompson 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 $49.30, 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 187, 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.

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.

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 Hezekiah 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 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 27, inclusive, block 2, lots 1 to 37, inclusive, block 3, lots 3 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, 5 to 6, 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, 12, 14, block 1, lots 1, 2, 3, 4, 6, 7, 8, 9, 10, 11, 12, block 6, lots 1 to 18, inclusive, block 7, lots 1 to 24, 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 33, 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, 5, 6, 7, 8, 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 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 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, 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, 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, Pacific Park near Fort Stevens, Or.: lots 1, 2, 3, 4, 5, 6, 7, 8, block 1, lots 1 to 24, inclusive, block 2, lots 1 to 27, inclusive, block 3, lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, block 4, lots 1 to 24, inclusive, block 5, lots 9 to 27, inclusive, lots 30 to 54, inclusive, block 6, lots 1 to 54, inclusive, block 7, lots 1 to 18, inclusive, block 8, lots 8, 9, 10, 11, 12, 13, 14, block 9, lots 1 to 20, inclusive, lots 30 to 54, inclusive, block 10, lots 1 to 54, inclusive, block 11, lots 1 to 24, inclusive, block 12, lots 1 to 24, inclusive, block 13, lots 1 to 18, inclusive, block 14, lots 1 to 18, inclusive, lots 28 to 54, inclusive, block 15, lots 1 to 14, inclusive, block 16, lots 1 to 14, inclusive, block 17, lots 1 to 14, inclusive, block 18, lots 1 to 24, inclusive, block 19, lots 1 to 24, inclusive, lots 29 to 54, inclusive, block 20, lots 3 to 24, inclusive, block 21, lots 1 to 54, inclusive, block 22, lots 1, 2, 7, 8, 9, 10, 11, 12, block 23, lots 1 to 27, inclusive, block 24, lots 1 to 27, inclusive, block 25, lots 1 to 11, inclusive, block 26, Hill's First Add. to Astoria, the S. E. ¼ of the N. W. ¼, and lots 3, 4, 5, except a strip 7.43 chains wide off the east side of said lots 3, 5, 6, and also lot 4, in Sec. 22, Tp. 8, N. of R. 9 West of Will. Mer., and the N. E. ¼ of the S. E. ¼, and the W. ½ of lot 1, Sec. 2, Tp. 8, N. of R. 10, West of Will. Mer., all of the above described real property is in Clatsop County, Oregon.

Notice is hereby given that I will on Monday, the 29th 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 19, 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 Beneck, 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.

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.